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Cheetham Ward	Application Number 083788/00/2007/N1	Date of Appln 24th Jul 2007	Committee Date 25th Oct 2007
Proposal	OUTLINE APPLICATION for new mixed use multi-phase development. Phase 1 relates to parcel A which comprises an employment park incorporating 34 units (use classes B1c, B2 and B8) and associated car parking with all matters to be considered. Subsequent phases relate to parcel B (comprising employment units with a maximum floorspace of 8140 sq.m of use classes B1c, B2 and B8 and associated car parking) Parcel C (a new Irish World Heritage Centre with associated shop, exhibition hall, function room, restaurant and outdoor leisure facilities/amenity areas) Parcel D (a new 140 bed hotel with associated car parking) and Parcel E (a new retail unit, use class A1, with a maximum floor area 1161sq.m and associated car parking). All matters to be reserved except access for Parcels B C D and E		
Location	Land South Of Queens Road, Cheetham Hill		
Applicant	Teesland IDG And Irish World Heritage Centre, C/o Teesland IDG, Connaught House, 1 Mount Street, London, W1K 3NB		
Agent	GVA Grimley LLP 81 Fountain Street, Manchester, M2 2EE		

Description

This application relates to land south of Queens Road in the Cheetham Hill area of Manchester. The proposed development site comprises two separate land parcels, namely the former Queen's Road household tip and the existing Irish World Heritage Centre site.

The main part of the site (which is approximately 11 hectares in size) is currently vacant and dominated by rank grassland, with areas of undisturbed, recolonising ground and occasional scattered scrub and trees. It is this site that was a domestic tip until 1972, and before that a brickworks was located on the northern edge of the site. Since the tip function at the site ceased, the land has lay vacant and currently comprises predominantly of scrubland interspersed with overgrown sections of infant shrubs and trees. To the west of the site is the Fort Retail Park that fronts Cheetham Hill Road. To the north is Queens Road (a busy traffic route), beyond which lies existing residential development. To the south is the Showman's Guild which is a small, semi-permanent site reserved for use by the travelling community. The area is occupied by single storey caravans and trailers with ancillary services provided. To the east of the site is a sizeable embankment down into the valley and a Metrolink railway line and associated infrastructure, beyond which there is an area of industrial development and the River Irk. There is a public footpath along the south-western perimeter of the site and another footpath on the eastern boundary. At the south western corner, the site abuts the service road created to serve the Shopping Park in order to allow future development of the application site.

The smaller area of land to which the application relates (approximately 0.49ha in size) is the land currently occupied by the existing Irish World Heritage Centre building and associated car park and amenity area. This area of land is situated on the southern side of Queens Road, near to the junction with

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Cheetham Hill Road, and access to it is provided directly from Queen's Road. The Irish World Heritage Centre began operating from the current building in 1984 and remains a popular destination amongst the Irish community. The centre continues to host a number of important events and was the focus of activity for this year's Manchester Irish Festival. Despite the current popularity, the facility is constrained by the style and condition of the existing building which has become unsuitable and considerably outdated.

It should be noted that 2 previous applications are relevant to the application site. In January 1999, outline planning permission was approved for a mixed use development comprising retail, commercial, industrial and leisure uses with supporting infrastructure and highway improvements on the site that is the subject of this application and the site occupied now by the Fort Retail Park. Secondly, in July 2001, full planning permission was given for a new Irish World Heritage Centre with an associated 36 bedroom hotel, 2 sports fields and a sports pavilion on the northern part of the large site involved in the application currently being considered.

Planning permission is sought for a new mixed-use scheme incorporating five different developments on the two sites detailed above. The five developments relate to different 'parcels' of land and broadly relate to the introduction of a new Irish World Heritage Centre with associated 140-bed hotel, a new employment park and a food retail store. The proposals are the outcome of a collaborative partnership between Teesland iDG, Manchester City Council and the Irish World Heritage Centre. The planning application is made in outline with access only specified, however full details have been submitted for Phase 1 of the scheme which comprises a portion of the proposed employment park. For the parts of the site being applied for in outline with access only specified, development parameters across the whole site have been submitted with regard to proposed uses, maximum floorspace, maximum heights and maximum parking levels. The application has been designed to support a phased development programme, underpinned by a financial model which relies on the successful delivery of each element of the scheme.

The five different elements of the scheme are as follows:

1. Phase 1 Employment Park (Parcel A) - All matters to be considered

This part of the development relates to the very southern portion of the former tip site to the south of Queens Road. Full permission is sought for a series of industrial units (34 no.) of varying sizes arranged in five terraces. Car parking would be situated in front of each unit and access to the units would be taken from an existing road at the south-western corner of the site that also serves the parking and servicing area of the Fort Retail Park. Each employment unit is proposed to be used for light industry (Use Class B1c), general industry (Use Class B2) and wholesale warehousing and distribution (Use Class B8).

2. Phase 2 Employment Units (Parcel B) - Outline permission with means of access specified

Parcel B relates to the development of two buildings (Unit A and Unit B) and is situated to the north of Parcel A, but to the south of Parcel C which is to house the new Irish Centre (see below). The employment units in Parcel B are also proposed to be used for light industry (Use Class B1c), general industry (Use Class B2) and wholesale warehousing and distribution (Use Class B8). The

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development seeks permission to provide a maximum of 8140 sq. m of floorspace and the development would have a maximum height of exceeding 14m. 134 car parking spaces are proposed for Parcel B and access would be from the existing service road for the south of the site that would also serve Parcel A

3. Irish World Heritage Centre (Parcel C) - Outline permission with means of access specified

The development of a new Irish World Heritage Centre forms a central component of the scheme. The planning application seeks approval to develop a new, purpose built, facility of up to 4,316 sq. m gross internal floor area along with ancillary structures, an outdoor leisure pitch and amenity garden area. The development is proposed to fall within a defined 3.46 hectare land area within the former tip site, south of the land parcel earmarked for the hotel development. The maximum height of the unit is to be 15m with the development not exceeding more than two storeys in height within any part. Although submitted in outline form, the aspiration is to finalise a design which is influenced by the layout of a traditional Irish Fort.

4. Hotel (Parcel D) - Outline permission with means of access specified

In association with the Irish World Heritage Centre the proposed development seeks permission for the development of a 140-bed hotel to be situated to the north of the former tip site fronting directly along Queen's Road. The parcel area is 0.55 hectares in size and is to include an area of parking to be shared by the new Irish World Heritage Centre, with a total of 309 parking spaces available for the two associated developments. Access is to be provided directly from Queen's Road, sharing the access to serve the Irish World Heritage Centre. It is proposed that the hotel will accommodate a maximum of 140-beds and will be a maximum 15m in height.

5. Retail Unit (A1 Use) - Outline permission with means of access specified

The proposed retail unit is to be situated at the former Irish World Heritage Centre site on Queen's Road. The proposed unit is intended to provide a convenient budget food store of a maximum floor area of 1,161m². The maximum height of the development is proposed at 10m with a maximum amount of 56 car parking spaces.

Consultations

Publicity - The application was advertised as a major development and as a departure from the Local Plan.

Neighbours - Occupiers of properties surrounding the application site were notified of the proposal. 5 letters of representations were received where the main issues raised were as follows:

1. The inaccurate description of the application site in the submitted reports as a 'refuse tip' as the area contains a public right of way, has lovely views and is popular with dog walkers and with people that like to observe wildlife
2. Concerns that biodiversity in the area will be affected if the area is built on

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3. The loss of a rare piece of green, unstructured land with its associated wildlife so close to the city centre, in favour of a development which has facilities that are available in some form or another already in the local area
4. Concerns that a predominantly residential area would be overwhelmed by all the coming and goings associated with a large commercial development
5. The hotel is out of character in terms of design and scale with the nearby 2 storey Victoria buildings
6. Concerns that the hotel will block out natural light during the day to the residential dwellings opposite
7. Concerns about light pollution from the hotel and car park at night
8. The acoustic study submitted only took account of passing traffic and not the extra noise associated with traffic turning in and parking, passengers alighting, HGVs, delivery vehicles, commercial waste disposal vehicles, taxis and noisy visitors at night to the Irish Centre.
9. The car parks would increase the levels of air pollution in the area
10. Queens Road is difficult to cross in peak hours. This development would exacerbate the situation due to the extra traffic flow
11. Increased parking problems in the area
12. Increased crime from the licensed premises and night stay car park.
13. Concerns that the hotel will fail commercially
14. It was thought that no food retail units were permitted between the city centre and Cheetham Hill in order to protect Cheetham Hill traders
15. The transport assessment should make reference to the potential implications of the recent bid to the Transport Innovation Fund by AGMA and the City Council and should look at the changing travel patterns in the vicinity if the development went ahead
16. Concern that extra traffic around the site will increase the number of accidents at the junction of Cheetham Hill Road and Queens Road.

Head Of Valuation & Property Services - No representations received

Environmental Health - Stated that conditions relating to acoustic insulation of the new buildings proposed, hours of operation, lighting, delivery/servicing hours, refuse storage and collection, and fume extraction should be applied to any approval granted.

Contaminated Land Section - Stated that a condition relating to the investigation of contaminated land at the site and any necessary remediation should be applied to any approval granted

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Environment & Operations (Highway Authority) - No representations received

Environment & Operations (Refuse & Sustainability) - No representations received

Environment Agency - The Environment Agency objects to the proposed development as submitted on the following grounds:

The flood risk assessment (FRA) submitted with the application is not acceptable as there is insufficient information in relation to flood risk.

The greenfield runoff rates calculated within the FRA prepared by Capita Symonds differ to those calculated by the Environment Agency.

The FRA should have detailed the assessment of the existing and proposed surface water drainage regimes. The proposed attenuation tanks should be supported with the relevant surface water drainage system design calculations to confirm that their stipulated sizes would provide the necessary attenuation.

The 'living draft' Practice Guide Companion to PPS25 contains a FRA Proforma in Appendix C and gives further guidance on the management of surface water runoff impact in Chapter 4.

Paragraph F9 in Annex F of PPS 25 and paragraph 4.7 of Chapter 4 of the 'living draft' Practice Guide Companion to PPS25 specify that the FRA should demonstrate that no flooding of property should occur as a result of a 1 in 100 year storm event and detail the design for event exceedence.

In addition flooding from all sources should be assessed; such as flooding risks from the adjacent drainage systems (sewer, highway drains) and groundwater should be investigated with supporting communication received from the relevant authority.

To overcome the objection the applicant should submit a revised FRA which includes the above information.

GMPTE - GMPTE understand that part of this site is covered by some form of covenant, the details of which are being investigated by GMPTE's legal department. Phase 2 and 3 of this development proposes to share the existing access to the Metrolink depot from Queens Road. Any alterations to the road layout, turning circles and general approach to the depot from Queens Road should still allow trams to be transported to and from the depot by low loader.

North Manchester Regeneration Team - No objections

Greater Manchester Police - A Crime Impact Statement was submitted with the application and the plans submitted correspond with those on which the Crime Impact Statement was based, GMP support the proposal.

Serco Metrolink - No representations received

Greater Manchester Ecology Unit - Stated that the ecological assessment had been carried out by suitably qualified surveyors and to an appropriate standard. They have no reason to disagree with the conclusions of the survey that state that there is no evidence to suggest that the proposed development would lead

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to any significant effect on protected species or ecological features of value at the national, county or local level. The application site does not carry any statutory or local nature conservation designations and is not known to support any protected species. There is therefore no objection to the development on nature conservation grounds. However, the larger of the application sites supports a relatively large area of unmanaged grassland and developing scrub, a rare semi-natural habitat this close to the city centre, and one that will support a range of commoner plants, invertebrates, mammals and birds. The current development proposals will result in the loss of the majority of the existing habitat, with limited new landscaping proposed. GMEU agree with the recommendation made in the ecological assessment that some areas of this grassland should be retained or recreated as 'wildflower grassland' as part of the wider scheme. Even small areas of properly managed grassland can support important plant and invertebrate populations. GMEU have 2 specific recommendations:

1. In the interests of protecting nesting birds, no vegetation clearance should be carried out in the optimum period for bird nesting (March to July inclusive). Since the site has some potential to support ground nesting birds this recommendation applies to grassland vegetation as well as to trees and shrubs.
2. A method statement for the continuing control of the invasive plant Japanese Knotweed should be prepared and submitted for approval and, once approved, should be implemented in full. Under the Wildlife and Countryside Act 1981 it is an offence to cause this plant to spread in the wild.

Travel Change Team - The development should be implemented in accordance with the Framework Travel Plan submitted with the application.

Issues

Environmental Impact Assessment

The proposed development was subject to a screening opinion on 4th July 2007 in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations'). In light of the information contained in the letter from GVA Grimley received 10th April 2007 ; the submitted plan refs : 17197-PL01, 17197-PL10 and additional traffic information provided in letter and enclosures from JMP Consulting received 10th April 2007 , it was concluded that in this particular instance, although the development will have some impact on the area, an Environmental Impact Assessment was not required. The applicant was however advised that any planning submission would have to be accompanied by a robust Retail Impact Assessment and other supporting information, and the City Council as Local Planning Authority reserved the right to seek an Environmental Impact Assessment if any planning application was not accompanied by such a Retail Impact Assessment, and if any future planning submissions on this site were significantly different, either in size, form or in terms of uses.

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National/Regional Planning Policies

Planning Policy Statement Note No.1 : Delivering Sustainable Development

PPS1 (Creating Sustainable Communities) promotes sustainable development and sets a number of objectives. These include the promotion of urban regeneration, the creation of inclusive communities and the need to focus development that attracts large numbers of people in existing centres.

The guidance recognises the need to identify the needs and broader interests of the community, the need to secure a better quality of life for the community as a whole, and the need to ensure non-car based access to jobs, health, education, shops, leisure and community facilities.

Consultation Draft PPS Note No.1 Supplement : Planning and Climate Change

This seeks to ensure that new development would be located and designed to optimise carbon performance and minimise the likely contribution of the proposed development to carbon emissions. In addition that climate change considerations should be integrated into all aspects of planning concerns, including transport, housing, economic growth and regeneration.

Planning Policy Statement Note No.4 : - Industrial and Commercial Development and small firms.

Paragraph 21 of PPG4 deals with the re-use of urban land and encourages the optimum use of potential sites, taking into account such factors as accessibility by public transport. The regeneration of the site in accordance with the development proposals outlined, accords with the approach set out in PPG4.

Planning Policy Statement Note 6 : Planning for Town Centres

This government guidance on retail development was published in 2005 and post dates adoption of the Unitary Development Plan. It seeks to promote and enhance existing centres by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all.

The Guidance confirms a key objective as one which seeks to enhance consumer choice by making provision for shopping, leisure and local services which provide community choice, particularly among socially excluded groups.

In respect of local centres the guidance states that such a network is essential to provide easily accessible shopping to meet peoples day to day needs.

A requirement of government guidance is for the applicant to demonstrate a need for and the likely impact of large retail proposals. A Retail Assessment has therefore been submitted and this is discussed more fully in the following sections. However, what the retail assessment does indicate is that this site falls outside any identified centre, and therefore the proposal should be tested in terms of need, sequential compliance, economic impact, scale and accessibility.

Evidence submitted so far does not identify any qualitative shortfalls in both comparison and convenience retail provision in this area.

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Planning Policy Guidance Note 13: Transport

The key aims of PPG13 are to seek to encourage alternative modes of transport, which have less environmental impact and reduces reliance on the private car, and promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. The applicants have submitted a traffic impact assessment, which has been examined by the Head of Engineering Services. The findings of which suggest that whilst the location of this site is conducive to encouraging non-car based travel, new development related traffic would be generated by the proposed development. However, the potential traffic generation has been assessed at key junctions close to the site, and the impact of the development has been shown to be minimal. It is anticipated that the Cheetham Hill Road/Queens Road junction will encounter a measure of queuing, but the report suggests that it would not have a significant impact. The Head of Engineering Services comments will be important in this regard.

The developer has also submitted a Framework Travel Plan to encourage travel to and from the site by non-car based travel models, to promote car sharing, and to provide public transport information. The retail element of the proposed development is located at the junction of Cheetham Hill Road and Queens Road, with the Irish World Heritage Centre accessed from Queens Road, both of which carry a number of bus services, which in the case of Cheetham Hill Road are frequent. It is concluded that the proposal accords with the principles of PPG13.

Planning Policy Statement Note 23: Planning and Pollution Control

The Government Guidance objectives for contaminated land are set out in DETR Circular 02/2000 Contaminated land. These are to identify and remove unacceptable risks to human health and the environment; to seek to bring damaged land back into beneficial use; and to seek to ensure that the cost faced by individuals, companies and society as a whole are proportionate, manageable and economically sustainable. Paragraph 24 advises that Local Planning Authorities should pay particular attention to development proposals for sites where there is reason to suspect contamination, such as the existence of former industrial uses, or other indications of potential contamination, and to those for particularly sensitive sites. In such cases it should be normal to require at least a desk study of the readily available records assessing the previous uses of the site and their potential for contamination in relation to the proposed development.

The developer has provided a desk top study, and site reconnaissance for Phase 1 to comply with the requirements outlined above.

Paragraph 2.55 of PPG23 advises that extreme caution should be taken in granting of outline planning permission unless the Local Planning Authority is satisfied that it has sufficient information from the applicant about the condition of the land and its remediation and full range of environmental impacts arising from the proposals to be able to grant permission in full at a later stage. It is considered that given this application is a part outline and part detailed scheme, and any detailed scheme would require the submission of validation documentation, appropriate contaminated land/ground gas conditions should be attached to any planning approval.

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Planning Policy Statement Note 24: Noise

PPG24 seeks to ensure that the likely noise exposure, and the impact of noise is taken into consideration during the determination of a planning application. A noise assessment has been provided in support of the proposed development. The assessment examines the effects of noise from each aspect of the proposed development, and how it would affect the amenities of the existing local residents. The Assessment indicates that in all cases where mitigation would be required, mitigation would reduce noise levels at existing properties to such a level as to comply with guideline values

PPG25 : Development and Flood Risk

This reiterates the need for urban regeneration and the redevelopment of previously developed land to minimise the need for development of greenfield land. Essentially, the PPG advises a balanced flexible approach which addresses the risk of flooding whilst recognising the benefits of recycling previously developed land.

Regional Planning Guidance for the North West

Policy UR1 identifies the sustainable regeneration of the Region's urban areas as being a clear priority, and policy UR4 establishes targets for the recycling of land and buildings. It sets a target of achieving 90% in Manchester between 1996 and 2016. Policy DP1 (draft RSS) states that 'proposals and schemes should.....promote appropriate mixes of uses within a site or wider neighbourhood, contribute towards reducing the need to travel and assist people to meet their needs locally'.

Regional Economic Strategy

The Regional Economic Strategy contains a commitment to developing cleaner, safer, and greener communities throughout the regions. The proposed development would support this aim by the redevelopment of a large vacant site with a development incorporating high quality buildings and urban realm, which would provide significant levels of commercial floorspace and associated employment.

Unitary Development Plan

Area Policies

The application site is located within the Cheetham and Crumpsall area of the City, which is covered by Area 2 in the UDP. The general policy for this area is Policy CC1. This policy outlines that in deciding its attitude to proposals within Cheetham and Crumpsall, the Council will have regard to the general policies in Part 1 of the Plan in order to; reduce the problems caused by vacant and derelict land and buildings by encouraging redevelopment, especially of smaller sites where shape and location would discourage proper maintenance for open space; concentrate the provision of public open space into suitable areas close to where people live; create a safer environment and allow for a greater sense of personal safety for all sections of society, especially children and the elderly; ensure a balanced distribution and wide range of accessible shopping facilities to meet the needs of all sections of the community.

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In addition to this general policy, the majority of this site (with the exception of 0.49 ha area of land for the proposed Class A1 use) is allocated within policy CC16 the adopted Unitary Development Plan. It is considered that the proposed development is in accordance with this policy, as the scheme includes a mixed use development of office uses/light industry (B1 Use Class), general industry/wholesale/distribution (B2 and B8 Use Classes), and community/leisure/recreational facilities, including the provision of an outdoor sports pitch.

Policy CC16 goes on to explain that any proposed development would need to demonstrate that there would be no adverse impact on adjoining residential communities and to take measures to ameliorate any ground contamination present at the time of development. Proposals should be designed to create better links for pedestrians and cyclists with adjoining residential areas and the Irk Valley. It is considered that this proposal addresses all of the above issues in a comprehensive way to ensure there is no adverse impact on the existing area and community.

The retail element of the proposed development is located outside the area covered by policy CC18, which covers the area directly to the south. Policy CC18 advises that the area identified on the proposals map in the UDP is to be used for retail purposes. This is reflected in the sale of bulky goods which existed in this location, prior to the redevelopment of the site as the Fort Retail Park.

Part One Policies

When dealing with applications of this nature, regard is given to a number of Part One Policies including Employment and Economic Development, Regeneration, Leisure and Recreation, Transport, Environmental Improvement and Protection and Shopping policies.

In relation to Employment and Economic Development, Policy I1.1 states that the Council will ensure the allocation of a range of sites both in terms of size and appropriate location for a variety of different commercial and industrial development purposes in order to maximise new employment opportunities. Policy I1.6 accompanies this by outlining that the Council will encourage the location of new business developments (as defined in Class B1 and A2 of the Town and Country Planning Use Classes Order 1987) on sites where they will contribute to urban regeneration. Particular encouragement will be given to such development on derelict or unused land in areas of high unemployment. This proposal is considered to be in accordance with this policy as the scheme is seen to be a contribution to the Council's overall objective of achieving urban regeneration; in a location where it is not isolated business developments within a predominantly residential environment; and the development will not be unneighbourly in relation to adjacent or nearby residential properties.

Policy I1.9 advises that the Council will allow a range of new hotel developments in appropriate locations in District Centres and, where appropriate, in areas devoted to Leisure and recreational activity. It is considered that this hotel development would not have an adverse impact on local residential amenity. The proposal is also considered to comply with Policy I2.1 and I3.1, as the new commercial and industrial development is fully accessible by all forms of transport and is adequately served by the public

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transport network, and is a good standard of design and include suitable landscaping treatment.

Policy R1 is particularly relevant for this application. This states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The Council will also ensure the regeneration programmes maintain and create a district centre comprising a mix of uses which would be accessible by a range of modes of transport, and which would create jobs for the local community. The scheme accords with the objectives of policy R1 in that it would create employment opportunities for local people.

As the site is located close to existing residential properties, Policy H2.2 is also relevant and states that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council have considered include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution. It is considered that the scheme is in accordance with this policy, as the issues of noise, vibration, traffic generation, road safety and air pollution have all been addressed in a satisfactory manner.

As this proposal includes the provision of a new community facility with further leisure and recreational facilities, Policy L1.6 applies to this application. This policy outlines that the Council will encourage the provision of a good distribution of safe and attractive areas for informal recreation within easy reach for all people in the City and especially the provision of play spaces for young children where priority will be given to those housing areas which lack adequate private gardens.

Transport policies T2.6 and T3.1 can also be applied to this proposal. Policy T2.6 explains how the Council expects an adequate car parking provision to be made for disabled people and T3.1 states that the Council will ensure that the particular needs of both pedestrians and cyclists are catered for in new development schemes. It is considered that this scheme is in accordance with these policies as there is adequate car parking and cycle parking provision across the two sites.

Shopping Policy S2 is also particularly relevant in this case. S2.1 advises that the Council recognises the importance of good quality local and convenience shopping facilities within easy reach of people's homes and will ensure that all parts of the City are well provided for and that facilities are accessible to everyone. New shops to meet local need will be encouraged. The proposed facilities within this scheme would accord with this policy in that it would provide new quality local shopping provision for the residents of Cheetham and other communities across East Manchester. Policy S2.4 advises that new shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars. This scheme would involve the re-development of existing Irish World Heritage Centre, which gains access from Queens Road. Given access would be from an existing major route in the local area, it is considered that the proposed development would not be significantly detrimental to the amenities of nearby residential communities. However, measures in relation to minimising the effects of the location of the proposed food store service area have been introduced to reduce the impact of potential noise and disturbance. In addition

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to this, further conditions have been included to control hours of operation, servicing, fume extraction, refuse storage, and external lighting.

Policy S2.5 requires that new shopping facilities are designed to high standards with adequate parking and should provide a safe and attractive environment for shoppers. The indicative plans show a modern well designed development, which provides interest on main frontages and integrates into existing development. Plans also indicate the provision of cycle parking, and spaces allocated for disabled people, and parent and child users, in these respects the proposal complies with policies S2.5 and S2.6.

Finally, there are a number of relevant Environmental policies that can be applied to this proposal. With regards to the City Council's aim to ensure sustainability within developments, Policy E1.5 outlines that the Council will contribute towards energy conservation by ensuring that new development is located where it can be easily served by public transport and by encouraging high standards of energy efficiency. Policy E1.6 accompanies this by controlling the materials used for developments and outlines how the Council will require that building materials used are environmentally friendly wherever it is possible. The details provided within the Environmental Standards Statement show that the proposal will seek to comply with these policies.

Further Environmental Policies include E2.4 and E2.6, E3.3 and E3.5. Policy E2.4 states that the Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. E2.6 outlines that the Council will prevent wherever possible the loss of existing trees and will encourage the extensive use of broadleaved trees in planting schemes to improve the appearance of built up areas. These requirements have been achieved through the completion of a detailed ecological report and the intention to incorporate a comprehensive landscaping scheme with the development.

The application site lies along Queens Road, which is a major radial route into and out of the City Centre. Therefore, Policy E3.3 is relevant to this application. This policy states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. It is considered that this scheme will create a quality development at the fronting onto a radial route. Finally, Policy E3.5 explains that the Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include; ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas; designing landscaping schemes so as to minimise the risk of attack; that community facilities are located where they are easy and safe to get to; and improving road safety. It is considered that the scheme is in accordance with this policy, as these issues have all been addressed in a satisfactory manner.

Part Two Development Control Policies

The relevant Part Two policies for this development are DC9 'New Commercial & Industrial Development', DC10 'Food and Drink Uses', and DC26 'Development and Noise'.

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Policy DC9.1 advises that the Council will require all new commercial and industrial buildings and the environments in which they are set, including car parking areas, to meet high standards of accessibility for disabled people. This requirement will also apply to development which involves the adaptation of existing buildings unless practical considerations dictate otherwise. The scheme accords with the objectives of policy DC9 in that the scheme will be accessible to all.

Policy DC10 is relevant for the new facilities being created within the new Irish World Heritage Centre building. The proposal complies with Policy DC10.1 as the site is situated in a generally acceptable location in terms of the use proposed; would not have an unacceptable effect on the amenity of neighbouring residents; provides the availability of safe and convenient arrangements for car parking and servicing; has ease of access for all, including disabled people; and has adequate provision for the storage and collection of refuse and litter. Under Policy DC10.4 the Council considers the proposed development to be acceptable in principle, therefore conditions have been imposed in order to protect the amenity of nearby residents. These conditions include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

Finally, Policy DC26 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both the effect of new development proposals, which are likely to be generators of noise; and the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

Principle of Development

Major Development - The proposal has been advertised as a Major Development by virtue of the size of the proposed application site. The overall scheme generally complies with UDP policies and is therefore acceptable in principle in this location. There is some outstanding information in relation to the retail element of the scheme and this is outlined below.

Retail Assessment

The application has been accompanied by a Retail Assessment. The assessment examines shopping policies and seeks to identify if a quantitative and/or qualitative need can be demonstrated in this location. The retail floorspace proposed would be 1,161 sq.m, which the applicant claims is to meet local need. The size and form of the proposed development is one that would predominantly serve the local area, but its location fronting onto Queens Road (a main arterial route around Manchester) and its proximity to the junction with Cheetham Hill Road (a main radial route into Manchester) would also enable the development to attract passing trade.

In support of the retail store, the applicant's agent has stated the following:

1. The proposal would serve as a localised shopping facility, providing a budget retail store of convenience value to a local community with low levels of car ownership and deprivation

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2. The retail store is intended as a vital component of a wider regeneration scheme and is necessary in order to deliver cross-subsidy to the new Irish World Heritage Centre development and deliver the range of extensive regeneration benefits which the entire schemes promises
3. With respect to quantitative needs, the forthcoming Manchester Retail Assessment concludes that there is no need to identify any additional sites for food retail in Cheetham Hill, however the applicant's agent states that this general analysis was undertaken at a broad level and cannot begin to identify the finer grain elements of local quantitative needs and demand which this minor proposal seeks to meet. It also does not take into account the wider regeneration case in which the proposal is linked.
4. With respect to qualitative needs, the proposal will add to the local offer within Cheetham Hill providing an essentially local service at the budget end of the market. In addition, there are no stores of a comparable size within the locality, nor is there any such store which focuses principally at the budget/low end market. This highlights a gap within the current retail offer which the proposed retail store is able to bridge. Furthermore, the socio-economic characteristics of the area typify a community that would benefit from an offer of this type, providing a budget amenity shopping facility within an area of notable deprivation and constrained accessibility as a result of low car ownership.
5. Whilst it is acknowledged that the retail element merits individual justification, the proposals should not be considered wholly in isolation. The wider development scheme incorporating the new cultural/leisure facilities, hotel and employment will provide extensive regeneration benefits to the area. As a vital element of the wider proposal the retail facility forms an important facet of the scheme and is crucial to the delivery of the extensive regeneration benefits that the development poses.
6. In line with a convenience shopping facility, there is a large area of residential development within a 5 minute walking area, outside of the immediate catchment areas for Cheetham Hill and Harpurhey district centres. Given this relative gap in immediate catchment, it is concluded that the shopping facility will provide considerable value to the area and will serve to add value to the wider retail offer rather than present any direct competition.

The applicant's agent has given further justification for the retail element by outlining the regeneration benefits that would ensue if the retail proposal was allowed. Their case is as follows:

1. Each element of the scheme is critical to the overall delivery of the development and on this basis, the City Council's support is sought for the proposal in its entirety.
2. In light of previously approved planning applications at the site which have not come to fruition, due care has been taken to ensure that the development proposal is commercially viable. To this end a degree of cross-subsidy is required to enable delivery of each element of the scheme and in turn the significant regeneration benefits which each land use would convey.
3. Without the retail element, the rest of the development would not be possible and the regeneration benefits from the development as a whole would not materialise.

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4. The new retail food store would provide a new local convenience shopping facility to serve the immediately surrounding neighbourhood, support sustainable shopping and travel patterns in an area of low car ownership, offer a budget-retail facility within one of the most deprived areas of the City, provide a positive new development on a gateway site, and deliver essential cross-subsidy to the wider scheme.

Despite the above justification, there are outstanding questions still to be answered and this relates to the existing retail offer in the area. The retail element of the proposed scheme is located outside the area covered by UDP policy CC18 which covers the area directly to the south. Policy CC18 advises that the area identified on the proposals map in the UDP is to be used for retail purposes. This is reflected in the sale of bulky goods which existed in this location, prior to the redevelopment of the site as the Fort Retail Park.

In conclusion, the retail store is an element of the scheme that has yet to be fully justified and additional work is being undertaken by the applicant's agent, however it is acknowledged that this component of the scheme offers a regeneration benefit in its own right and enables the whole scheme to be delivered. The applicant's agent is providing further information in order to satisfy concerns about the impact of the development on existing retail offers in the area. On this basis, the application is recommended as 'Minded to Approve' subject to the assessment of additional information. In addition to awaiting this information, officers are continuing discussions with regards to the retail component of the scheme as to whether this can be amended in type, size, or in its make up of appropriate uses at this location. Any progress on this matter will be reported to Committee.

Layout and Design

The southern portion of this site, located to the rear of Fort Retail Park would comprise business uses / warehousing / industrial uses, in the form of thirty units. The units would primarily be single storey double height units, some of which have a small element of ancillary office floorspace at mezzanine level. The units would run at right angles to the access road, with routes being created between the proposed blocks, including a loop road to create permeability within the proposed development. Buildings would be provided in a range of floorspace, and would front onto the routes. Each unit comprises standardised elevational design throughout this section of the proposed development incorporating different cladding products. The nature and design of the proposed development is considered to be acceptable in this location, but it is considered that a materials condition be attached to any planning approval in order to ensure a quality development in visual terms.

In respect of the layout and design of the proposed Irish World Heritage Centre, hotel, part of the industrial floorspace proposed and the retail use, these matters are reserved.

Transport Impact Assessment*

A Traffic Impact Assessment has been produced by JMP Consulting, which assesses the technical acceptability of the proposal upon the basis of junction design, access, network capacity, vehicle routing and service arrangements. The assessments of five major local junctions were carried out in terms of

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existing conditions and the impact of the proposed development. The conclusions of the report are as follows:

1. The site is located approximately 1.5km from Manchester City Centre and within easy walking and cycling distance of many local services and facilities, including public transport links, retail and leisure facilities.
2. The site is highly accessible by public transport with a significant number of very frequent and reliable bus services, providing easy access to many locations surrounding the site.
3. An in-depth analysis of the accident data from the study highway network has shown that the number and severity of accidents that have occurred is consistent with a typical busy urban environment. The vast majority of accidents were caused by driver error rather than inadequate highway design or a lack of safety provisions.
4. This development site is conducive to encouraging non car-based travel, however new development related traffic will be generated by the site. The traffic generated by the site has been assessed to five key junctions near the site. The impact on the development has been shown to be minimal. The Cheetham Hill Road / Queens Road junction will encounter a measure of queuing however; it is not considered that it will have a materially significant impact on overall highway operation.
5. Given the findings of this report, JMP recommend that planning approval should not be withheld on traffic and access grounds.

* The TIA is being considered by the Head of Engineering and their comments will be reported to Committee.

Design details have, at this stage, not been provided in relation to the provision of secure cycle storage. It is therefore recommended that this issue be covered by planning condition.

Parking and Access*

Vehicular access to Parcels A and B (Employment Park) would be from a new roundabout on the existing Manchester Fort Shopping Park service road that is located off North Street to the south of the shopping centre. Vehicular access to Parcels C and D, which is the new hotel and the new Irish World Heritage Centre would be directly from Queens Road. Vehicular access to the new food store in Phase 4 of the development (Parcel E) would also be directly from Queens Road, using the existing vehicular access to the current Irish World Heritage Centre site. Due to the hybrid nature of this application, full details have only been provided for Phase 1 of the development. Therefore, Phase 1 includes the provision of 186 car parking spaces, of which 24 spaces are for disabled users. Phases 2a, 2b, 3 and 4 are in outline only with all matters reserved except the vehicular access.

*The vehicular access points and levels of car parking are being considered by the Head of Engineering and the comments will be reported to Committee.

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Ecology

With respect to bio-diversity, an Ecological Assessment was prepared as supporting evidence for the planning application. This concludes that there are no known species of significant ecological value within the site and consequently development should not be restricted upon the grounds of impact upon ecological conditions or bio-diversity. The Greater Manchester Ecological Unit, who has raised no objections to this proposal, has agreed this view. The application site does not carry any statutory or local nature conservation designations and is not known to support any protected species. GMEU agree with the recommendation made in the ecological assessment that some areas of this grassland should be retained or recreated as 'wildflower grassland' as part of the wider scheme. Even small areas of properly managed grassland can support important plant and invertebrate populations. GMEU have requested that two conditions are included in any approval, relating to the removal of trees outside the bird nesting season and the submission of details in relation to the removal and maintenance of Japanese Knotweed. These conditions have been included in the report, and therefore the Head of Planning is satisfied that all ecological issues have been addressed.

Secured by Design

The applicants have provided a Crime Impact Statement, which confirms that crime prevention measures will be incorporated into the design, and the development will have full regard to the principles of Secured by Design. A condition has also been included to ensure that the Secured by Design accreditation is awarded for this scheme.

Sustainability

It is acknowledged that the applicants have provided a BREEAM sustainability statement that shows that the development will achieve a 'very good' rating within the BREEAM standards. A detailed environmental sustainability report has been submitted along with the application and a condition has been included to ensure the work is carried out. This assessment has been carried out by an independent assessor and looks at management, energy use, health and well-being, pollution, transport, ecology, water, land use and materials.

Ground Conditions

The applicant has submitted a desk study and site reconnaissance report by Capita Symonds for consideration. The report demonstrates that there are a number of potentially active pollutant linkages at the site, which would require full remediation works. Due to the limited data submitted for consideration, it is therefore recommended that a contaminated land condition, including verification requirements be attached to any planning approval.

Noise/Impact on Residential Properties

It is acknowledged that there are residential properties directly adjoining the application site and there would be a significant increase in the amount of development on the site compared to the existing open land. The main built form within the development is mainly situated in locations away from the boundaries with existing properties. Therefore, it is not considered that there would be a significant reduction in the light currently received by existing

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properties. These residential properties are located on a busy road and are situated close to a district centre, and therefore, it is a busy location day and night with traffic and people using the shops and other facilities. The level of noise received within properties in this area is therefore higher than in a normal residential area. Therefore, the Head of Planning does not consider that this proposal will have a detrimental impact on the residential amenity currently enjoyed by the surrounding occupants. A significant number of conditions would be included in any approval that would protect the amenity of the surrounding residents.

Disabled Access

Disabled car parking spaces are designated to each individual unit and are located close to the main entrances. Dropped kerbs and slight inclines up to 1 in 20 gradients lead from the disabled car parking bays to the main entrances. It has been stated that delineation and signage for these spaces will be undertaken in accordance with the Design For Access 2 standards. Textured paving and dropped kerbs will be installed to aid pedestrian access into and around the site in accordance with DFA2 and a footpath/cycle route will be maintained along the eastern and southern boundaries to allow pedestrians access to the entire development. It has been stated that if necessary, any further ramps will be designed in accordance with DFA2. Lighting is proposed for the main entrance areas with key note signage in contrasting colours to direct people around the site. Ironmongery will be used to provide a contrast between the main entrance doors and the ancillary accommodation. Within the new industrial units, there are lifts to all floors and disabled toilets within the entrance areas with adequate door widths to provide access. Therefore, the Head of Planning is satisfied that the scheme has a good level of accessibility for all.

Comments by Objectors

Many of the concerns raised by occupiers of buildings surrounding the application have been addressed in the various Issues sections above. However, the agent for the application has made the following comments in response to the concerns raised by local residents. These are as follows:

1. The planning application correctly refers to the site as a former refuse tip, which concurs with the description of the site within the City Council's adopted UDP. The previous use determines the site's status as a 'brownfield' site. Upon this basis redevelopment at the site would represent the best use of land, in line with the national agenda on delivering sustainable development and the City Council's strategic aim of supporting urban regeneration within the city.
2. Pre-application enquiries with the Council confirmed that there is no public right of way within the site. However, pedestrian movement is supported by the development proposal, with a realigned public footpath provided along the perimeter of the site. This will allow pedestrian access from Queen's Road, along the Irk Valley towards North Street in the south and accords with UDP policy CC16.
3. Referring to the Crime Impact Statement, the proposal has satisfied the assessment of Greater Manchester Police and it is therefore considered that the food store would not attract the type of anti-social behaviour that the objection letter(s) refers to.
4. The Transport Assessment and Travel Plan was produced May 2007 therefore preceding the recent AGMA and City Council bid. The aims

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of TIF are to promote, through the use of alternative modes of transport and disincentives to signal occupancy car use, reduced car travel. This ethos is consistent with the measures presented within the Travel Plan and Transport Assessment.

5. As set out within the Transport Assessment and Framework Travel Plan the proposed development is situated in an accessible location for public transport, with particular reference to buses. In addition the Framework Travel Plan identifies measures that can and will be used by the developer to reduce overall car usage and promote use of sustainable methods of travel.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

Recommendation MINDED TO APPROVE subject to:

- a) **the referral of the application to the Secretary of State because the application represents a departure from the local development plan in respect of UDP policy CC18**
- b) **the submission and approval of a detailed Flood Risk Assessment under the requirements of PPG25**
- c) **the submission and approval of further assessment work in relation to retail impact**

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically the Unitary Development Policies CC1, CC16, DC9, DC10, DC26, H2.2, I1.1, I1.6, I1.9, I2.1, I3.1, R1, I1.6, S2.1, S2.2, S2.4, S2.5, S2.6, E1.5, E1.6, E2.4, E2.6, E3.3, E3.5, T2.6 and T3.1 and the principles set out in the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1, Planning Policy Statement 4, Planning Policy Statement 6,

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Planning Policy Guidance Note 13, Planning Policy Statement 23, Planning Policy Statement 24, Planning Policy Statement 25 and the Regional Spatial Strategy in that the development would improve the quality of retail facilities adjacent to the district centre within easy access of existing residential properties, there would not be any significant impacts on the residential amenities of adjoining occupiers; would provide excellent new facilities for the community; would improve the access to shopping facilities for disabled people, would not compromise the vitality of the district centre and generally the proposal would provide a high quality facility within the area to the benefit of the wider surrounding community allowing the continuing regeneration of the locality.

Conditions and/or Reasons

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Development shall not begin until a phasing programme for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved phasing programme, unless otherwise agreed with the Local Planning Authority.

Reason - The applicants have indicated that the works necessary to implement the scheme fully are likely to come forward in a phased manner.

3) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council of the following reserved matters for Parcels B-E and other matters (for all parcels) as required under conditions 4 to 26 of this permission: the layout of the development, the scale of the development, the design and external appearance of all buildings and the landscaping of the site. These details shall be submitted and approved in writing by the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each phase or contract related to the implementation to which they are relevant.

4) Before first occupation of the development, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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/equipment. Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5dB below the existing background (LA90) in each octave band at the nearest noise sensitive location.

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Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 , DC26.5 and S2.4 of the Manchester Unitary Development Plan.

5) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

6) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure an acceptable development and to protect amenity, pursuant to UDP policies H2.2 and S2.4.

7) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. Full details/specifications/drawn information of any external lighting proposed (building mounted and free-standing) shall be submitted and approved in writing by the City Council as Local Planning Authority before development commences. The scheme shall be implemented in accordance with the approved details.

Reason - To protect residential amenity, pursuant to UDP policy H2.2

8) PPG23

No development shall commence until:

a) The site has been investigated for the presence of ground contamination and/or ground gas and for the effects of any ground contamination and/or ground gas emanating from outside the site. The investigation shall be carried out in accordance with a scheme previously approved in writing by the City Council as local planning authority.

b) A report using the results of the approved scheme of investigation and containing plans and particulars of the extent of ground contamination and ground gas present on or affecting the site and the means of remediation has been submitted to and approved in writing by the City Council as local planning authority.

c) The site has been remediated in accordance with the report approved under b) above and written confirmation thereof has been submitted the City Council.

If ground contamination and/or ground gas or the effects of any ground contamination and/or ground gas emanating from outside the site and not included in the report approved under b) above is discovered during the course of remediation of the site, no development shall commence until:

i) A report containing plans and particulars of the extent of the new ground contamination and/or ground gas present on or affecting the site and the means

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of remediation has been submitted to and approved in writing by the City Council as local planning authority.

ii) The site has been remediated in accordance with the report approved under i) above and written confirmation thereof has been submitted to the City Council

Reason - To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety in order to comply with Policies E3.1 and E3.2 of the adopted Unitary Development Plan for the City of Manchester.

9) No development shall commence until a hard and soft landscaping treatment scheme, including a maintenance scheme, 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, unless otherwise agreed in writing by the City Council as local planning authority.

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 policy S2.5, and I3.1 of the Unitary Development Plan for the City of Manchester.

10) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by the ITC and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study

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being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

11) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) No 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 together with public realm, car parking and other hard surfaced areas have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy E3.3, and S1.2; of the Unitary Development Plan for the City of Manchester.

13) No development shall take place 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 development is first occupied. 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 Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

14) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the

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North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

15) The development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

16) The car parking indicated on the approved plans 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 T3.1 and T2.6 of the Unitary Development Plan for the City of Manchester.

17) In the interests of protecting nesting birds, no vegetation clearance should be carried out in the optimum period for bird nesting (March to July inclusive). Since the site has some potential to support ground nesting birds this recommendation applies to grassland vegetation as well as to trees and shrubs.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester

18) A method statement for the continuing control of the invasive plant Japanese Knotweed should be prepared and submitted for approval and, one approved, should be implemented in full. Under the terms of the Wildlife and Countryside Act 1981 it is an offence to cause this plant to spread in the wild.

Reason - To prevent the spread of Japanese Knotweed that has been found on part of the site in accordance with the Wildlife and Countryside Act 1981

19) The details of an emergency telephone contact number for the development contractors; shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

20) No part of the development shall 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

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relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

21) Before the development hereby permitted is commenced a scheme showing the provision to be made for disabled people to gain access to the development; and including route widths, levels and gradients, shall have been submitted to and approved by the City Council as local planning authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester Policies I2.1 and S2.6.

22) Details of any roller shutters or security grilles to be installed within the development shall be submitted to and agreed in writing by the City Council as Local Planning Authority before they are in place. Roller shutters and grilles shall of an open grille construction, with the housing for the mechanism recessed behind the plane of the wall where the mechanism is to be located and be colour-coated.

Reason - In the interests of visual amenity, pursuant to policy DC14, policy S1.2 and policy E3.3 of the Unitary Development Plan for the City of Manchester.

23) Any proposed roller shutters on the frontage of the proposed shop unit / food store shall be open/raised from 9.00 a.m. until the business closes in the evening.

Reason - In order to ensure that the appearance of the building is in keeping with the character of the area, pursuant to policy DC14, policy S1.2 and policy E3.3 of the Unitary Development Plan for the City of Manchester.

24) Full detailed designs (including specifications) of all off site highways works, including a right hand turn lane from Queens Road shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details, prior to the commercial units being brought into use, unless otherwise agreed with the local planning authority.

Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

25) Prior to commencement of works on site, a strategy for the management of construction traffic, including information regarding site approach routes, hours of deliveries and directional signage shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to the commencement of the development, and shall be retained in situ thereafter during the construction period.

Reason - To safeguard the amenities of nearby residents, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

26) Prior to commencement of works on site, a strategy for the management of service vehicles, including information regarding site approach routes, hours of deliveries and directional signage shall be submitted to and approved in writing

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by the City Council as local planning authority. The approved scheme shall be implemented prior to the occupation of units within the development, and shall be retained in situ thereafter.

Reason - To safeguard the amenities of nearby residents, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

27) The proposed hours of operation for Parcels A and B must be submitted to and approved in writing by the City Council as Local Planning Authority before development commences. When submitting this information, details regarding the precise work/activity that is to be carried out at the site must be submitted. The development must be implemented in accordance with the approved details.

Reason - In interests of residential amenity in order to reduce noise and general disturbance, particularly at the Fairholme Caravan Park, in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

28) The development located within Parcel C (Irish World Heritage Centre) shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

08.00 to 23.30 Sunday to Thursday
08.00 to 00.00 Fridays and Saturdays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

29) The development located within Parcel E (Food retail store) shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

08.00 to 20.00 Monday to Friday
09.00 to 18.30 Saturdays
10.00 to 16.30 Sundays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

30) For Parcels A and B, deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

08:00 to 20:00, Monday to Sunday

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to UDP policy H2.2

31) For Parcels C, D and E, deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday
No deliveries/waste collections on Sundays/Bank Holidays.

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Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to UDP policy H2.2

32) Before the development commences a scheme for acoustically insulating the hotel accommodation against noise from the nearby railway line and Queens Road shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the hotel bedrooms are occupied. The scheme should be in accordance with the following:

Bedrooms (night time - 23.00 to 07.00) 30dB LAeq
Individual noise events should not normally exceed 45dB L_{Amax} (BS 8233:1999)

Reason - To secure a reduction in noise from the nearby railway line and Queens Road in order to protect future residents from noise nuisance, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

33) Details of synthetic sports pitches shall be submitted to and approved in writing by the City Council as Local planning Authority, prior to the (Irish World Heritage Centre development commencing. The scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason - To ensure an acceptable development pursuant to UDP policy L1.1.

34) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: Site location plan ref: 17197-PL01 rev.B, Development Parameters Plan ref:17197-PL10 rev.D, Unit C layout ref:17197-PL100 rev.D, Unit D layout ref:17197-PL200 rev.C, Unit E layout ref:17197-PL300 rev.E, Unit F & G layout (Ground floor) ref:17197-PL400 rev.F, Unit F & G layout (First floor) ref:17197-PL401 rev.E, Unit H layout ref:17197-PL500 rev.D, Unit C Proposed Elevations layout ref:17197-PL101 rev.E, Unit D Proposed Elevations layout ref:17197-PL201 rev.C, Unit E Proposed Elevations layout ref:17197-PL301 rev.E, Unit F & G Proposed Elevations layout 17197-PL402 rev.E, Unit H Proposed Elevations 17197-PL501 rev.E, General layout Security Office ref:17197-PL600, Access to retail site ref: M077029-001, Access to Hotel/IWHC site ref: M077029-002, Access to Industrial site ref M077029-003; Detailed Landscape Proposals 1/3 ref: 07/001/001, Detailed Landscape Proposals 2/3 ref: 07/001/002, Detailed Landscape Proposals 3/3 ref: 07/001/003, received 6th July 2007.

Planning and Regeneration Statement, Statement of Consultation, Design and Access Statement (incorporating landscape statement) , Transport Assessment, Framework Travel Plan (Industrial development) , Framework Travel Plan (IWHC & Hotel), Ecology and Habitat Report, Air Quality Assessment, Noise Assessment, Ground Conditions Survey (Phase 1, Phase 2 and supplementary correspondence), Environmental Standards Statement, BREEAM Industrial Pre-Assessment, Waste Management Strategy, Crime Impact Statement, Flood Risk Assessment, TV Reception Study, and Desk Study received 6th July 2007

Phase One Detailed layout ref:17197-PL50 rev.C, received 3rd August 2007

Reason - To ensure that the development is carried out in accordance with the approved plans.

List No. 9

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 083788/OO/2007/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Engineering Services
Head Of Valuation & Property Services
Environmental Health
Contaminated Land Section
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
Planning Strategy
Environment Agency
GMPTE
North Manchester Regeneration Team
Greater Manchester Police
Serco Metrolink
Greater Manchester Ecology Unit
Travel Change Team
Manchester Cash & Carry, 94-98, Heywood Street, Manchester, M8 0DT
Properties shown within the black edge shown on the attached map

Representations were received from the following third parties:

Environmental Health
Contaminated Land Section
Environment Agency
GMPTE
North Manchester Regeneration Team
Greater Manchester Police
Greater Manchester Ecology Unit
Travel Change Team

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Email : c.parry@manchester.gov.uk