Application Number: 099475/FO/2012/S2  
Date of Appln: 30th May 2012  
Committee Date: 16 August 2012  
Ward: Northenden Ward

Proposal: Sub division of A1 retail unit to form MOT car servicing centre B2 including external elevational alterations

Location: 271 Palatine Road, Northenden, Manchester, M22 4ET

Applicant: WM Morisons, Hilmore House, Gain Lane, Bradford, BD3 7AL

Agent: Mr Chris Creighton, Peacock and Smith, Suite 9C Josephs Well, Hanover Walk, Leeds, LS3 1AB

Description

The application site consists of the single storey building currently occupied by United Carpets and the associated car parking area. Access to the site is from Palatine Road. The site is located on the northern edge of Northenden district centre.

Northenden is a linear district centre focused around Palatine Road. This provides the primary shopping area and is characterised by a variety of shops, bars, café/restaurants, takeaways and other services within the financial and professional services category.

There is a four storey residential block of apartments ‘Palatine Place’ to the north of the application site. To the east of the site lies ‘Camperlands’ a retail outlet site which sells camping related equipment. The shops and premises at the heart of the district centre lie to the south of the site with two storey residential properties to the west.

The applicant, WM Morrison’s, are seeking planning permission for the subdivision of the A1 United Carpet shop to form a Halford MOT car servicing centre (B2) at the rear of the building, including elevational alterations, as part of Morrison’s intentions occupy the front aspect of the building as a Morrison’s Local Store (A1) (this element of does not require planning permission as it falls within the same Use Class as the Carpet shop).

Morrison’s have indicated that the determination of this planning application is a key factor in delivering the Morrison’s Local Store in Northenden. As such, the application is being reported to the Planning and Highways Committee due to timescale constraints as there is no Wythenshawe Area Committee in August.

Consultations

Local residents/public opinion

Two letters of objection have been received in respect of this planning application. The comments can be summarised as follows:
• The location of an MOT station at the application site will affect the value of the residential properties;
• There will be increase levels of noise, car lifting, machinery and increased levels of pollution;
• There will be car comings and going all day which will add to the traffic on the road;
• This type of use should not be located near residential properties and should be on an industrial estate.

Highway Services

The proposed Halfords MOT centre will share 28 parking spaces with the proposed Morrisons local food store. A plan showing the layout of the spaces and the servicing areas should be provided. In addition, further information should be provided as to how many vehicles are typically expected to be parked awaiting work, collection and waiting times. Clarification should be provided as to where staff will park.

Environmental Health

The following conditions should be imposed on the planning application should planning permission be granted:

Deliveries, servicing and collections should not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Sundays no deliveries/collections

The opening hours should be restricted as follows:

Monday to Saturday 08:30 to 17:30
Sunday 10:00 to 16:00

Details of refuse arrangements are required to be submitted.

The subject land including any building(s) thereon shall not be used for any other purpose than for the MOT testing of light vehicles only and ancillary mechanical repair and for no other purpose (including any other purpose in Class B1, B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

The repair works of vehicles at this site shall be restricted to minor fault remedy and no other works such as body repair work, i.e. panel beating, or paint spraying shall be carried out on this site without the express grant of planning permission.

No remote telephone ringers or tannoy systems or other system of public address, loudspeaker, amplifier, relay or other audio equipment shall be operated in any building or otherwise on any part of the subject land.
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There shall be no external placement of machinery / equipment such as generators, compressors or extraction units without the prior written consent of the Local Planning Authority

Wythenshawe Regeneration Team

No comments at the time of writing this report. Any comments will be reported to the Committee for consideration.

Design for Security at Greater Manchester Police

No objections to the proposal.

Northenden Civic Society

The main concern of the Civic Society is the introduction of a light industrial use into the area and also the potential nuisance to residents living in Palatine Place. If the proposal was to go ahead it will be necessary to safeguard the interests of local residents.

Issues

The Development Plan

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

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

Manchester Core Strategy Development Plan Document (July 2012)

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

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

Policy T2 ‘Accessible areas of opportunity and needs’ states that all new development should provide appropriate car parking facilities
Policy EC10, Wythenshawe, states that development proposals and planning applications should have regard to ensuring that employment opportunities are made accessible to local communities.

Policy C1 ‘Centre Hierarchy’ states that district centres have an essential role in providing key services to the City’s neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

Policy ‘District Centres’ states that development will support thriving district centres, with distinct local character, providing a good range of accessible key services.

Development in district centres should:

- Prioritise delivery of key ‘visitor’ services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in the primary shopping areas, but also ensure that provision is made in district centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres;
- Promote the development of employment which provides opportunities’ for local people;
- Promote the efficient use of land. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;
- Promote choice and competition particularly where development will support the independent sector;
- Remedy deficiencies in areas with poor access to facilities.

Policy C7 ‘Wythenshawe District Centres’ it states that Northenden, additional food retail will be supported, although this will be limited in scale, within the boundaries of the existing centre. The character of the centre will be maintained with particular attention to its appearance and retail function. Further small retail units be appropriate.

EN19, Waste, states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy DM1 ‘Development Management’ All development should have regard to the following specific issues:-

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

• Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

• Community safety and crime prevention;

• Design for health.

• Adequacy of internal accommodation and external amenity space.

• Refuse storage and collection.

• Vehicular access and car parking.

For the reasons given below, it is considered that the proposal is inconsistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

Although the Manchester Core Strategy is now adopted, some of the Unitary Development Plan policies will remain extant until they are superseded by policies in a future Development Plan Document.

The policies contained within the UDP which are of relevance to this proposal are as follows:

S1.2 states that the Council in partnership with the private sector will encourage, where appropriate, the improvement and redevelopment of existing district centres in order that they remain the focus for both shopping and a full range of community facilities.

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

Other Relevant Policies and Guidance

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

Guide to Development in Manchester SPD (2007)
Paragraphs 11.24 -11.30 provides guidance on the importance of district and local centres.

The SPD states:

“Centres should accommodate a range of facilities and services…”

Northenden Local Plan (2007)

The Northenden Village Local Plan is a non-statutory document that provides Northenden with a 10-15 year strategy to guide future interventions in the area. In particularly, the Local Plan seeks to address economic and physical challenges and will inform new developments in order to establish Northenden as a successful and distinctive centre and creating a neighbourhood of choice and increasing housing choice.


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

- Part 4 section (12) ‘Shopping and Local Facilities’
- Part 4 section (20) ‘Neighbourhood Character’ – seeks to promote community pride through the development of high quality public space and landmarks of distinction and incorporate good design into every aspect of development in Wythenshawe.

National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraphs 11, 12, 13 and 14 of the NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development plan is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Principle

The proposal seeks the subdivision and change of use of an A1 retail shop to form an MOT car servicing centre (B2) including elevational alterations. The application site is the rear section of an existing A1 retail shop which is located on the northern edge of Northenden District Centre as defined within the Manchester Core Strategy.
Policy C2 of the Core Strategy states developments within district centres will be supported where they help maintain a thriving centre and provide a good range of key services. In addition, key considerations are also uses which are employment generators, offer a regeneration benefit in the form of re-use of buildings and will provide choice and diversity of uses within centres will also be supported. This is supported by extant policy S1.2 of the UDP which states that District Centres should remain the focus of shopping and a full range of facilities.

The intended occupier, Halfords, is a national business which has outlets across the country. Their business model enables them to occupy small premises within local areas to provide appointment and ‘walk in’ repair and maintenance work to customer vehicles. By locating within the Northenden district centre the applicant will provide a commercial offer which currently does not existing within the centre thus making a positive contribution to the vitality and viability of the centre. As the application site is not within the primary retail area of the district centre, the retail function of the centre will not be undermined.

Although Northenden Civic Society and the local residents have expressed some concerns about the district centre is not the appropriate location for an MOT centre, the site and its position with the district centre lend itself favourable to such a location.

There will an opportunity to provide five full time employees at the MOT centre and a along with the Morrison’s local store (which will be positioned in the front aspect of the building) which will provide more employees, enables an efficient use of the building in the district centre providing local diversity and mixture of uses.

The proposal is therefore considered to accord with policy C1 and C2 of the Manchester Core Strategy and is therefore acceptable in principle. This approach is supported by the NPPF which states that economic development that positively supports business development, growth within local areas and customer choice /diverse retail offer is important as part of a strong and competitive economy.

Against this background, it is now considered necessary to consider more detailed matters to determine if the change of use is acceptable along with the elevational alterations. These are as follows, the contribution of the proposed activity to the viability and vitality of the shopping area, the contribution the proposed development would make in terms of urban regeneration, the availability of adequate, safe and convenient arrangements for car parking and servicing, the effect on the street scene, the impact on surrounding residential amenity, refuse arrangements and security issues.

Each matter will be considered in turn.

**Vitality, viability and local regeneration**

Northenden offers a good mix of shops and services. However, there is no offer within the centre that is similar to the proposed MOT centre. On that basis, it is considered that this proposal will enhance the viability of the district centre by offering
choice, diversity and local services for the community. The primary retail function of the centre will remain Use Class A1 uses.

The proposal will contribute significantly to local regeneration objectives as outlines within policy C7 of the Core Strategy along with the aspirations of the Northenden Village Local Plan. In particular, the occupation of the premises by Halfords will facilitate the occupation of the remainder of the premises by Morrison’s who intend to open a local store within the district centre. Morrison’s do not require the entire building and thus will to lease the remainder of the building to Halfords. The combination of the uses will satisfy the objectives of policy C7 which seeks to provide additional small scale food retail within the Northenden District centre.

**Car parking/highways**

Policy T2 of the Core Strategy states that adequate car parking provision should be provided for new developments. The Core strategy contains maximum car parking standards for a variety if uses. For B2 uses (within District Centres) 1 space per 60 sqm is required. The proposed Halfords is 305 sqm. On that basis, 5 spaces should be provided for the Halfords development.

Halfords have proposed 7 spaces for the development (with a further 5 vehicles being able to be accommodated within the premises whilst having repair work undertaken). This is more than sufficient for the proposed use. The overspill parking will be used for vehicle waiting for collection thus freeing up the internal space to allow a continuation of work flow.

Halfords MOT centres offer MOT, service and repair services. On that basis, the turnover of vehicles at the application site will be much lower than of ‘fast fit’ services were only offered.

Overall the parking availability both within the building and outside will cater adequately for the proposed use.

The remainder of the harstanding area will be for car parking spaces associated with the Morrison’s Local. This will provide 20 spaces for the 445 sqm Morrison local store. Whilst the Morrison store is not the subject of this planning application, based on the Core Strategy parking standards there would be seven spaces shortfall for the retail element as a consequence of the dual use of the site. However, given the location of the application site within the district centre and the benefits that the dual usage of the site will bring to the vitality and viability of the centre, on balance, the overall parking availability at the site is acceptable.

In addition, and in line with the objectives of the NPPF, developments should be located where is there is easy access to public transport. With the site being located within the district centre, the staff and customer can easily travel to the site on the good public transport links. In addition, customers to the Morrison’s Local are likely to walk to the site from the local area and thus minimise the need to travel in the car.
The applicant has also indicated that whilst there will be no dedicated staff parking at the site, they do promote cycle initiatives to their staff which has been successful at other sites. On that basis, a condition of the planning approval should be details of a suitable cycle store area for staff cycle parking.

Highway Services have raised no specific objections to the car parking numbers. They had, however, requested further information as to how the spaces will be split and easily indefinable between the Halfords and the Morrison’s. The applicant has indicated that logos on the spaces will be used to identify the spaces. Highway Services have accepted this in principle.

In addition, further clarification was sought in respect of servicing arrangements.

On a typical day, Halfords will receive between 4 and 8 deliveries from autopart suppliers in a small van. These vehicles will use an available Halfords parking bay to undertake their deliveries. Once a week, a larger vehicle will visit the site to collection waste oil and scrap. This will use the hatch servicing area designated for the Morrison local store.

Highway Services have raised no objection to this, in principle, however, they have suggested the use of timed deliveries outside of business hours in order to minimise impacts on parking space availability and potential obstruction of delivered by customer vehicles. Whilst this may prove difficult for the van deliveries which are more speculative and based on day to day demands, timed restrictions could be put in place for the larger servicing which needs to take place at the site. This information should be sought by planning condition and agreed and thereafter implemented.

In terms of servicing vehicles manoeuvring around the site, there is a hatch area at the rear of the application site will has been identified for servicing manoeuvres. Highway Services have raised no objection to this other than to suggest the use of a banksman to assist in manoeuvring.

Overall the parking availability for the Halfords is acceptable and can be carefully managed. The dual use of the site may result in a degree of conflict between the two uses and this will require management by the two traders.

Effect on the street scene

There will be no material affect to the street scene as a consequence of the proposal. There are no fundamental alterations to the appearance of the building with the exception of a new opening being created for a public entrance to the MOT centre and the bricking up of an existing fire exit.

The new entrance will involve installation of roller shutters. No details have been provided. On that basis, a condition of the planning approval should be the agreement of the details of the roller shutters, frame for the entrance area and the brick work.
Given that the premises fronts onto the existing car parking area it is considered that the natural surveillance, from the elevational alterations will increase, and will make a positive improvement to this elevation of the building.

**Residential amenity**

Given the district centre location of the application site, it is considered the use is compatible with the surrounding retail uses. However, there are residential properties in close proximity to the application site. The residential properties which could be said to be most affected by the development are the apartments at ‘Palatine Place and 270-280 Palatine Road.

The apartments at Palatine Place are approximately 40 metres away from the application building and nearest property along Palatine Road (280) is approximately 60 metres away from the site.

There is no doubt that the dwelling houses and apartments will experience comings and goings from the site. However, this will not be excessive in the context of the current use of the site as a carpet shop.

The apartments, however, may experience additional noise and disturbance from raised voices, vehicle engine noise and maintenance work outside and with the premises. In particular, the loading bay fronts the shared boundary that the premises has with Palatine Place.

The applicant has applied for the following operating hours:

Monday to Saturday 08:30 to 17:30  
Sunday 10:00 to 16:00

In order to determine if these opening hours, and the working operations within the site, are acceptable, the applicant has provided an acoustic report in support of their planning application. This report has determined that due to the distances to the nearest noise sensitive receivers (the pre existing noise environment) that noise disturbance to these receives is not expected. In addition, there will be a compressors within the building which will be located away from the doors and should not be noticeable to the residential properties.

Environment Health concurs with the findings of this report in that the MOT should not cause any unacceptable harm to surrounding residential properties. They have, however, requested that conditions be imposed on the planning permission which restricts the use of the building for MOT purposes only, that work is restricted to minor works only, that there is no tannoy or radio equipment amplified with the site and that there is no placement of any external plant with consent.

The applicant is happy to accept these restrictions as part of any planning permission.

In addition, Environmental Health have also requested that deliveries to the premises are restricted as follows:
Monday to Saturday 07:30 to 20:00
Sundays no deliveries/collections

This will be a condition of the planning approval along with an agreement as to how larger servicing vehicles will deliver at the site.

In respect of the concerns expressed by the two local residents, it is not material to consider the impact of a development on the value of property rather the planning process seeks to protect and mitigate against the harm caused by a development on properties. As detailed above, the noise and disturbance generated at the application site will not be harmful to the surrounding properties and can be controlled by the suggested planning conditions of Environmental Health.

Refuse

Policies EN19 and DM1 provides that applicants should provide details on waste management as part of their development proposals. No details about the refuse and recycling arrangements have been provided with this planning application. On that basis, it is recommended that a condition of the planning approval is that such details area agreed to ensure compliance with policies EN19 and DM1 of the Core Strategy.

Security

The Design for Security consultants have raised no issues in respect of this planning application.

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 Core Strategy and saved polices of 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. She 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 APPROVE

Reason for recommendation
on the basis that the proposal is in accordance with the City Council’s Unitary Development Plan and emerging Core Strategy, in particular the following policies and there are no material considerations of sufficient weight to indicate otherwise. In coming to this conclusion the Head of Planning has taken into account the Information provided with the application.

Policy SP1 ‘Spatial Principles’ One of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The proposal will add choice and additional services within the district centre.

Policy T2 ‘Accessible areas of opportunity and needs’ states that all new development should provide appropriate car parking facilities. There is adequate parking available to support the development and being located within a district centre will also mean that good public transport links can be accessed by staff.

Policy EC10, Wythenshawe, states that development proposals and planning applications should have regard to ensuring that employment opportunities are made accessible to local communities. The proposal will provide for 5 full time jobs which will be a welcomed addition to the local employment market.

Policy C1 ‘Centre Hierarchy’ states that district centres have an essential role in providing key services to the City’s neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. The proposal will add to the vitality and viability of Northenden district centre.

Policy ‘District Centres’ states that development will support thriving district centres, with distinct local character, providing a good range of accessible key services. The proposal will contribute the character and mixture of uses available within the centre.

Policy C7 ‘Wythenshawe District Centres’ it states that Northenden, additional food retail will be supported, although this will be limited in scale, within the boundaries of the existing centre. The proposal will facilitate the creation of a new food outlet within the centre.

EN19, Waste, states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. Refuse arrangements will be agreed by planning condition.

Policy DM1 ‘Development Management’ the proposals elevational alterations are acceptable along with the manner in which the use operates in respect of noise output and car parking and servicing arrangements.

**Conditions to be attached to the decision**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.
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Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

Drawing 020412-03 stamped as received by the City Council, as Local Planning Authority, on the 28 May 2012.

Planning statement prepared by Peacock and Smith stamped as received by the City Council, as Local Planning Authority, on the 28 May 2012.

Drawing AL01 stamped as received by the City Council, as Local Planning Authority, on the 29 June 2012.

Acoustic statement prepared by Sharps Redmore Partnership stamped as received by the City Council, as Local Planning Authority, on the 19 July 2012.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

3) No development that is hereby approved shall commence unless and until specifications, including colour, of all materials and the roller shutters 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 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 DM1 of the Manchester Core Strategy (July 2012).

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

Monday to Saturday 08:30 to 17:30
Sundays 10:00 to 16:00

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance policy DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

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

Monday to Saturday: 07.30 - 20.00
Sunday and Bank holidays: no deliveries

There shall be no reversing warning sounds, radios or revving of engines within the parking area.

Prior to the first use of the building, a detailed servicing management strategy shall be submitted and agreed in writing by the City Council, as Local Planning Authority. This shall include detail of the type, size and times of servicing vehicles including use of a banksman. The agreed management strategy shall then be implemented and thereafter retained as long as the development remains in use.

Reason - In interests of residential amenity in order to reduce noise and general disturbance and to ensure management of car parking availability in accordance policy DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

6) The permission hereby granted is for the change of use of the existing building to a centre for car servicing and MOT testing, with associated use of the parking servicing area, only and for no other purpose (including any other purpose within Use Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and shall not be used for the retail sales of cars or spare parts or the dismantling of cars for scrap.

Reason - Other uses may have a detrimental effect on the neighbourhood and the restriction of the use proposed will enable the Local Planning Authority to consider any further change of use on its merits, pursuant to policy DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

7) Unless otherwise agreed in writing with the City Council, as Local Planning Authority, all vehicle servicing, MOT testing and any associated repairs must be done inside the building.

Reason - To protect residential amenity, pursuant to policy DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

8) The repair works of vehicles at this site shall be restricted to minor fault remedy and no other works such as body repair work, i.e. panel beating, or paint spraying shall be carried out on this site without the express grant of planning permission.

Furthermore, there shall be No remote telephone ringers or tannoy systems of public address, loudspeaker, amplifier, relay or other audio equipment shall be operated in any building or otherwise on any part of the subject land.

Reason - To protect residential amenity, pursuant to policy DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).
9) There shall be no external placement of machinery / equipment such as generators, compressors or extraction units without the prior written consent of the City Council, as Local Planning Authority.

Reason - To protect residential amenity, pursuant to policy DM1 of the Manchester Core Strategy (July 2012) and extant policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

10) The car parking layout, as indicated on drawing AL01 stamped as received by the City Council, as Local Planning Authority, on the 29 June 2012 shall be surfaced, demarcated and made available for use prior to the first use of the building and use hereby approved. The car park shall then be available at all times whilst the site is occupied and the markings retained and maintained for as long as the use remains.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies T2 and DM1 of the Manchester Core Strategy (July 2012).

11) 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 relation to mode of transport in order to comply with Policies SP1, T2 and DM1 of the Manchester Core Strategy (July 2012).

12) Prior to the first use of the building, details of the location and elevations of a suitable refuse area (including submission of waste management strategy) shall be submitted and agreed in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and remain in situ for as long as the use remains.

Reason – To ensure that suitable refuse arrangements are put in place at the application site pursuant to policy EN19 and DM1 of the Manchester Core Strategy (July 2012).

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: 099475/FO/2012/S2 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:
279A Palatine Road, Manchester, M22 4ET
285A Palatine Road, Manchester, M22 4ET
273 Palatine Road, Manchester, M22 4ET
275 Palatine Road, Manchester, M22 4ET
277 Palatine Road, Manchester, M22 4ET
279 Palatine Road, Manchester, M22 4ET
281 Palatine Road, Manchester, M22 4ET
285 Palatine Road, Manchester, M22 4ET
273A Palatine Road, Manchester, M22 4ET
268 Palatine Road, Manchester, M22 4FR
270 Palatine Road, Manchester, M22 4FR
272 Palatine Road, Manchester, M22 4FR
274 Palatine Road, Manchester, M22 4FR
276 Palatine Road, Manchester, M22 4FR
278 Palatine Road, Manchester, M22 4FR
280 Palatine Road, Manchester, M22 4FR
2 Chretien Road, Manchester, M22 4FS
282 Palatine Road, Manchester, M22 4FW
284 Palatine Road, Manchester, M22 4FW
286 Palatine Road, Manchester, M22 4FW
292 Palatine Road, Manchester, M22 4FW
294 Palatine Road, Manchester, M22 4FW
296 Palatine Road, Manchester, M22 4FW
298 Palatine Road, Manchester, M22 4FW
300 Palatine Road, Manchester, M22 4FW
302 Palatine Road, Manchester, M22 4FW
1 Orchard Road East, Manchester, M22 4FQ
267 Palatine Road, Manchester, M22 4ET
2 St Hilda’s Close, Manchester, M22 4EP
281A Palatine Road, Manchester, M22 4ET
291A Palatine Road, Manchester, M22 4ET
3 St Hilda’s Close, Manchester, M22 4EP
Flat 1, 265 Palatine Road, Manchester, M22 4ET
Flat 2, 265 Palatine Road, Manchester, M22 4ET
Flat 3, 265 Palatine Road, Manchester, M22 4ET
Flat 4, 265 Palatine Road, Manchester, M22 4ET
Flat 5, 265 Palatine Road, Manchester, M22 4ET
Flat 6, 265 Palatine Road, Manchester, M22 4ET
Flat 7, 265 Palatine Road, Manchester, M22 4ET
Flat 8, 265 Palatine Road, Manchester, M22 4ET
Flat 9, 265 Palatine Road, Manchester, M22 4ET
Flat 10, 265 Palatine Road, Manchester, M22 4ET
Flat 11, 265 Palatine Road, Manchester, M22 4ET
Flat 12, 265 Palatine Road, Manchester, M22 4ET
Flat 13, 265 Palatine Road, Manchester, M22 4ET
Flat 14, 265 Palatine Road, Manchester, M22 4ET
Flat 15, 265 Palatine Road, Manchester, M22 4ET
Flat 16, 265 Palatine Road, Manchester, M22 4ET
Flat 17, 265 Palatine Road, Manchester, M22 4ET
Representations were received from the following third parties:

278 Palatine Road, Manchester, M22 4FR
Flat 39, 265 Palatine Road, Manchester, M22 4ET
Northenden Civic Society
Design for Security at Greater Manchester Police

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk