

Planning

Growth & Development

Delegated officer report for planning application

Application no. 123295/FO/2019

Date registered valid: 12 March 2020

Proposal: Erection of a light industrial and storage/distribution building (Sui Generis) (3251 sqm) with associated car parking and boundary treatment

Address: Former Workshop, Arkady Industrial Estate, Briscoe Lane, Manchester, M40 2XG

Ward(s): Miles Platting & Newton Heath Ward

Applicant: C & G Greenberg, 37 Singleton Road, Salford, M7 4NN

Agent (if any): Mr Stewart Pearl, Stewart Pearl & Associates 3 Sandy Lane, Manchester, M25 9RU

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: s.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20 May 2020

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Other

Standard consultations:

Printed: 18 March 2020 Expired: 8 April 2020

Neighbour notifications

Printed: 18 March 2020 Expired: 8 April 2020

Site notice

Posted: 14 April 2020 Expired: 5 May 2020

Press advert

Published: 24 March 2020 Expired: 14 April 2020

Departure from Development Plan: No

Environmental Statement: Not required

Neighbours – All relevant neighbours have been notified on 18 March 2020. The neighbour notification period expired on 8 April 2020.

Description of site/building

The application sites is situated within Arkady Industrial Estate located close to the junction with Briscoe Lane and Riverpark Road and adjacent to where two railway lines converge.

The irregular shaped site area (approx. 0.45 hectares) was formerly occupied by an industrial premises, which following extensive fire damage, has been demolished to slab level.



The sites is located on the northern side of Briscoe Lane and adjoined by industrial premises the north and west and open storage yard to the east. Philips Park Cemetery lies opposite the site on the south side of Briscoe Lane.

The site perimeter is enclosed by high, steel palisade fencing and vehicle gates, with a low level brick wall and temporary metal fencing to the Briscoe Lane frontage.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area, with the exception of Philips Park Cemetery on the opposite side of Briscoe Lane is largely industrial in character and comprises a host of large scale industrial premises and warehouses forming part of Arkady Industrial Estate and RiverPark Trading Estate just to the south.

Description of development

Planning permission is sought for the erection of a replacement building following the demolition of a fire damaged building, damaged in 2018.

The 'L' shaped part single, part two storey building occupies roughly the same footprint of the building to be replaced and is for light industrial and storage/distribution use (Sui Generis), with a floor area of approximately 3251 sqm). In addition, areas of associated car parking, servicing space and boundary treatment is proposed.

Access to the site is from two points from Briscoe Lane, including a separate servicing access via an internal access road off Briscoe Lane.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environment Agency - No objection to the proposed development, provided that conditions are included in relation to the investigation and remediation of ground conditions, as well as waste removal.

Environmental Health – Conditions are advised in relation to acoustic insulation, external equipment, ground conditions, waste management, air quality, operational and servicing hours are recommended.

Flood Risk Management – Conditions are requested in relation to a surface water drainage scheme and its subsequent maintenance.

United Utilities – Conditions requiring a surface water drainage scheme are requested and to ensure foul and surface water are drained on separate systems.

Highway Services - The site is considered to be adequately accessible by sustainable modes and is in close proximity to local bus services.

It is considered that the number of anticipated vehicle trips generated by this development can be accommodated on the highway network.

It is noted that the overall number of parking spaces is being increased (with provision of 3 disabled parking spaces). It should be noted that the bay sizes should be a minimum of 2.4 x 4.8m for a standard bay and 3.6 x 6m for a disabled bay. Provision for electrical car charging points should be made for 10% of the overall number of car parking spaces.

It is indicated that three motorcycle spaces and six cycle spaces are being provided and is understood that shower facilities will be provided which is supported by Highways.

Whilst little servicing or waste collection information is provided, it would appear that the majority will be undertaken to the rear and there appears to be sufficient room for a vehicle to turn within the site to exit in forward gear.

Two existing vehicle access points are being maintained which is acceptable from a highway perspective. With regard to the easternmost access, the surfacing (and adjacent tactile paving) is in need of replacement and, should the planning application be approved, these are to be undertaken through S278 agreement between the developer and the City Council.

A condition requiring the submission and approval of a Construction Management Plan is recommended.

TfGM - The information provided doesn't indicate the current use of the site, nor does it provide any details in terms of the likely trip generation of the development.

A trip generation assessment would have been useful to understand the potential impact on the highway network. However, TfGM would refer to the Local Highway Authority (LHA) to determine whether the information submitted satisfies the requirements.

The proposed internal layout will need to be designed to accommodate all parking and vehicle manoeuvres associated with the industrial development, to ensure that HGVS can enter and exit the site in a forwards gear, for general safety purposes and to maintain the free flow of traffic along the surrounding routes.

A robust Construction Traffic Management Plan should be employed as part of the development.

In terms of site accessibility comments, a safe walking route through the car park should be provided for staff, along with secure onsite staff cycle parking in accordance with the Council's adopted standards.

Greater Manchester Ecology Unit (GMEU) - No known reasons to indicate that the proposals will have an impact on biodiversity.

Cadent - From the information provided, it does not appear the proposed works will directly affect a nearby, identified pipeline.

However, should the applicant require the pipeline locating 'on Site', or wish to discuss technical information regarding Cadent Gas apparatus at this location, Cadent should be notified.

The advisory letter from Cadent has been sent to the agent.

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, EC1-3, T2, EN14-19
- Saved policy DC26 of the UDP
- National Planning Policy Framework (NPPF).
- National Planning Policy Guidance (March 2014)

Issues

Principle

Overarching development plan policy seeks to allow the improvement of existing employment premises and contributors to economic growth. The proposed replacement would align with this aim and permit the replacement of a fire damaged business within the confines of an existing industrial estate.

Moreover, given the existing context of the site within an industrial estate, the former use and the relationship of the site with nearby buildings, there is unlikely to be any significant negative effects. The development will allow for some visual enhancement of the site, in light of its current vacant, unkempt setting.

Specific planning issues are outlined further below.

Design, Scale and Appearance

The large footprint and part single double height, part two storey design of the building is largely consistent with neighbouring premises and would not appear overly dominant, or out of scale.

The building roughly follows the footprint of the demolished building, albeit with minor differences in configuration and a net loss of 130sqm of floorspace (excluding sub stations and plant rooms).

In terms of appearance, the building incorporates a dual pitched roof with lower level brick walls with composite metal clad walls to the upper half of the building and roof.

The area around the building incorporates a parking area along its front, eastern side and a separate servicing area to the rear, eastern side of the building with a separate access from an internal access road serving the estate.

Given the industrial context of the surroundings, the design and appearance of the building is consistent with the local environment and assimilate effectively with neighbouring buildings.

It is however important to provide a high quality frontage to the Briscoe Lane frontage and that this can be achieved by appropriate boundary treatment and materials, to be controlled by attached planning conditions.

Residential Amenity

The nearest residential properties are situated approximately 370m from the site along Bradford Road and Hulme Hall Road, with further residential properties along Ten Acres Lane being situated some 670 metres away.

It is considered that given the relationship with the nearest residential properties, the proposed and former uses and the existing site context within the setting of a defined industrial estate, together with the comparable floorspace of the building replaced, there is likely to be a negligible impact as a consequence of any activities taking place.

The applicant has produced an Acoustic Assessment to assess the impact on the prevailing noise environment. This concludes that, that any noise at the proposed site would be inaudible at the nearest residential property.

Environmental Health accept the findings of the Acoustic Assessment regarding the impact upon residential properties, but require a noise assessment regarding the other nearby receptors such as other commercial businesses. An appropriate condition required further assessment has therefore been included, as well as a condition in relation to the acoustic insulation of external equipment.

In term of general activity, including noise and disturbance associated with coming and goings, it is considered that the propose operation is remote enough from residential properties so not to have any significant impact.

Due to the level of occupancy (10-20 staff) and associated vehicular movements, it is considered again that in the context of an industrial estate and the number involved, the impacts are not considered so great that they would undermine the living conditions of the nearest residential occupiers. On this basis, the impact upon residential amenity is considered satisfactory.

Impact on the Highway

The need to provide adequate off road parking for new development is outlined with policies DM1, T2 and SP1 of the Core Strategy.

In this case 12 car parking spaces are proposed (including disabled provision) which represents a net increase of 1 space when compared to the development recently demolished.

These spaces are supported by six cycle spaces and associated shower facilities, which is considered an acceptable level of provision by Highways.

As the proposal will result in a small net reduction of floorpace, is comparison to the former use and as there is a decent off street parking ratio to the side of the building, coupled with there being only a margin increase in staff, it is not anticipated that there would be any material impact upon parking provision or the operation of the Highway as a result of the number and frequency of vehicular movements. This view is endorsed by the consultation response received from Highway Services.

Highway Services have assessed the revised Transport Statement in terms of trip generation and highway safety. Based on the submitted data it is advised the proposed development will not negatively impact upon the highway network in terms of the frequency and amount of anticipated vehicular movements.

To further encourage non car trips, a condition has been included which will require the submission and approval of a Travel Plan to encourage staff to travel my more sustainable means.

Highways indicate that easternmost access point is in need of resurfacing and the adjacent tactile paving is in need of replacement. Condition 20 require details of off-site highway works to be agreed separately through the planning process, with the necessary works to be undertaken via a S278 agreement.

Servicing

A separate servicing area is provided to the rear of the building, to be accessed via an internal access road to the industrial estate. A swept path analysis indicates there is sufficient space for servicing vehicles to satisfactorily access and egress the site in a forward gear.

Whilst the submitted servicing strategy indicates that all servicing can take place within the curtilage of the development and the level of trips is relatively low, more detail is required in terms of times of servicing and the types of vehicles to be used. A condition has therefore been included which requires a more detailed strategy to be agreed.

Flood Risk/Drainage

The Environment Agency raises no objection in flood risk terms,

The application site is located in flood zone 1 '*low probability of flooding*'.

The application has been considered by the City Council's Flood Risk Management section who advise that conditions should be included to ensure the submission and approval of a submitted surface water drainage works, the submission of further design details and details of a clear adoption policy to ensure effective management and maintenance of the scheme thereafter.

Whilst indicative details have been provided, conditions have therefore been included which require the submission and approval of a detailed surface water drainage scheme prior to the commencement of development, as well as subsequent maintenance plan.

Waste Management

The proposal provides for a dedicated waste storage area to the rear of the site. This indicates provision for general waste, recycling and separate industrial waste i.e metal off cuts. The waste is to be managed by a Maintenance Manager and general cleaning staff.

The submitted waste management strategy is considered to be acceptable by both Highways and Environmental Health. A condition has therefore been included to ensure the submitted and agreed strategy is adhered to.

Security

It is considered that proposal allows natural surveillance to Briscoe Lane and through satisfactory planting and boundary treatment, will allow for decent levels of defensible space and perimeter security. The existing security fencing is to be extended, so that the entire site curtilage is secure.

GMP consider the development will improve security on the site, which due to its existing derelict state, currently forms an attractive environment for criminal and anti-social behaviour.

To ensure all external fittings and associated works are of a satisfactory standard, it is recommended that a condition of the planning approval should require the completed development to achieve 'Secured by Design' accreditation.

Air quality

From an air quality perspective and in comparison to the former site use, the application site is located close to significant arterial routes with regular bus services. It is envisaged that the location of the proposed development, together with measures forming part of the development, including tree planting, have the potential to limit any adverse impacts to air quality as a consequence of operational use.

Whilst it is acknowledged that there will be some localised impact upon air quality during construction, this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management Plan, any impact upon local air quality can be managed and minimised. This should include mitigation measures in relation to dust suppression, maintaining the site, avoiding the use of idling vehicles, the use of water, the covering of loose material and suitable waste management.

On this basis, it is not believed that the impact to air quality should form a barrier to development.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development. Based on the advice of the Environment Agency and Environmental Health, condition has been included which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development.

Construction Management

As previously referred to, in order to ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction Management Plan. This will need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

Climate Change

The proposed development is a replacement development to that recently lost to a fire.

Given the modest level of car parking provision and similar floorspace proposed, the level of vehicular trips is comparable to the previous development and unlikely to result in a significant change in air quality as a consequence of vehicular emissions.

The development must include details of electric car charging facilities as a future safeguard. This would therefore in part make a positive, albeit small contribution to climate changes by facilitating the use of electric vehicles.

A condition has also been included which will require the submission and agreement of Environmental Standards. This will allow energy efficiency and carbon reduction measures to be incorporated within the development.

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:

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

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

2) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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 Core Strategy.

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

Drawings numbered PRE/B/001 received by the City Council as Local Planning Authority on 10 April 2019, drawings numbered 1975-001, 1975-002, 1975-003, 1975-004, 1975 005, 1975-006, PRE/C/001 REV A, PRE/C/003, PRE/C/005, PRE/C/007 and PRE/C/008 REV B received by the City Council as Local Planning Authority on 3 March 2020 and drawing numbered PRE/C/006 REV A received by the City Council as Local Planning Authority on 12 March 2020

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.

4) Notwithstanding details submitted, no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Notwithstanding the information contained within the submitted Drainage Strategy, the following additional information shall be submitted to and agreed in writing by the City Council as Local Planning Authority:

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To prevent the increased risk of flooding, to improve water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 and DM1 of the Core Strategy

5) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a 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;
- As built construction drawings if different from design construction drawings;
- 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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

6) The car parking indicated on drawing numbered PRE/C/006 REV A received by the City Council as Local Planning Authority on 12 March 2020 shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies DM1 and SP1 of the Manchester Core Strategy.

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

07.00 - 17.30 hrs Monday to Saturday

11.00 - 16.00 hrs Sundays and Bank Holidays

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 Monday to Saturday.

No Deliveries, servicing and all collections, including waste collections shall take place on Sundays and Bank Holidays.

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

9) Notwithstanding details submitted, the building hereby approved shall not be occupied until a full servicing strategy has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of highway safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) The building hereby approved shall not be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

11) Any externally mounted ancillary plant or equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location. Details of the scheme should be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site prior to installation of any plant. The approved scheme shall be fully implemented prior to first use and in accordance with the details agreed and a verification report shall be submitted and approved in writing in order to validate the works undertaken conform to the requirements within the report.

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

12) Notwithstanding the details contained within the submitted report by Braiden Acoustics, dated September 2019, ref: 10764 the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

Upon completion of the development and within 3 months of first occupation, a Verification Report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria

has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

13) Notwithstanding details submitted, 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.

14) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City 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.

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

- Dust suppression measures;
- Compound locations where relevant;

- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

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

16) The development hereby approved shall only be implemented in accordance with the submitted waste management strategy received by the City Council as Local Planning Authority on 3 March 2020 as indicated on the site layout plan numbered PRE/C/006 REV A received by the City Council as Local Planning Authority on 12 March 2020. The arrangements shall remain in situ at all times whilst the approved use is operational.

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

17) Prior to commencement of development, mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

18) The development hereby approved shall not be occupied until the Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of 'Secured by Design' accreditation.

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

19) Prior to the first occupation of the development hereby approved, full details of electric car charging points, representing 10% of the total number of car parking spaces, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of any of the development and be retained thereafter.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

20) Within six months of any part of the development first being occupied, a strategy for the resurfacing of the eastern most access point and replacement of adjacent tactile pavement, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be carried out in accordance with a programme and timescale to be approved by the Local Planning Authority.

Reason - In the interests of highway safety and visual amenity, pursuant to policies DM1 and SP1 of the Core Strategy.

21) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

22) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

23) The development hereby approved shall not be occupied until a hard and soft landscaping treatment scheme (including tree planting) has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved 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 Core Strategy.

24) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

25) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the building shall not be further subdivided to form additional units.

Reason - To prevent an over-intensive use of the site, pursuant to Policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) Any signage or advertisements are likely to require separate advertisement consent. It is advised to contact the City Council as Local Planning Authority prior to the installation of any signage

2) The required access works, pursuant to condition 20, shall be undertaken via a S.278 agreement between the applicant and the Council's Highways section. The following link can be used for information:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_section_278_agreements/category/355/highways_and_pavements

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Network Rail

Mont Blanc Warehouse, Briscoe Lane, Manchester, M40 2XG
224 Briscoe Lane, Manchester, M40 2XG
Ashfield Works, Briscoe Lane, Manchester, M40 2XG
Malcolm Clarke Steel, Clifton Street, Manchester, M40 8HN
Unit 1B, 230 Briscoe Lane, Manchester, M40 2XG
Enza Mercedes Benz, Briscoe Lane, Manchester, M40 2NL
George Jones And Son, Briscoe Lane, Manchester, M40 2XG
Five Dimes Limited, Briscoe Lane, Manchester, M40 2XG
Mcconnell Smith And Co, Jubilee Works, Clifton Street, Manchester, M40 8HN
Alloy Bodies, Jubilee Works, Clifton Street, Manchester, M40 8HN
Jubilee Works, Clifton Street, Manchester, M40 8HN
Diamond Steel, Jubilee Works, Clifton Street, Manchester, M40 4HN
BWS, 232 Briscoe Lane, Manchester, M40 2XG
The Clock House, 271 Briscoe Lane, Manchester, M40 2XG
226 Briscoe Lane, Manchester, M40 2XG
228 Briscoe Lane, Manchester, M40 2XG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1