

Planning**Growth & Development****Delegated officer report for planning application**

Application no. 131453/FO/2021

Date registered valid: 22 October 2021

Proposal: Erection of 4 no. industrial units with ancillary office space (B8 use), with associated landscaping, car parking, bin and cycle stores

Address: Vacant Land to the North of Longstone Road, Manchester, M22 5LB

Ward(s): Woodhouse Park Ward

Applicant: Mr Jim Nicholson, Mark Rodgers, PQ Ventures LLP, C/o Agent

Agent (if any): Mr Benjamin Slater, Calderpeel Architects, Market Court, 20-24 Church Street, Altrincham, WA14 4DW

Case officer: Jennifer Connor
Tel: 0161 234 4545
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Recommendation: Approve

Date of recommendation: 17.06.2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Industry

Date of site visit: 04.11.2021

Standard consultations:

Printed: 3 November 2021 Expired: 24 November 2021

Neighbour notifications

Printed: 19 January 2022 Expired: 2 February 2022

Site notice

Posted: 4 November 2021 Expired: 25 November 2021

Press advert

Published: 9 November 2021 Expired: 30 November 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The application site measures approximately 0.32 Hectares and is currently vacant and undeveloped, covered with grass surrounded by trees and hedgerows.

The site sits at the rear of the Ashbrook Office Park off Longstone Road and is bounded by the Premier Inn Hotel to the north, Heald Green Railway Station to the east and houses along Irvin Drive to the west. The offices associated with Ashbrook Office Park lie to the south with residential accommodation beyond. Access to the site is from Longstone Road.

The site falls within Woodhouse Park ward of Manchester City Council, the site is, however, in close proximity to the administrative boundary of Stockport Metropolitan Council. The surrounding area is a mixture of housing, offices and operational uses associated with Manchester International Airport.

Consent was granted in 2013 for a creche and office building on the site that is the subject of this application under application reference 100414/FO/2012/S2, which also granted consent for a gym which was implemented on land adjoining the application site.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Erection of 4 no. industrial units with ancillary office space (B8 use), with associated landscaping, car parking, bin and cycle stores

Consultations & Notification Responses

3 letters of objection have been received from residents on the grounds that:

- The area is too built up for 1 road in and out. The increase in road use will create an accident.
Pollution is already high.
- Parking is already a concern, residents struggle to park their cars, people park on pavements causing problems for pedestrians, particularly those who are disabled or have pushchairs, refuse vehicles find manoeuvres difficult.
The proposal will increase crime in the area.
More people will pass residential property leading to loss of privacy.
Increase in disruption and noise, particularly associated with construction traffic.
Roads not suitable to large industrial vehicles.
Local wildlife including foxes and ducks will be displaced due to the loss of green space.
- Longstone road is already too busy with vans and cars flying in and out. The area is too built up for 1 road in and out. Pollution is already very high you can tell by the dirt build up on windows and doors. The increase in road use will create an accident as you enter the road from a 40mph (which is always exceeded) which drops to 30 and cars are always

parked along the side meaning only one car can pass at a time. Also taxis wait on the road and small crashes are regular but by adding more use a serious one won't be far away.

1 letter raising concerns was received from a resident on the grounds that:

Traffic and disturbance associated with servicing and deliveries. Traffic calming and HGV restrictive timing should be considered.

Concern about litter with extra workers, additional bins should be provided

Pedestrian route to the Railway Station should be adopted to provide adequate lighting and care and maintenance. Not concerned about units, more about extra usage without infrastructure improvements.

Following revisions to the scheme in January a further notification was undertaken and a further objection was received from one of the original objectors on the basis that:

- Longstone Road is already too busy with vans and cars flying in and out. The area is too built up for 1 road in & out. Pollution is already very high you can tell by the dirt build up on windows and doors. The increase in road use will create an accident as you enter the road from a 40mph (which is always exceeded) which drops to 30 and cars are always parked along the side meaning only one car can pass at a time. Also taxis wait on the road and small crashes are regular but by adding more use a serious one won't be far away.

Following final revisions to the scheme a further notification was undertaken and two further objections were received from one of the original objectors on the basis that:

- The road isn't wide enough to support more business. Current businesses + residence mean the road is heavily congested and we don't need more heavy use delivery vehicles getting stuck/blocking the road. The air pollution in this area is terrible you can taste it, planes, busy main 40mph road, residential high rise, huge amounts of offices staff drive and park, busy pub with large travelling customer base. The area was not designed to be expanded on this problematic service road.
- This should be rejected on the grounds of service road not fit for increased traffic and is already over used and is insufficient in width for the current volume of business and public use this is obvious on the amount of double yellow lines. The increased air pollution due to increased traffic is a cause of public concern, we currently have huge amounts of cars/business service trucks using the area along with huge car parks and dual carriageways servicing the airport and on top of that the aviation pollution.

Highway Services – The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus, tram and train. It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

36 on site car parking spaces are being provided and four disabled spaces and this amount of parking aligns with core strategy requirements. Each standard bay should be a minimum of 2.4 x 4.8m and disabled bays should be 3.6 x 6m and verification is sought that this is the case. It is required that a minimum of 20% of the bays are provided for electric vehicle (EV) charging equating to seven spaces and that the remaining bays are provided with the infrastructure (ducting/cabling) to allow future conversion of the remaining bays.

The internal layout is acceptable with a six-metre wide carriageway/aisle and two-metre wide footway. Whilst the amount of cycle parking is acceptable, we seek confirmation that the spaces will be secure and sheltered.

With regard to waste management, whilst the bin stores are acceptable to us in principle, we seek verification that the refuse collection vehicle will not block the access to the gym

car park when servicing from Longstone Road. In this regard it would be useful if a drawing is submitted showing the intended collection point from Longstone Road. Pedestrian access arrangements are acceptable from a highway perspective. Should the planning application be approved it is recommended that a Construction Management Plan be conditioned.

FURTHER HIGHWAYS RESPONSE 14/04/2022

Whilst the overall number of on-site parking spaces has been reduced from 40 to 25, the amount of parking associated with B8 and B1 use, disabled parking and electric vehicle charging bays do still align with our requirements and overall, the on-site parking proposals are acceptable.

The bin store has relocated slightly to the north-east. It is understood that the cycle store has also relocated, but it is not clear on the plan where this is. It is requested that this information is provided along with the proposed cycle parking numbers.

Environmental Health – Recommend conditions relating to Construction Management, Opening Hours, Hours of Delivery, Refuse, Acoustic Insulation, External Equipment, Air Quality and Contaminated Land.

Neighbourhood Team Leader (Arboriculture) – No comments received

MCC Flood Risk Management – Recommend conditions relating to surface water drainage and maintenance.

South Neighbourhood Team – No comments received

Greater Manchester Police – Support the application subject to the layout issues within Section 3.3 being addressed and recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned.

Manchester Airport Safeguarding Officer – No objections subject to the imposition of conditions relating to bird hazard management, upward light spill, and photovoltaic panel removal. Informative are also recommended in relation to lighting and cranes.

Greater Manchester Ecology Unit – The development is likely to result in a net loss of biodiversity at the site level. Other ecological issues including nesting birds and proximity to the Gatley Brook can be resolved via condition.

Protected Species - The site was assessed for protected species. No evidence of any such species was found. Given the site's landlocked nature and recent history of disturbance I have no reason to doubt the conclusions of the report. No further information or measures are required.

Nesting Birds - The development will result in the loss of scrub a potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. I recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Proximity to Watercourse - A watercourse runs down the western and northern boundary, part of the Gatley Brook catchment. There are risks during and post construction to this Brook which passes through or adjacent to a number SBI's downstream. There would also appear to be an opportunity to deculvert a section of the Brook. Surface water discharge does appear to be proposed into the Brook. I recommend conditions are set to protect the Brook during and post construction from any negative impacts on water quality, sediment load and increases in peak flows to ensure compliance with the water framework directive. Conditions along the following lines would suffice.

No development, site clearance, earth moving shall take place or material or machinery brought on site until a method statement to protect the adjacent watercourses from accidental spillages, dust and debris has been supplied to and agreed by the LPA. All measure will be implemented and maintained for the duration of the construction period in accordance with the approved details and No development shall take place until it can be demonstrated that there will be no negative impacts on the ecological potential of the adjacent watercourses including pollutants, sediment load and peak flows resulting from the disposal of surface water post-development submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the Local Planning Authority.

Contributing to and Enhancing the Natural Environment - Section 170 of the NPPF 2019 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in the loss of around 0.3ha of widespread but low to moderate ecological value habitat and associated bird nesting habitat to be replaced with hardstanding. It is also unclear what if any impacts are occurring to the watercourses, which are not clearly shown on the proposed site plan. The development is therefore currently in breach of the NPPF guidance.

It should also be noted that the Environment Bill has now been passed and received Royal assent. Therefore whilst not in force for 2 years (from the 9th Nov 2021), the government has made it clear that 10% biodiversity net gain after that point will be mandatory. I would therefore argue that whilst accepting that development is already at the planning stage may not have built this into their business plan they should have anticipated having to achieve no net loss.

I therefore recommend that prior to determination, the developer is required to demonstrate how they intend to compensate for the losses on site and to demonstrate that the Brook is to be retained.

Following receipt of this comment revised drawings have been received, GMEU has no objections to the proposed amendments.

Stockport Metropolitan Borough Council – No comments received

United Utilities – Made unsolicited comments and requested a condition relating to surface water drainage, already required by the flood risk management team.

Major Development – The proposal is a small scale major development, as such the proposal has been advertised by site notice and by advertisement in the local press as a major development.

Policies

The Core Strategy Development Plan Document 2012 – 2027 ("The Core Strategy") was adopted by the City Council on 11th July 2012. It is a 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. Planning applications must be determined in accordance with the Core Strategy, saved UDP policies and the National Planning Policy Framework.

Manchester Core Strategy Development Plan Document (July 2012)

The Manchester Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. The relevant Core Strategy policies are as follows:

Policy SP1 'Spatial Principles'. One of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meets local needs, all in a distinct environment.

Policy EC1 'Existing Employment Space' states that the Council will seek to retain and enhance existing employment spaces and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having regard to the Manchester Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy T2 'Accessible areas of opportunity and needs' states that all new development should provide appropriate car parking facilities.

Policy EC10, Wythenshawe, states that development proposals and planning applications should have regard to ensuring that employment opportunities are made accessible to local communities.

Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are of relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That 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;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

Saved Policies of the Unitary Development Plan 1995 of relevance:

EW9 - The following sites are allocated for Class B1 business development:-

- a) Sharston Green, Sharston;
- b) land at Styal Road, Irvin Drive, Moss Nook;
- c) Simonsway/Calve Croft Road, Woodhouse Park - Alternatively, this land would be appropriate for a mixed development of business and housing, or for housing only (see also EW/6);
- d) Altrincham Road, Sharston - western part of site of the former South Manchester High School.

Reason: Sites (a) and (b) have been granted planning permission in accordance with Council policy on the location of business development. Sites (c) and (d) are appropriate for business use. Development falling within Use Class B1 of the Town and Country Planning (Use Classes) Order 1987 is acceptable on all these sites.

DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Other relevant policies and guidance

In considering development proposals, reference is not only made to the Core Strategy and the UDP, but also other guidance, policies and supplementary planning guidance.

Guide to Development in Manchester SPD (2007)

This document provides detailed guidance on making Manchester a City in which people choose to live, learn, work and relax.

The Guide states that each new development should be designed having full regard to its context and the character of the area (Paragraph 2.3). In addition to this building should present their main face and pedestrian entrance to the main street to contribute to its vitality and interest (Paragraph 2.12).

In terms of the appearance of new building, the scale, position and external appearance should respect their setting and relationship to adjacent building, enhance the street scene and consider their impact on the roof line and skyline. Building should recognise the common building line created by the front face of adjacent buildings (Paragraph 2.13).

The impact of car parking should also be minimised. The location, design and treatment of these areas could have a major impact on the street scene and will need to be carefully considered (Paragraph 2.21).

The Guide also places strong emphasis on the promotion of renewable energy and the compliance with Design for Access 2.

Wythenshawe Strategic Regeneration Framework (2004)

Relates specifically to realising the vision for Wythenshawe which seeks to build upon the area's status as a 'Garden City'. In particular, build upon the uniqueness and the opportunities present in the area by bringing together the positive aspects of its housing and the continued growth of the economy.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in July 2021 and is a material consideration in the determination of all planning applications.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

Issues

Principle

The application site is identified on the Proposal Map contained within the Core Strategy for economic development purposes. This reflects extant policy EW9 (b) of the UDP which allocates the site for a B1 office development.

Planning permission has previously been granted for Outline application for the erection of creche (743 sqm) with outdoor play area and office building (929 sqm) and outline permission with no matters reserved for gym (1022 sqm) together with associated car parking and landscaping (including boundary treatment) under planning application reference 100414/FO/2012/S2. The Gym and associated car park/ landscaping has since been completed, however, the crèche and office building never progressed to detailed planning.

Against the above background, it is clear that it has been a long standing aspiration of the City Council to develop the site for commercial purposes that creates employment.

The proposal would involve the creation of 4 no. industrial units 1438sqm with ancillary office space 372sqm. The office element of this planning application is clearly consistent with the

previous outline planning permission and the aspirations of policies EC2 of the Core Strategy and extant policy EW9 of the UPD.

The provision of the industrial units per se would constitute a departure from the allocation, however, there are clear benefits from having other ancillary uses at the business park which The local planning authority is also mindful of the decision made within the same development plan framework period for other non-compliant uses previously, being the gym and creche facility in this location.

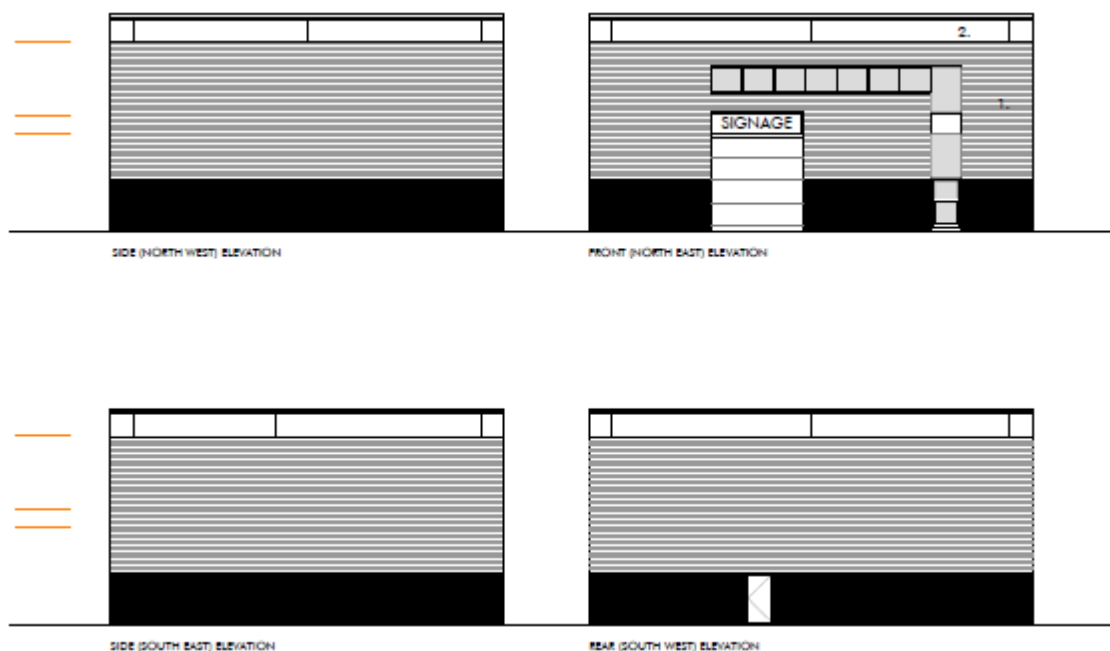
Scale and Massing

Policy DM1 states that regard must be had for the scale of new developments and their resulting impact on the surrounding area. In giving effect to this, the Guide to Development in Manchester SPD advises that the scale of new developments should be informed by the local area.

The surrounding area is characterised by a mixture of two storey residential properties along with two storey office buildings and three storey apartment blocks and the neighbouring two storey gym building. The neighbouring Premier Inn Hotel is two storey in height.

The building will have a flat roof which will provide for a similar scale and massing to the existing buildings at Ashbrook. The scale along with the siting of the building will not be overly dominant or out of character with the surrounding area

Design



The design of the units proposed would be as above. The building would be elevated in Staffordshire Blue/Black brick with Grey Metallic Kingspan above, with parapet and detail finished in anthracite grey. It is considered that this design approach is appropriate having regard to the design approach taken in the original estate design and the wider site context.

Access, Parking and Highways

The application site is situated at the northern end of Ashbrook Office Park. The proposed access to the site will be provided by Longstone Road, via the existing road that leads to the sites boundary. There are 25 spaces proposed which has been assessed as being an acceptable level of provision. Commitment to cycle secure cycle parking provision has also been made, however, it is not explicit how many cycle parking spaces are being provided. A condition is suggested to secure construction management, provision of the car parking spaces and further detail of cycle parking provision, including elevations of the store with details of the green roof referenced.

Sustainability

The submitted application was accompanied by a Breeam pre-assessor that states that the building would achieve Good and an energy statement setting out the fabric first approach with significant improvement to u-values, with natural ventilation, high efficiency led lighting and inclusion of air source heat pumps. (A discussion is had in the document about the future inclusion of solar panels to the roof, however having regards to the comments of aerodrome safeguarding and the removal of permitted development rights for their installation this would have to be the subject of a further planning application).

The scheme provides for 7 no. electric vehicle charging as part of the scheme (a level that is acceptable to colleagues in Environmental Health subject to condition requiring their retention). It is noted that the scheme has been altered to include a greater amount of brick and the extent of the building has altered, a condition is therefore recommended that notwithstanding the recommendations in those documents, further documents will be required for discharge as those documents reference superseded plans. An air quality assessment is conditioned.

Biodiversity and Landscaping

The level of landscaping on the originally submitted scheme needed to be increased. The applicant altered the following in revised plans received:

1. Footprint of unit 4 reduced in depth by approximately 2.75m, to allow extension to area of soft landscaping shown as retained habitat, which now covers some 140sqm
2. Parking to front of units 2 and 3 rationalised to allow larger area of soft landscaping and provide central landscaped boulevard
3. Parking court to north side of site reduced to allow larger area of soft landscaping adjacent to brook
4. Enlarged area of soft landscaping to front of unit 4 following reduction in footprint
5. EV parking court to front of site rationalised to allow larger area of soft landscaping adjacent to southern boundary
6. Bin store / cycle parking combined to allow provision of single storey structure with green roof, and allow additional soft landscaping at ground level in other parts of site
7. Area of hardstanding for outdoor rest area reduced in footprint and moved north away from canopy of T4 to allow additional soft landscaping to southern boundary

It is considered that the above amendments improve the setting for the development and the opportunity for landscape and associated biodiversity improvements on the site over and above the previous consented scheme for development of the site.

Greater Manchester Ecological Unit and the Arboricultural section raise no objections to the scheme as now proposed subject to the imposition of appropriate conditions (as recommended by GMEU).



Footprint of the scheme as originally submitted



The alterations to the scheme improve upon the impact cited in the Arboricultural documents submitted, which are still of relevance. The trees to be lost is still minimal, most trees being located to the perimeter of the site, some works are to be carried out to the canopy of T4 (category U Sycamore) and group G1 (Ash with Ash dieback classified as category U, which needs to be removed regardless of the development) would be removed and group G4 (Hawthorn, Sycamore, Willow and Ash which is displaying signs of Ash dieback). The amount of tree planting in mitigation has been increased and is now acceptable (24 native multistemmed Birch and Hazel 2 – 2.5m height and 62 trees in a woodland area, large shrubs and ornamental hedges, wildflower meadow and native bulbs).

Security

Surrounding the site, a 1.8m security mesh fence is proposed to the boundary to deter unauthorised access. There are no objections from Greater Manchester Police subject to the recommendations of the submitted Crime Impact Statement being implemented. Compliance with this document is conditioned. This will require that the boundary treatment should be raised to 2m in height. The change to the materiality of the building already addresses a point raised by Greater Manchester Police.

Accessibility

4 disabled accessible parking spaces are proposed and each unit includes for an accessible WC at ground floor.

Waste

Whilst the number of bins in each waste stream and bin store is acceptable to colleagues in Environmental Health further information is required in relation to the proposed collection frequency. A condition requesting further information is appended.

Residential Amenity

Comments have been received in relation to the scheme citing concerns relating to the operation of the highway following the implementation of consent and noise associated with comings and goings to the site.

The local planning authority are mindful that consent has previously been granted on this site for traffic generating development. The Highways section are not considered about the safe operation of the highway.

Policy DM1 of the Core Strategy and saved policy DC26 seek to protect the amenity of surrounding residential properties from harmful noise sources. The main sources of noise is likely to be generated from the comings and goings including vehicular movements during the opening hours, associated with servicing and noise outbreak from the associated plant.

Environmental Health are satisfied subject to the imposition of appropriate conditions. The use would be operational from 06.00 to midnight with deliveries within the same hours. There is an updated noise implications report which the Environmental Health section are satisfied with subject to the imposition of a condition requiring compliance with the noise report which sets out that external plant will operate in the daytime only and based on specific limits and that appropriate mitigation will be put in place.

It is not considered that comings and goings from the site resultant from the development nor the house of operation / servicing / deliveries would cause undue harm to the residential amenity of neighbouring property from noise disturbance.

Other residential amenity implications

The proposal would not impinge upon the privacy of any property, there being significant separation distances provided to surrounding property.

The buildings proposed would not be unduly obtrusive when viewed from neighbouring property nor would their presence result in loss of light or have an overbearing impact on any neighbouring property.

The site is not a green space and has not functioned as such, it has always been identified as being a development site. The impacts of the development on the limited biodiversity identified are being mitigated in the enhanced landscaping and biodiversity offer on site.

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 application, and the application has been determined in accordance with the policies within the Development Plan.

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:

21044 (PL) 001 Location Plan

21044 (PL) 010 A Site Plan

Lighting report prepared by SVM Building Services Design dated 02.08.2021

Breeam Pre-assessor prepared by Scott, White and Hookins dated 10.08.2021

Sustainability energy & LZC feasibility statement – Shell and Core 30.07.2021

Storm Water / Suds Maintenance Plan prepared by Tier Consult

Arboricultural Implications Assessment prepared by Mulberry reference TRE/ABP

Arboricultural Method Statement prepared by Mulberry reference TRE/ABP

Flood Risk Assessment prepared by Tier Consult and associated drainage documentation

Waste Management Strategy

Highways Technical Note prepared by Axis

Received 20 August 2021

Crime Impact Statement

Received 22 October 2021

21044 (PL) 020 Q PROPOSED SITE PLAN

Received 11 March 2022

21044 (PL) 110 B FLOOR PLANS

21044 (PL) 210 D ELEVATIONS

5011 01 LANDSCAPE GA

5011 02 LANDSCAPE SOFTWARES

Received 07 April 2022

Industrial Noise Impact Assessment Report prepared by Hann Tucker Associated dated 7 June 2022.

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.

3. Final samples and specifications of all materials (including appropriate sections to the windows) to be used on the external elevations of the development hereby permitted shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the erection of the above ground structure. The approved materials shall then be used in the construction of the development.

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, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4. The approved landscaping scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

5. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387

Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7. No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

8. No development, site clearance, earth moving shall take place or material or machinery brought on site until a method statement to protect the adjacent watercourses from accidental spillages, dust and debris has been supplied to and agreed by the LPA. All measure will be implemented and maintained for the duration of the construction period in accordance with the approved details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

9. No development shall take place until it can be demonstrated that there will be no negative impacts on the ecological potential of the adjacent watercourses including pollutants, sediment load and peak flows resulting from the disposal of surface water post-development submitted to and approved in writing by the Local Planning Authority. The details, as approved, shall be implemented in full in accordance with a timetable which has first been agreed in writing by the Local Planning Authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

10. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:
- o A construction programme including phasing of works;
 - o 24 hour emergency contact number;
 - o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
 - o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
 - o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
 - o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
 - o Locations for storage of plant/waste/construction materials;
 - o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
 - o Arrangements to receive abnormal loads or unusually large vehicles;
 - o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
 - o Any necessary temporary traffic management measures;
 - o Measures to protect vulnerable road users (cyclists and pedestrians);
 - o Arrangements for temporary facilities for any bus stops or routes;
 - o Method of preventing mud being carried onto the highway;
 - o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11. The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the development hereby approved. The car parking spaces shall remain in-situ for the duration of the development

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

12. Notwithstanding the details shown on the plans submitted prior to first occupation of the development, details of numbers of cycle parking spaces and elevations of the proposed secure cycle store shall be provided in writing to the local planning authority for approval.

The approved scheme shall be implemented in full and made available for use and remain available for use whilst the development is occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

13. Notwithstanding the information submitted, no development shall commence prior to the submission of further details with regards to the sustainability performance of the development proposed. The development hereby approved shall only be carried out in accordance with measures detailed in the submitted sustainability performance information submitted.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework (NPPF).

14. Prior to first occupation of the development hereby approved, details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points shall be submitted in writing to the local planning authority for approval and shall be implemented in full and made available for use. The approved scheme shall remain available for use whilst the development is occupied.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

15. Prior to the commencement of above ground development, details for the external storage of waste, including segregated recyclable waste (including elevation details of the secure and ventilated bin store and details of the waste management contractor and frequency of collections), shall be submitted to and approved in writing by the City Council as local planning authority. The approved bin store shall be retained in situ whilst the development is occupied and at all times thereafter.

Reason - In the interests of residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

16. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

17. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority.
The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

18. No works shall commence at the site until a full Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the City Council as local planning authority. The BHMP shall include the whole construction process with mitigation measures against, and contingency for any standing water to prevent the attraction to hazardous species of birds. The works shall be carried out in accordance with the approved details.

Reason - In the interests of the safe operation of aircraft pursuant to policy DM2 of the Core Strategy.

19. All exterior lighting shall be capped at the horizontal with no upward light spill.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy.

20. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials other than clear or obscure glass, including solar photovoltaic panels, shall be added to the building without the express consent of the local planning authority.

Reason - In the interests of aerodrome safeguarding, pursuant to Policy DM2 in the Manchester Core Strategy

21. Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

22. Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the 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.

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 EN18 of the Core Strategy.

23. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance 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 EN18 of the Core Strategy.

24. a) The development shall not commence until, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

25. The development hereby approved shall can be occupied as Use B8 uses with ancillary offices only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of each building to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units, pursuant policy DM1 of the Core Strategy for Manchester.

26. The buildings unit as shown on approved drawings listed at Condition 2 shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and air quality pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

27. a. Before any use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with the submitted noise impact assessment report listed in condition 2.

b. Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

28. a. Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with the submitted noise impact assessment listed in condition 2 in order to secure a reduction in the level of noise emanating from the equipment.

b. Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

29. The premises shall not be open outside the following hours:-

06.00 to 00:00 Monday to Friday, Saturday, Sundays and Bank Holidays

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

30. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 06.00 to 00:00, Monday to Saturday, Sundays /Bank Holidays.

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

31. An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

32. Notwithstanding the details of the hard and soft landscaping treatment scheme as set out within the approved drawing references: 5011 01 LANDSCAPE GA and 5011 02 LANDSCAPE SOFTWORKS, a further plan indicating biodiversity enhancement to be made shall be submitted within one month of the grant of consent. Landscaping and biodiversity enhancements shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

Informatives:

1. • No lighting that will emit light upwards – only downward facing ambient lighting to spill from the site upwards – ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using MAN. Given the location of this property the applicant should be aware that the airport will take action against anyone found in contravention of the Air Navigation Order (“Order”). In particular in contravention of the following provisions under that Order:-
 - Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.
 - Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.
2. The applicant’s attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Stockport Metropolitan Borough Council

List of properties notified on Uniform

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 - Within Outer Area
Airport Noise Index Zone - Noise and Nuisance Index - 60
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH