

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133527/FO/2022

Date registered valid: 14 April 2022

Proposal: Erection of a two storey building to form Class B8 storage unit on the ground floor and Class B1 office on the upper floor with associated car parking

Address: Land Adjacent To Steelwork Tavern, Preston Street, Gorton , Manchester, M18 8DA

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Sookasian C/o Agent

Agent (if any): Mr Jonathan Renshaw Ebrdesigns.com Ltd 250 Church Road, Urmston, Manchester, M41 6HD

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 17 October 2022

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit:

Standard consultations:

Printed: 27 April 2022 Expired: 18 May 2022

Neighbour notifications

Printed: 27 April 2022 Expired: 18 May 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to an area of land to the rear of the Steelworks Tavern Public House, which fronts onto Gorton Lane. Otherwise the area to the north of Gorton Lane is mostly commercial in nature made up of industrial, storage and office uses. To the south of the public house, and across Gorton Lane, there is an aged person's residential complex. There are no buildings on the site and it appears that it is currently in used for the ad-hoc storage of various materials.

There is a previous permission on the site for the erection of a two storey building to form Class B8 storage unit on the ground floor and Class B1 office on the upper floor with associated car parking (121760/FO/2018 - Approved March 2019).

It was proposed to erect a two storey building on the site, with the second floor of accommodation largely located in the roofspace. It was proposed that the ground floor would be used as a storage facility for building materials and small machinery with the upper floor used as an office space for occasional administrative tasks.

It was indicated that the building would be constructed in brickwork with a pitched tiled roof. The front of the building would face onto Preston Street and would be set-back approximately 5 metres from the back of pavement. There would be a gap of approximately 2.5 metres between the proposed building and the existing Steelworks Tavern building, which would provide space for 2 vehicles to park alongside the proposed building.

It was indicated that an existing palisade fence, at the front of the site along the back of pavement on Preston Street, would be removed, and replaced with a new 1.8 metre high brick wall and railing front boundary treatment. On the remaining 3 sides of the site the existing boundary treatment would remain. This comprises palisade fencing, to the north and west, and a brick wall to the south.

The premises would operate between the hours of 8am to 6pm, Monday to Saturday, as previously proposed, and there would be one part-time member of staff.

This permission was never implemented and permission is now being re-sought for the erection of a two storey building to form Class B8 storage unit on the ground floor and Class B1 office on the upper floor with associated car parking. The submitted proposal is virtually identical to that previously granted permission in terms of design, other than a door, previously shown on the rear elevation, is now indicated in the side elevation, but the proposed development would be sited closer to the northern and western boundaries of the site.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Makes the following comments:

Given the size of this development, they consider that the likely amount of vehicle movements generated, and the servicing/delivery requirements can be accommodated.

Two car parking spaces are proposed. Whilst the parking arrangements are only shown indicatively on the submitted site plan, they consider that there is sufficient room to accommodate this number of vehicles. They would recommend that the spaces are demarcated within the site.

In relation to vehicle gates, it is assumed that these are being replaced and they require that they do not open outwards so that they do not obstruct the adjacent footway. The vehicle crossing is to be extended and this can be arranged through S184 agreement via an online application.

Waste management arrangements are acceptable from a highway perspective.

Pedestrian access arrangements are acceptable from a highway perspective.

Should the planning application be approved it is required that a Construction Management Plan be conditioned

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management, hours of operation, deliveries, external equipment, refuse and contaminated land.

Greater Manchester Police - Make a number of recommendations to improve security at the site. These have been provided, to the applicant, as an informative.

United Utilities - No conditions are recommended although they recommend that the applicants follow the established hierarchy for surface water drainage for new developments. This has been provided to the applicant as an informative.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Principle of development - The site presently offers no positive contribution to the locality, either visibly or as an active commercial use. It appears to be in use as random storage and it is not clear if it is utilised as a regular storage site, or if the items on site have been stored there for a considerable period of time. It is considered that the proposed use is compatible with the existing use of the site, and with that of its surroundings. There was also a previous planning permission granted, on the site, for a virtually identical development and site circumstances, and that of the surrounding area, have not significantly changed, since that permission was granted. The proposal is therefore considered to be acceptable in principle.

Design/visual impact - The building is, in effect a high level single storey building with accommodation in the roof space. It would have a maximum height of approximately 6.3 metres, to the apex, which is lower than all surrounding buildings, and it is set-back from the Preston Street frontage of the site and is only easily viewed from directly adjacent to the site, on Preston Street. It is to be constructed in materials that are compatible with the adjacent public house and overall it is considered that the proposed building is in keeping with its surroundings. In addition, palisade fencing, at the front of the site, is to be removed, and replaced with brick wall and railings with a small landscaped area behind. The site currently accommodates various random items and it is considered that the proposal would improve the visual appearance of the site. Compared to the previous permission, the only change is the repositioning of a door, which would have a negligible effect on the overall appearance of the proposed building.

Residential amenity - The size of the proposed building suggests that this will not be an intensive use of the site and, although an office is proposed the applicant states that this is for occasional administrative tasks, rather than being an intensive office use. The nearest residential accommodation is an aged persons complex, which is separated from the site by Gorton Lane and the public house and it is not considered that the low level use of this site would impact on the amenity of those residents, particularly as it would only be in operation during normal daytime hours, in an area where some 24 hour uses are in operation. Appropriate conditions are however proposed in relation to hours of operation and deliveries and acoustic insulation of the building.

Relationship to public house - The proposed building would be approximately 2.5 metres away from the public house building, which has been increased, compared to the original submission, where the building was approximately 1 metre away. In addition, there would be a gap of approximately 6.5 metres to the rear upper floor windows of the public house. Also, given that the building is set-back, from Preston Street, is single storey only and has no windows in the side elevation, it is not considered that there would be any impact upon the public house or any occupiers of any upper floor residential accommodation.

Car parking - The proposal includes 2 car parking spaces at the front/side of the building, which are directly accessed from Preston Street. Highway Services consider that this provision is satisfactory and that there would be no highway safety implications.

Refuse - An area for bins is shown within the site. The proposed arrangements are considered to be acceptable.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: APPROVE

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The applicant was advised that pre-commencement conditions were required to be attached to this permission, in relation to ground contamination and construction management. The applicant confirmed that these conditions were acceptable. Clarification was also sought in relation to hours of operation.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents;

Drawings numbered ebr/00731/AO.1, ebr/00731/AO.2, ebr/00731/AO.3 and ebr/00731/AO.4
Waste Management Strategy
Design and Access Statement
All stamped as received by the City Council, as Local Planning Authority, on 14 April 2022.

Arg Design Phase 1 Desk Top Study, dated March 2021, stamped as received by the City Council, as Local Planning Authority, on 14 July 2022.

Groundsure Enviro Insight reports, dated 24 April 2019 (reference GS-5961976 and GS-5961977 and GS-5961978)
The Coal Authority Consultants Coal Mining report (ref: 51002105332001)
All stamped as received by the City Council, as Local Planning Authority, on 1 September 2022.

Email from Jonathan Renshaw, dated 1 September 2022, confirming the proposed hours of operation.

Drawing numbered ebr/00731/AO.6, stamped as received by the City Council, as Local Planning Authority, on 2 October 2022.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) The brickwork used to construct the external elevations of the building hereby approved shall match the existing Steelworks Tavern Public House, in terms of colour, type, and method of coursing and pointing and the roof shall be constructed in a grey/black roof tile, as indicated on drawings numbered ebr/00731/AO.2 and the Design and Access Statement, stamped as received by the City Council, as Local Planning Authority, on 14 April 2022.

Reason - In the interests of the character and appearance of the property and surrounding area, pursuant to policy DM1 of the Manchester Core Strategy and save policy E3.3 of the Unitary Development Plan for the City of Manchester,

4) All work and other activity at the site, shall be confined to the following hours:
8.00am to 6.00pm - Monday to Saturday, with no work or other activities on Sundays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester

5) No deliveries, servicing or waste collections shall take place on the site on Sundays or Bank Holidays and all deliveries, servicing and waste collections on other days shall be confined to the following hours:

7.30 a.m. to 8.00 p.m. Mondays to Saturdays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation once the development is completed, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

6) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and saved policy DC26.1 of the Unitary Development Plan for the City of Manchester.

7) Waste management at the site shall be carried out in accordance with the details indicated on drawing numbered ebr/00731/AO.3 and in the Waste management Strategy, which confirms that disposal of refuse would be carried out by a licensed waste carrier, stamped as received by the City Council, as Local Planning Authority, on 14 April 2022. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) a) The measures for investigating the site identified in the following approved documents:

Arg Design Phase 1 Desk Top Study, dated March 2021, stamped as received by the City Council, as Local Planning Authority, on 14 July 2022.

Groundsure Enviro Insight reports, dated 24 April 2019 (reference GS-5961976 and GS-5961977 and GS-5961978)

The Coal Authority Consultants Coal Mining report (ref: 51002105332001)

All stamped as received by the City Council, as Local Planning Authority, on 1 September 2022.

shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of Manchester's Core Strategy

9) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Construction hours
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The development shall only be carried out in accordance with the approved Construction Management Plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

10) The boundary treatment should be erected in accordance with the details indicated on the approved drawings. The boundary treatment shall be completed before the approved storage/office unit is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) The vehicle crossing is to be extended and this can be arranged through S184 agreement via an online application.

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) All external doors (single and double leaf) must be compliant with and certified to BS PAS 24:2016, STS02, or LPS 1175 SR2. It is crucial that the door ironmongery to any escape-only doors is permitted under the security certification of the product. All escape-only doors should be alarmed (audible upon opening) and designed without visible external ironmongery.

A robust access control system should be employed, operable by staff swipe card or fob (rather than numeric key pads) preventing unauthorised access to staff-only areas. The doors/frames to internal offices/stores should be robust/solid-core (minimum 44mm thick) and capable of being secured when unoccupied. There should be a secure area to allow staff to store their belongings while at work.

Any cash office should have solid masonry walls, no adjacent false/suspended ceilings and a security-certified door-set (see above). A time-delay safe, certified to LPS 1183, is advised and there should be a secure area for the storage of car keys. Staff should only be allowed access to areas required for their work. Keys/passes should only be carried if required for duties and should be accounted for at all times.

All windows, where possible, should be certificated to BS PAS 24:2016 or BS 7950. All other window designs/dimensions should take account of the requirements of the above standards, as certified products can carry dimensional restrictions.

Any ground floor and easily accessible opening lights (escape requirements permitting) should be key-lockable, and have fixed/lockable opening restrictors (not releasable from the outside) limited to 100mm.

Any curtain walling panels should include laminated glazing and should be securely fixed directly to the floor slabs where possible, rather than to perimeter columns.

It is strongly recommended that a monitored alarm system is provided, with a response facility (be that an alert to the key holder, or to a security patrol team). Contacts should be provided on all external doors and PIR detectors should cover all rooms.

Access control systems should be operable by swipe card or fob, and not numeric key pads.

The following doors should operate on access control:

Staff only external doors

Doors into areas restricted to staff

Storage rooms

External lighting must be provided to pedestrian routes within the site in accordance with BS 5489.

Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors.

Fittings should produce 'white' light, as opposed to yellow/orange light. Metal halide (or bulbs with a comparable output) should be used, as these offer superior colour rendition over alternatives such as high and low pressure sodium bulbs.

Lighting fixtures must not be positioned to provide climbing aids over boundary treatments. Electrical and architectural layouts should be developed together to avoid this.

Any CCTV system that may be used within this proposal will require certain specifications and intelligent placement of cameras to compliment the design of the development. Designers should consider the following points when planning a CCTV strategy:

CCTV systems (and lighting that support them) require regular cleaning and maintenance to remain effective.

Where necessary cameras that are vulnerable to damage should be protected from attack either by relocation to a higher level and using a bigger lens to achieve the view required or through the fitting of a vandal resistant housing.

With regards to the retention of footage, the police prefer quality over quantity. The overall retention period should be dictated by what the system is designed to achieve, though it would be better to have good quality images over a 14-day period than poor ones over a 30-day period.

Procedures for recovery of recordings are recommended to be established (e.g. trained staff / the CCTV system instruction manual to be readily available). This is to ensure that the images produced will be of an acceptable standard that will allow for identification of an individual which will stand up to scrutiny in court.

Acceptable Standard - this generally requires a resolution of 720x576 pixels at a real time frame rate of 25 frames per second. (N.B. Both the camera and DVR must be capable of this - if the camera will only send low resolution images then it does not matter how high the resolution of the recording unit is).

Identification - One of three levels of field of view. To identify an individual, the image must capture no less than 120% of the field of view (at least from the top of the individuals head to their knees). The remaining two levels of field of view are 'Overview' and 'Recognition', which whilst effective for observational purposes, are less likely to result in the identification of a person/offender.

The intelligent placement of cameras helps to provide clear facial identification of individuals. Suitable locations would be: Main entrances, gates, vehicle parking area, sales counters and lobbies.

In addition to the above, it is highly recommended that any CCTV system has the option of voice alerts (either pre-programmed or live from a monitoring station) to warn any intruders that their actions are being recorded.

Adequate signage should be deployed in all areas not only to direct people throughout the building, but also to deter unauthorised access to certain areas.

Any bin stores should be secure, lockable, and fire resistant enclosures. A strategy should be defined to ensure waste collection can take place whilst retaining a secure development.

Any externally-mounted rainwater pipes should be square in profile and fixed back to the building fabric to prevent climbing to upper floor windows.

Any bollards intended to protect glazed elevations and doors from ram-raid type attacks should use be certified to LPS 1246 or BS PAS 68.

Places that may be vulnerable to graffiti such as expanses of wall and doors should be formed of graffiti-resistant materials or have a protective coating applied at the outset in order to facilitate rapid removal (e.g. 'easy on' - see www.urbanhygiene.com for details).

There should be a comprehensive security regime in place for the day-to-day running of the site. There should be regular reviews/exercises to ensure that it remains accurate, workable and up-to-date. All staff should understand and accept the need for security measures and it should be made easy for people to raise concerns or report observations.

Any high value equipment (e.g. computers, tools, plant/equipment etc.) should be property marked and securely fixed or stored to deter damage/theft. An accurate record should be maintained which logs all such items.

The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime - a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as:

Litter /graffiti removal

Regular inspection, servicing and repair of security features (lighting, signage, access controls, fencing and gates, alarms, CCTV).

4) surface water from new developments should be investigated and delivered in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

It is recommended that the applicant considers their drainage plans in accordance with the drainage hierarchy outlined above.

5) The appointed licensed waste carrier should separate waste streams and recycle where possible.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Unit B, Delta Industrial Estate, Preston Street, Manchester, M18 8DB
Unit A, Delta Industrial Estate, Preston Street, Manchester, M18 8DB
Hales Waste Control Ltd, Preston Street, Manchester, M18 8DB
Street Scene Workshops, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
B2 Factory Workshops, Hammerstone Road Depot, Hammerstone Road, Manchester, M18 8EQ
Flat 2, 247 Gorton Lane, Manchester, M18 8DA
Gorton Parks Nursing Home, Taylor Street, Gorton, Manchester, M18 8DF
Flat At, Vulcan Inn, 251 - 253 Gorton Lane, Manchester, M18 8DA
The Bungalow, Taylor Street, Gorton, Manchester, M18 8DF
Vulcan Inn, 251 - 253 Gorton Lane, Manchester, M18 8DA
247 - 249 Gorton Lane, Manchester, M18 8DA
1 Hammertone Road, Gorton, M18 8EQ

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH