

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131614/FO/2021

Date registered valid: 4 November 2021

Proposal: Change of use to Class B8 (Storage or Distribution) with associated external alterations including provision of disabled persons access ramp to front elevation

Address: 244 - 246 Moseley Road, Manchester, M14 6PD

Ward(s): Fallowfield Ward

Applicant: Mr P MacLauchlan Toolstation Ltd Lodge Way House, Lodge Way, Harlestone Road, Northampton, NN5 7UG

Agent (if any): Mr Rhodri Williams Mango Planning & Development Ltd Number Two Waterton Park, Waterton, Bridgend, CF31 3PH

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 15 June 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 December 2021

Standard consultations:

Printed: 12 November 2021 Expired: 3 December 2021

Neighbour notifications

Printed: 12 November 2021 Expired: 3 December 2021

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: No

Tree Preservation Order: No

Description of area

This application relates to a vacant commercial building located at the junction of Moseley Road and Belvedere Road. The site is close to a roundabout at the junction of Moseley Road, Kingsway and Birchfields Road. The wider site comprises and adjoining kitchen unit warehouse and an MOT and servicing centre. The development would utilise the existing site vehicular access from Moseley Road, which is located adjacent to a light controlled pedestrian crossing. The operational area to the site would be enclosed to by retained black painted palisade fencing that would be utilised for demarcated car parking and cycle storage. The application building is predominantly single storey with a pitched roof. However, a flat roof two storey element is formed and presented to Moseley Road.

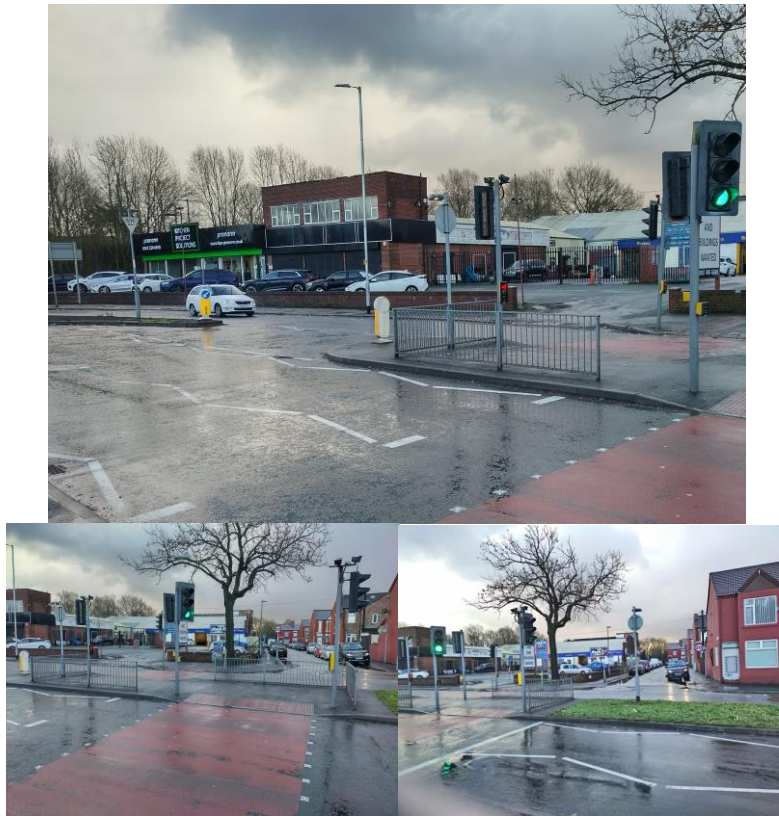


Fig.1 – Views of the application site from Moseley Road.

Description of development

The development be predominantly used for the storage and distribution of tools and building supplies with and ancillary trade counter accessed from the front of the building via a new access ramp. Retail sales from the premises to the public would not be permitted. The internal space with the building would be used stock storage with ancillary staff welfare, administration areas and cycle storage. It has been confirmed that the first floor would be used as ancillary storage.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received

- i. The details of the gradient and landing platform to the access ramp are considered to be acceptable;
- ii. The details of the car parking layout including dimensions of standard and accessible bay and the aisle widths are acceptable;
- iii. The arrangements for cycle storage area acceptable;
- iv. Satisfactory access for refuse vehicles would be provided.

Environmental Health – The following comments have been received:

- i. The operation arrangement has been considered and it is considered that the following opening hours would be acceptable:

Monday to Saturday: 7.00 am and to 8.00 pm;
 Sunday: 9.00 am to 5.00 pm.

- ii. A condition has been requested to ensure the undertaking of deliveries in accordance with standard hours.
- iii. Waste management and collection arrangements are considered to be acceptable.
- iv. A condition has been requested that relates to the operation of a retained air conditioning unit that achieves noise outputs of 30 dB at the nearest noise sensitive location and night-time noise levels of 37 dB. The condition should require the submission of a noise assessment and verification report should new equipment be installed in support of the development.
- v. A noise assessment would not be required if the existing roller shutters are retained.

Flood Risk Management Team – No objection but it is recommended that the applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Greater Manchester Police Design for Security – No comments received.

Network Rail - No comments or objections.

High Speed Two (HS2) Limited – The application site is in close proximity to land subject to formal subsurface Safeguarding Directions for Phase 2b of HS2. However, having reviewed the proposals there will be no impact upon HS2 works, which will be in bored tunnel in that location. HS2 Ltd have no objections to the application in planning terms.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- i. Chapter 8: Promoting healthy and safe communities

Paragraph 92 states that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. Notwithstanding the proximity of the neighbouring residential uses, it is considered that the immediate area is already affected by noise and activity around the adjacent major junction, railway line and existing commercial and industrial units on Belverdere Road. It is considered that activity related to the development would be absorbed into this context and any additional impact would be managed through the included operational conditions. Chapter 2 would thereby be accorded with.

- ii. Chapter 11: Making effective use of land

Paragraph 120 states that planning decisions should provide and support the development of under used land and buildings. The development would secure a sustainable use for a vacant building and a contribution towards local employment. The development would also secure the delivery of goods and services to facilitate the operational of local building trade businesses. Chapter 11 would thereby be accorded with.

iii. Chapter 12: Achieving well-designed places

Paragraph 126 states that the creation of high quality 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.

The development would involve very limited interventions to the exterior of the building and consequently there would not be any significant changes to the existing circumstance or the relationship of the site and buildings in the surrounding context.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG, which have been positively responded to:

- i. Consultation and pre-decision matters
- ii. Health and well-being
- iii. Noise

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The proposal would allow the more effective use of developed land and secure its continued use as employment land. External activity would be limited to the external car parking area, which would be managed by conditions, including limitations to trade only sale and collections directly from the site. On balance, it is considered that sufficient safeguards would be put in place to safeguard residential amenity to secure compliance with policy SP1.

Policy EC1 (Employment and Economic Growth in Manchester)

The relevant sections of policy EC 1 have been related to the contribution of the development to:

- i. Improving access to jobs for all via public transport, walking and cycling;
- ii. Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- iii. Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- iv. Ensuring the continued social, economic and environmental regeneration of the City.

The development would deliver between 5 and 8 full time equivalent jobs and aid the operation of businesses using the services to be provided. The development would thereby make a direct and indirect contribution to sustained local employment. The development would thereby be positively related to policy EC1.

Policy EN 14 (Flood Risk)

Policy EN 14 requires the consideration of flood risk and the provision of appropriate drainage. The development would be related to existing hard surfacing areas, with changes limited to the formation of a new access ramp. As there would be no appreciable changes to existing hard surfacing additional drainage would not be required.

Policy EN 16 (Air Quality)

Policy EN16 states that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. The development would utilise an existing car park and the movement of vehicles in and around the site would not be a new circumstance and vehicle movement would be an issue associated with any alternative development of the site. It is not apparent that the development would need to be supported with additional plant and equipment that would impact upon air quality. Policy EN16 would thereby be appropriately responded to.

Policy EN19 (Waste)

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 EN19 has been related to the nature of the proposed development and the waste generated. Accordingly, appropriate waste storage has been provided to secure compliance with policy EN19.

Policy T1 (Sustainable transport)

Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Given the nature of the proposed use there would be limited localised traffic generation, but this has been assessed and considered to be predictable and capable of being absorbed into the highway network. Conditioned operational arrangements would ensure that the impact on the highway would be minimised. Cycle storage would be provided and sustainable public transport options would be available to staff. Policy T1 is therefore capable of being complied with.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 requires consideration of potential traffic impacts of associated development. The development would be related solely relate to trade sales, which are likely to be less frequent than sales to the general public. The development is supported with a dedicated demarcated parking area within a larger car park. The dedicated provision would exceeds the criteria set out in the Core Strategy for Class B8 uses for standard spaces with a proportionate accessible provision made. The proximity of the light controlled junction and position of TROs at the adjacent junction also aid traffic management. On balance, policy T2 would be responded to appropriately.

Policy DM1 (Development Management)

Policy DM1 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. Relevant considerations in this case are:

- 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 to ensure that development has regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

Policy DM1 has been related to the assessment of the proposals with regard to its potential impact on residential amenity and the relationship of the development to surrounding uses. The development would be related to the constraints of the existing building, which would limit its operational capacity. Direct sales would be related to trade customers only thereby managing the number of visits to the site through operation period. Appropriate consideration has been given to the provision of security measures. Appropriate arrangements for waste management would be made. The impact on residential amenity would be appropriately managed and policy DM1 thereby accorded with.

Unitary Development Plan (UDP) saved policies

Part 2 policy

Policy DC26 Development and noise - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 - 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.

Policy DC26.4 - Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures proposed to deal satisfactorily with it. Such measures might include the following:

- a. Engineering solutions;
- b. Layout solutions;
- c. Administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Background noise level would not be typical of residential areas due to the proximity of commercial and industrial uses. In these circumstances, it is considered that activity around the site would be absorbed into the noise climate. Noise associated with the development would be related to vehicle movement and the undertaking of servicing and deliveries, which would be managed by condition. The operation of external plant and equipment would also be managed by condition. On this basis, policy DC26 would be appropriately responded to.

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters applications include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes.

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions between officers and the applicant's agent have clarified the arrangement for the operation of external plant and equipment, car parking and servicing and the uses of the first floor of the building. On the basis of the originally submitted and supplementary details, it is considered that the proposed development has been appropriately assessed.

Principle of the development – The development relates to one of several of several commercial units with dedicated car parking and established vehicular access to Moseley Road. The development would be consistent with the characteristic operation of the site and would be supported with appropriate and proportionate car parking provision. The nature of the use is likely to be related to the collection of pre-ordered trade sales thereby facilitating the throughput of vehicles. On balance and subject to the included conditions it is considered that the development would be appropriate.

Highways issues and car parking – The development would be supported with 9 car parking space (one accessible) and demarcated loading area. The applicant has indicated that only one delivery would usually be undertaken each day during the agreed conditioned servicing hours.

The proposed car parking provision would exceed the requirements, set out in the Core Strategy, for the proposed form and magnitude of development. Trade customers area likely to undertake transitory visits to that throughout the working day thereby releasing car parking capacity within the site. The existing site entrance would be utilised and, notwithstanding the proximity of a roundabout, the flow of traffic is regulated through the operation of and adjacent light controlled junction. This would also assist access to and egress from the site. On the basis of the magnitude of the development and car parking provision it is considered that the highways impact would be proportionate and acceptable.

Cycle storage – Two Sheffield style cycle stands would be provided which is considered to be proportionate to the magnitude of development.

Access – The existing access would be improved through the inclusion of a 1.3 metre wide ramp with a gradient of 1:12 and perimeter balustrade railing. Two steps would be formed to the returning section of the platform to the ramp. The development would also be supported with a demarcated accessible parking space with appropriate demarcation. These arrangements are considered to be acceptable given the nature of the proposed use and the transient nature of the visits to the premises.

Noise – Noise associated with development is likely to be related to vehicles visiting the site and the undertaking deliveries. Trade visits would be undertaken throughout the day and deliveries would be managed by condition. The development would be related to the trade sale of tools and equipment and would not involve the distribution larger bulky items requiring collection via larger commercial vehicles. Processes, such as timber cutting would not be undertaken, thereby reducing the potential for noise and disturbance. A condition has been included relating the development to the retention of and existing air conditioning unit, which shall be maintained to achieve noise levels not exceeding 30 dB at the nearest noise sensitive receptor and night-time noise levels not exceeding 37dB. The condition would also require that any new or replacement external plant and equipment would be related to a scheme detailing its positioning, specification, appearance and acoustic insulation to secure appropriate noise insulation measured at the nearest noise sensitive location. It is considered that appropriate measures would be put in place to avoid undue harm from noise and disturbance.

Residential amenity – The development would have some potential to cause limited disturbance in the earlier morning period. However, the site would have limited capacity and restricted sales thereby reducing the number of visits that are likely to be distributed across the day. Any impact has been assessed with regarding existing and commercial activity along Belvedere Road, The potential impact of the development on neighbouring residential uses is considered to be less harmful due the containment of the application premises within a larger site. It is also considered that the security measures associated with the active occupation of the building would deter localised crime to the benefit of the amenities of the area. On balance the impact on residential amenity is considered toe be proportionate and thereby acceptable.

Opening and servicing hours – The applicant has indicated that the unit would operate to standardised hours across a network of nationwide outlets. It has been argued that in such circumstances traders are likely to visit the premises between the following hours thereby leading to activity around the site:

Monday to Saturday: 7.00 am to 8.00 pm;
Sunday: 9.00 am to 5.00 pm.

Whilst there may be some disturbance to residents occupying houses to the west of the site, related noise and disturbance would be absorbed into the noise climate along Moseley Road and most visits would take place during the daytime operating period. Any increase in vehicular

activity later in the day would be absorbed into the operation of the highway. It is considered that the proposed operational hours would be acceptable and have been conditioned accordingly.

Servicing hours – The applicant has agreed the following servicing hours, which are considered to be acceptable given the characteristics of the locality and proximity of neighbouring houses, ie, Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7:30 am to 8.00 pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Waste management – Given the nature of the proposed use it is considered that the bulk of waste would be related to packaging. The applicant has indicated that recyclable packaging will be separated, internally stored and backhauled or returned to the company recycling centre following the completion of deliveries. Although an external waste bin would be provided and externally stored during the day, it would be stored in the building overnight. Details of waste collection have been provided. Given the high level of recycling provision to be made it is considered that the waste management arrangements would be satisfactory and are conditioned.

Boundary treatment – The existing black painted palisade fencing would be retained as existing to secure the car parking area and the loading bays positioned at the side of the building. In addition to being a well established circumstance, it is considered that the visual impact of the retained fencing is reduced by its position within the site.

Crime and Security – In addition, to the retained boundary treatment, the applicant would retain bollards at various points around front and side of the building. These measures together with the formation of the access ramp would reduce the risk of ‘ramming’ of the external elevation with vehicles. External lighting has also been proposed. These measures are related to the development through the approved drawings condition. An informative related to the comments of GMP has also been included. It is therefore considered that appropriate security measures can be delivered as part of the development.

Drainage – Although additional site drainage is not required, the informative requested by the FRMT requesting consideration of drainage improvements has been included as a condition.

Air quality – As stated, the development would utilise an existing car park and the movement of vehicles in and around the site would not be a new circumstance. Vehicle movement would be an issue associated with any alternative development of the site. Any impact on air quality would appear to be limited given the magnitude of the development. It is not apparent that the development would need to be supported with additional plant and equipment that would impact upon air quality.

Roller shutters – It is understood that the existing roller shutters are to be retained. A condition has been included to ensure that before the installation of new or replacement roller shutters to external doors and/or windows, are submitted and approved relating to their appearance, perforation, colour treatment, housing units, operating mechanisms and means of affixation.

Conclusion – The development would secure a sustainable use for a prominent building. Its activity use would give vitality to the streetscene. Related activity would be managed through the related conditions, including restricting the use to the undertaking trade sales. The immediate area has a mix of residential, commercial and industrial uses and the development would be related to a setting with characteristic level of activity. On balance, the development is 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions between officers and the applicant's agent have clarified the arrangement for the operation of external plant and equipment, car parking and servicing and the uses of the first floor of the building. On the basis of the originally submitted and supplementary details, it is considered that the proposed development has been appropriately assessed.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 9 September 2021, 1 October 2021 and 16 December 2021:

Planning application forms

Block plan Ref: 1820791/B

Location plan with a red edge Ref: 1820791/SP

Existing arrangement frontage (NW) & side (SW) elevations Ref: 1820791/E02(P)

Proposed arrangement ground floor plan Ref: 1820791/P01(P) Rev 1

Proposed arrangement frontage (NW) & side (SW) elevations Ref: 1820791/P02(P)

(Proposed arrangement frontage (NW) & side (SW) elevations Ref: 1820791/P02(P) with lighting details)

Site plan parking arrangement & waste storage area (Proposed) Ref: 1820791/SP Rev 1

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

3) The authorised development shall be operated at all times as one Class B8 (Storage and distribution) unit with ancillary first floor storage and a ground floor counter for trade sales only.

Reason – In the interest of pedestrian and highways safety and residential amenity pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

4) The premises shall not be open outside the following hours:

Monday to Saturday: 7.00 and to 8.00 pm;

Sunday: 9.00 am to 5.00 pm

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7:30 am to 8.00 pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

6) The development shall be implemented in accordance with detail of drawing referenced: Site plan parking arrangement & waste storage area (Proposed) Ref: 1820791/SP Rev 1 relating to the formation of car parking and loading area, which shall be demarcated and available for use upon first occupation and maintained in situ at all times thereafter.

Reason – To ensure that development is supported with appropriate car parking and in the interests of residential amenity pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

7) The development shall be implemented in accordance with detail of drawing referenced: Site plan parking arrangement & waste storage area (Proposed) Ref: 1820791/SP Rev 1 and Proposed arrangement ground floor plan Ref: 1820791/P01(P) Rev 1 relating to the siting of staff and customer secured cycle storage, which shall be installed and available for use upon first occupation and maintained in situ at all times thereafter.

Reason – To ensure that development is supported with appropriate car parking and in the interests of residential amenity pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

8) The development shall be implemented in accordance with detail of drawing referenced: Site plan parking arrangement & waste storage area (Proposed) Ref: 1820791/SP Rev 1 and email from Mango Planning dated 16 December 2021, relating the arrangements for the storage and collection of waste and recycling, which shall be implemented upon first occupation and maintained in situ at all times thereafter.

Reason – To ensure that development is supported with appropriate car parking and in the interests of residential amenity pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) The access ramp as shown on drawings referenced Proposed arrangement ground floor plan Ref: 1820791/P01(P) Rev 1 and Proposed arrangement frontage (NW) & side (SW) elevations Ref: 1820791/P02(P) shall be installed in accordance with the specified details upon first occupation of the development and maintained in situ at all times thereafter.

Reason – In order to secure inclusive access pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

10) a) The operation of the development shall only be undertaken with the existing air conditioning unit, which shall be maintained to achieve noise levels not exceeding 30 dB at the nearest noise sensitive receptor and night-time noise levels not exceeding 37dB.

b) Any new or replacement external plant and equipment shall be related to a scheme to be submitted to and approved in writing by the City Council a local planning authority, detailing its positioning, specification, appearance and acoustic insulation to secure appropriate noise insulation measured at the nearest noise sensitive location. The approved equipment shall installed and maintained in situ in accordance with the approved details at all times thereafter.

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

11) Before the installation of new or replacement roller shutters to external doors and/or windows, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the appearance, perforation, colour treatment, housing units, operating mechanisms and means of affixation. The authorised roller shutters shall be installed maintained in situ in accordance with the approved details at all times thereafter.

Reason – In the residential and visual amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

12) a) The development shall be implemented in accordance with external lighting scheme comprising drawing ref: Proposed arrangement frontage (NW) & side (SW) elevations Ref: 1820791/P02(P) with lighting details) and document ref: Prelim External Lighting Installation : Fallowfield Manchester Customer : Toolstation by Dextra Group dated 11 October 2021. The installed shall be installed upon occupation of the development and maintained in situ at all times thereafter.

b) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Guidance for developers can be found via the following link:

2) It is recommended that the applicant considers the provision of a drainage system that is designed and constructed to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage.

3) It is recommended that all new, doors, windows, locks, fittings, glazing and any other security measures meet or are equivalent to Secured by Design standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Network Rail
High Speed Two (HS2) Limited

17 Belvedere Road, Manchester, M14 6BA
Autopoint, 15 Belvedere Road, Manchester, M14 6BA
145 Braemar Road, Manchester, M14 6PN
182 Brailsford Road, Manchester, M14 6QA
181 Brailsford Road, Manchester, M14 6PZ
171 Brailsford Road, Manchester, M14 6PZ
144 Braemar Road, Manchester, M14 6PW
134 Braemar Road, Manchester, M14 6PW
194 Brailsford Road, Manchester, M14 6QA
192 Brailsford Road, Manchester, M14 6QA
184 Brailsford Road, Manchester, M14 6QA
180 Brailsford Road, Manchester, M14 6QA
178 Brailsford Road, Manchester, M14 6QA
179 Brailsford Road, Manchester, M14 6PZ
177 Brailsford Road, Manchester, M14 6PZ
175 Brailsford Road, Manchester, M14 6PZ
148 Braemar Road, Manchester, M14 6PW
138 Braemar Road, Manchester, M14 6PW
136 Braemar Road, Manchester, M14 6PW
132 Braemar Road, Manchester, M14 6PW
141 Braemar Road, Manchester, M14 6PN
174 Birchfields Road, Manchester, M14 6PE
226 Moseley Road, Manchester, M14 6PD
159 Braemar Road, Manchester, M14 6PN
149 Braemar Road, Manchester, M14 6PN
147 Braemar Road, Manchester, M14 6PN
143 Braemar Road, Manchester, M14 6PN
139 Braemar Road, Manchester, M14 6PN
172 Birchfields Road, Manchester, M14 6PE
240 Moseley Road, Manchester, M14 6PD
236 Moseley Road, Manchester, M14 6PD
232 Moseley Road, Manchester, M14 6PD
228 Moseley Road, Manchester, M14 6PD
224 Moseley Road, Manchester, M14 6PD
Aaa (uk) Ltd, 244 - 250 Moseley Road, Manchester, M14 6PD

Kwik Fit, Belvedere Road, Manchester, M14 6PD
The Car Centre, 227 Moseley Road, Manchester, M14 6PD
Unit J, Fallowfield Shopping Centre, Birchfields Road, Manchester, M14 6FS
Unit F, Fallowfield Shopping Centre, Birchfields Road, Manchester, M14 6FS
Unit G, Fallowfield Shopping Centre, Birchfields Road, Manchester, M14 6FS
190 Brailsford Road, Manchester, M14 6QA
169 Brailsford Road, Manchester, M14 6PZ
153 Braemar Road, Manchester, M14 6PN
Unit E, Fallowfield Shopping Centre, Birchfields Road, Manchester, M14 6FS
Unit H, Fallowfield Shopping Centre, Birchfields Road, Manchester, M14 6FS
Unit D, Fallowfield Shopping Centre, Birchfields Road, Manchester, M14 6FS
188 Brailsford Road, Manchester, M14 6QA
186 Brailsford Road, Manchester, M14 6QA
176 Brailsford Road, Manchester, M14 6QA
173 Brailsford Road, Manchester, M14 6PZ
150 Braemar Road, Manchester, M14 6PW
146 Braemar Road, Manchester, M14 6PW
142 Braemar Road, Manchester, M14 6PW
140 Braemar Road, Manchester, M14 6PW
157 Braemar Road, Manchester, M14 6PN
155 Braemar Road, Manchester, M14 6PN
151 Braemar Road, Manchester, M14 6PN
178 Birchfields Road, Manchester, M14 6PE
176 Birchfields Road, Manchester, M14 6PE
170 Birchfields Road, Manchester, M14 6PE
242 Moseley Road, Manchester, M14 6PD
238 Moseley Road, Manchester, M14 6PD
234 Moseley Road, Manchester, M14 6PD
230 Moseley Road, Manchester, M14 6PD

Appendix 2 – Planning constraints

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
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2