

Application Number	Date of Appln	Committee Date	Ward
096226/FO/2011/N2	6th May 2011	30 th June 2011	Bradford Ward

Proposal Change of use of vacant site to form Waste Management Facility along with the erection of associated double height building to form ancillary offices and storage; 3 no.covered storage bays; decontamination unit; installation of weighbridges; the siting of an on-site shredder/crusher and associated car parking; new vehicular access and erection of boundary treatments to a maximum of 3.6 metres in height from highest adjacent ground level; and installation of associated floodlighting.

Location Site Bounded By Wolverton Street, Turley Street And Beswick Street, Beswick, Manchester, ,

Applicant Ms Rachel Downey , Manchester City Developments, City Of Manchester Stadium, Sports City, Manchester

Agent Mr David Hamer, Bradshaw Gass & Hope LLP, 19 Silverwell Street, Bolton, Greater Manchester, BL1 1PR

Description

The site

The application site comprises an area of vacant land at Wolverton Street, to the south of Ashton Old Road in the Bradford ward of East Manchester. Adjacent properties are in commercial/industrial use and comprise single and two storey buildings on Turley Street, Kay Street and Wolverton Street. Further vacant land is situated to the immediate south of the application site with part of this having been granted planning permission for the erection of a building to form a general industrial/storage unit in August 2009 with associated service yard and car parking, access to this development would be taken from Gorton Road. Works to implement this planning permission have not to date commenced. Beyond this vacant land is Gorton Road and the Huddersfield/Leeds and Glossop railway line. Further industrial/commercial type uses are situated on Gorton Road to the south of the application site including a car salvage business. To the east of the application site is a large modern unit in general industrial use, there is additional vacant land beyond this industrial unit fronting Pottery Lane.

Access to the application site is gained via Kay Street and Wolverton Street, with direct vehicular access onto Ashton Old Road. There is also access onto Gorton Road via Kay Street and Turley Street. On the northern side of Ashton Old Road are three storey residential properties developed as part of the regeneration of Beswick. Further west along Ashton Old Road are a number of 5 and 6 storey blocks of apartments again developed as part of the wider regeneration of Beswick. These residential properties are separated from the application site by existing industrial uses and the highway itself.

Previous historical uses of the site include a Carriage and Iron works in 1893 associated with the development of the railways and some terraced properties which

were replaced by the extending works site by the 1930s. It is believed that the application site was cleared of buildings in the 1990s and it has remained vacant since that time.

The site is largely clear of vegetation with some scrub and early signs of self seeded trees being present. Ground levels rise to the highest in the middle/eastern portion of the site with ground levels dropping nearly 4 metres to the lowest part on the western portion of the site.

To the north and south boundary of the western portion of the site are two high boundary walls. Palisade fencing forms the majority of the northern and southern boundaries of the site with chain link fencing to the western boundary at Turley Street.

The application proposals

The proposed use of the site is for a scrap metal recycling centre, and 'end of life' vehicle processing centre. The proposal is for the relocation of an existing scrap metal dealer (Singleton's Scrap Metals) from two existing sites on Score Street, Clayton.

The application comprises:

- The provision of a double height industrial building to form ancillary offices, workshop and storage, and, 3 number covered storage bays and decontamination unit at the eastern edge of the site closest to Wolverton Street. These buildings are proposed to be clad with an industrial type metal profile finish;
- Installation of weighbridges accessed via the new vehicular entrance from Wolverton Street;
- The siting of an on-site shredder/crusher within the central northern portion of the site;
- Associated car parking spaces at the eastern edge of the site in front of the proposed new building;
- Provision of cycle storage area;
- The overlaying of the site with a concrete hardstanding;
- The use of approximately 0.45 hectares of the site for the external storage of waste materials;
- The erection of solid pre-cast concrete boundary treatments to a maximum of 3.6 metres in height from highest adjacent ground level with a proposed decorative external face to the northern boundary; and,
- Installation of associated floodlighting and columns (to a maximum height of 8 metres) to the site and car parking area;
- The provision of two 'grabbers' with a maximum reach height of 15 metres, around 8 – 10metres under normal operation.

The applicant indicates that the operations on the site will include: -

- The delivery and off loading of waste;
- The segregation and temporary storage of waste materials;
- The processing of waste streams;
- The re-loading and export of waste;

- Business administration and welfare provision for approximately 13 number employees.

The application relates to the relocation of an business currently operating from two sites within the Score Street area of East Manchester. Following the relocation of the business the existing sites at Score Street will be vacated. Those two sites form part of an area where planning consent was granted at the meeting of this Committee which sat on the 2nd June 2011 for the remediation of a 32 hectare site in order to prepare the land for future redevelopment as part of the wider regeneration of East Manchester.

Members of Committee are advised that the City Council has an interest in this application as land owner. However, Committee must disregard these interests and discharge its duty as local planning authority only.

Consultations

The application has been subject of neighbour notification letters being sent to residents and businesses in the vicinity of the application site, in addition site notices were posted around the site and the application was advertised as being of Public Interest in the Manchester Evening News.

Two adjacent businesses have sent comments on the application, these state:

- Object to the application on the basis that an environment assessment has not been made.
- This application is for change of use to a waste management facility which is to be located in an area surrounded by established businesses. It is also to be built on land that historical information indicates the possible presence of significant levels of contamination. One would have thought that screening needs to be undertaken to determine whether this plan requires "Strategic Environmental Assessment".
- Object on the grounds that no consultation with the "neighbours" of the adjoining land have been carried out.
- The plans indicate that the walls of the site will meet the boundaries of the surrounding buildings yet no indication has been given as to what will be stored here, in what area it will be stored and whether it poses any hazard to the surrounding buildings or environment.
- A project like this could have a devastating effect on the value of the properties that surround it as well as leading to higher insurance bills because of the danger from the items that are stored there.
- The noise assessment is all well and good for the residents over 130 metres away but what about workers health and safety who will be working less than 1 metre away. Also note that a recommendation has been made for the wall to be built 5 metres high not 3.6 as on the application.
- The new wall next to an existing building is going to be built only 600mm away from the building this is not enough to maintain the wall HS will not allow a person down there and work off ladders over 2 metres and a scaffolding tower cannot get down there, as noted on the drawing their building will be 1200mm away.

- Concerns that the applicant has not provided adequate information regarding the types of Hazardous Waste and activities taking place including waste recovery.
- With this being a scrap yard will fridges be taken and where will these be stored as these contain dangerous gasses.
- There are concerns relating to the amount of vehicles per day coming in and out and the impact on the surrounding roads around Kay Street, Gorton Road and Tully Street they are very congested already without another 120 plus this will affect deliveries to our premises.
- Security this will be like a gold mine to some people how will the site be secured.
- The proposed new wall is going to block out all the light to an existing building entrance and will be unsightly to visitors and people visiting the area.
- The proposed wall should be moved backwards to meet the existing wall with trees planted alongside the wall. This will be a better option as the proposal is trying to conceal Singletons scrap yard between the original buildings in the area.
- Concerns about the noise levels from the cranes / car crushers running in the yard.
- The proposed boundary wall adjacent to existing boundary walls has a gap with anybody being able to walk up and down between the buildings unless there is to be a lockable gate situated at either end of the opening.

Further comments have been received from an agent acting on behalf of one of the objectors these can be summarised as:

- The use is not appropriate bearing in mind the current uses within the immediate locality.
- The site is not allocated within the UDP for heavy industrial uses.
- Scrap metal uses will have a negative impact on the amenities of local occupiers; noise, dust, fumes and litter etc being of particular concern.
- New Bad Neighbour industrial uses" should be discouraged from occupying such locations, particularly when they are located close to other occupiers. The development will clearly have an adverse affect on local occupiers.
- The development will have a negative visual impact on the locality. Such proposed uses should be restricted to other established "scrap areas" such as Sandfold Lane, Levenshulme for example.
- The roadway on Kay Street is already very busy and this road is not sufficient to accommodate the additional large number of vehicular movements that will be generated by the site.
- Pollution generated by the proposed site is a great concern to our client.

In relation to points raised by the objector regarding the preparation of an Environmental Impact Assessment, the current application has been subject of a Screening Opinion by the local planning authority. This Screening Opinion was issued to the applicant on the 26th May 2011 and is a document that is available for public viewing. This Screening Opinion concluded that it was the local planning authority's view that an Environmental Impact Assessment was not required in this instance. Other matters raised are considered within the issues section of this report.

Contaminated Land Section – Have reviewed the submitted information they consider that the desk study information, site investigations and final risk assessment undertaken submitted are all adequate. The proposed remediation strategy proposals are acceptable although a detailed remediation strategy will need to be submitted covering gas protection measures, health and safety, dealing with waste and validation. A watching brief should also be maintained during all site preparatory works and any unexpected contamination should be reported and dealt with accordingly.

They recommend a condition is attached to any approval relating to the need for the submission of a detailed remediation strategy covering gas protection measures, health and safety and dealing with waste and validation; and after completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by the local planning authority.

Highway Services – Following confirmation from the applicant that vehicular movements will not result in the over running of the footway and that they are willing to relocate the cycle storage closer to the proposed building entrance the Head of Highway Service has no objection to the application. It is considered appropriate to attach a condition to any approval relating to the siting and type of cycle storage facility to be provided on the application site.

Corporate Property - The City Council has the Freehold of the application site. They confirm their full support in favour of the application and proposed change of use.

New East Manchester – No objections to the proposal.

Greater Manchester Police - There is no reason why the development should not be able to achieve Secure By Design accreditation subject to the advice contained in the submitted Crime Impact Statement being followed.

Network Rail - No objection in principle.

Greater Manchester Ecology Unit - There appears to be no ecological issues associated with the proposals.

Greater Manchester Geological Unit - The proposed development is broadly in accordance with the national and local waste planning policies as it is attempting to divert Greater Manchester's waste away from landfill. The application should be assessed against the policies contained within the Greater Manchester Waste Development Plan Document which has been submitted to the Secretary of State in advance of its Examination in Public which is due to take place shortly.

Environment Agency – Request that conditions are attached to any approval requiring: the implementation of a surface water drainage scheme designed in accordance with the submitted Flood Risk Assessment; and, if any contamination of the land not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the

remediation strategy detailing how this unsuspected contamination shall be dealt with.

Environmental Health – Comments will be reported to committee.

Environmental Assessment Screening

The planning application for a Waste Management Facility was submitted with a request by the applicant for a formal EIA screening opinion from the City Council as local planning authority. The local planning authority subsequently issued its formal Screening Opinion on the 27th May 2011 in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and circular 2/99 (The regulations). The screening concluded that an Environmental Assessment was not required in this instance.

Policy

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

The application site lies within the Ardwick Yards and Kay Street sub area but is an unallocated site within the adopted Unitary Development Plan for the City of Manchester.

There are a number of strategic policies relevant to this application contained within Part 1 of the adopted Unitary Development Plan, these are:

Policy H2.2 states the Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy E1.2 states in providing for waste disposal the Council will carefully control the siting and design of new waste treatment and storage facilities (including such operations as waste transfer stations, scrap yards etc) in order to prevent any unacceptable impact on local communities and the quality of the physical and visual environment.

Policy E1.4 states the Council will control noise levels by ensuring that new development involving high noise levels is not permitted where it would be likely to cause a nuisance to occupiers of nearby properties.

Policy I3.1 states new commercial and industrial development will be expected to be of a good standard of design and, where appropriate, include suitable landscaping treatment.

Policy I3.3 states the Council will only allow new bad neighbour industrial uses on relatively isolated and well screened sites where they will not have a direct impact on surrounding activities. It will also encourage the relocation of existing bad neighbour uses to such sites.

There are also relevant local area policies in relation to the application and these are:

Policy EM1 which states that the sustainable regeneration of East Manchester will extend beyond 10 years and will comprise the following continued industrial development and improvement of the Parkhouse Street Industrial Estate and Ardwick Goods Yards.

Policy EM2 recognises that the renaissance of East Manchester will be dependent on creating regeneration that is sustainable and increases the demand to live, work and visit the area, now and in the future. The policy goes on to state that the reuse of previously developed and underused land and buildings is recognised as being central to regeneration in East Manchester.

Policy EM17 indicates that Ardwick Yards and Kay Street is an industrial area comprising uses which require large sites, such as car dealerships, maintenance depots and recycling facilities. Within the Ardwick and Kay Street area development will be permitted which includes class B2 General Industrial development and Class B8 Storage and Distribution uses; the relocation of "bad neighbour" uses to Ardwick West; and environmental improvement to the Kay Street industrial area;

Other city wide development control policies relevant to this application are:

Policy DC26.1 states 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 the effect of new development proposals which are likely to be generators of noise.

Policy DC26.3 states developments likely to result in unacceptably high levels of noises will not be permitted in residential areas; near schools, hospitals, nursing homes and similar institutions; near open land used frequently for recreational purposes.

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

Policy DC27.1 states in determining planning applications for development involving the disposal or recycling of waste materials and reclamation activities, the Council will have regard to: the general location of the proposed development; the effect on the amenities of neighbouring occupiers, including the effect of traffic movements and the generation of noise, dust, fumes and litter; the adequacy of the local traffic circulation system; the need for safe and convenient arrangements for access, internal circulation, and egress; the appearance of any structures; the quality of the boundary treatment such as fences and screening.

Policy DC27.2 states the Council will permit developments including waste disposal, recycling and reclamation activities of this kind only in locations where development

would not adversely affect occupiers of nearby properties, or passers-by in the general vicinity; which are of no ecological, environmental or recreational value; which are unobtrusive.

Policy DC27.3 states developments for waste disposal, recycling and reclamation activities will not be permitted unless: it is within the general locations mentioned in policy DC27.2, and which, for the avoidance of doubt, does not include any of the main radial routes; the Council is satisfied that there will no hazard to public health or safety; the road network in the vicinity of the site is appropriate to the type and number of delivery vehicles associated with the proposed development; the Council is satisfied that the proposal would not inhibit the opportunity for permanent redevelopment, or desirable environmental improvements.

Policy DC27.4 states where, having regard to the other policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby occupiers.

A number of issues relating to the proposal are discussed in more detail later in this report, however, the current proposal is considered to be in accordance with the policies contained with the adopted Unitary Development Plan.

Emerging Core Strategy

The Publication of the Core Strategy underwent a statutory consultation period between 10th February to 24th March 2011 and will be followed by submission to the Secretary of State for examination in public. An Inspector will be assigned to carry out the examination the purpose of which is to check that the plan has complied with legislation.

The Public consultation draft of the emerging Core Strategy includes relevant policy due to the progress of the Core Strategy these policies within it therefore have limited weight.

Policy EN 19 of the Core Strategy deals with matters relating to Waste. It states 'the Council will: work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate; promote the principles of the waste hierarchy to prevent, reduce, re-use, recycle; minimise need for transportation of waste and encourage and safeguard the sustainable; transport of waste, including by use of rail or water, wherever possible; have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users; promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a close-loop waste management system; encourage waste management practices that do not incur unacceptable adverse impact on the environment or endanger human health; encourage communities to take responsibility for the waste they create.

The Greater Manchester Waste Development Plan Document

The Association of Greater Manchester Authorities (AGMA) agreed to produce a Joint Waste Development Plan Document (the 'Waste Plan') in 2006. The Waste Plan once approved will form part of each Authority's statutory development plan and runs from 2012 to 2027.

The Waste Plan was submitted to the Secretary of State on 28th February 2011, with the Hearing into the Waste Plan programmed for June 2011. Final adoption of the Waste Plan is anticipated to take place in early 2012. This document will provide the policy background for considering Waste Management facilities subject of planning applications and will help shape strategic policy for Manchester and the wider conurbation.

The Waste Plan is at the end stage of development, including extensive consultation with the community and stakeholders, it is considered that the policies within the Plan have significant weight when assessing proposals for waste management facilities.

Policy 10 of the Waste Plan states that applications for waste management facilities on unallocated sites will be permitted where the applicant can demonstrate that:

- i. The proposal fits within the spatial strategy set out in the Waste Plan and contributes to the Waste Plan aim and objectives; and
- ii. The proposal meets the same assessment criteria as allocated sites.

The assessment criteria for allocated sites include: the impact on communities; protection of water resources and managing flood risk; landscape and visual intrusion; traffic and access; air emissions, including dust; impact on amenity; cumulative impacts; Accessibility and sustainable transport; existing waste management uses; co-location and compatible land uses; efficient use of land.

The application site is not allocated within the Waste Plan for waste management facilities and as such should be considered against Policy 10. The applicant has provided a full assessment of the proposal against Policy 10 which confirms that the proposed use of the application site for a waste management facility is appropriate and any impacts in terms of visual intrusion, noise and highways have been mitigated within the proposals.

It is considered that the application proposals accord with the policy and objectives of the Greater Manchester Waste Plan.

Regional Spatial Strategy

The Secretary of State has announced the intention to abolish Regional Spatial Strategies following Royal Assent of the Localism Bill. Until this time RSS still forms part of the development plan.

The Regional Spatial Strategy (RSS) for North West England - The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. It contains policies that address core principles of development, including environmental issues associated with derelict

land and contaminated land, air and water quality, waste management and radioactive waste. The relevant policies to the current proposals within RSS are: policy EM 11 which states “every effort should be made to minimise waste, maximise re-use, and maximise opportunities for the use of recycled material. Such residual waste as does arise should be managed at the highest practicable level in the Government’s waste hierarchy; and, Policy EM 12 which states ‘waste planning and disposal authorities should provide for communities to take more responsibility for their own waste. The final residue, following treatment, of municipal, commercial and industrial waste should be disposed of in one of the nearest appropriate installations. Local authorities should ensure that waste management facilities are sited in such a way as to avoid the unnecessary carriage of waste over long distances.

It is considered that the application proposals accord with the policies contained within the RSS.

National Policy

Planning Policy Statement 1: ‘Delivering Sustainable Development’

This document sets out the overarching planning policies on the delivery of sustainable development through the planning system.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development. The statement indicates that regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion and that these issues can only be addressed through better integration of all strategies and programmes, partnership working and effective community involvement.

The PPS states that development plans should take into account environmental issues such as the management of waste in ways that protect the environment and human health, including producing less waste and using it as a resource wherever possible.

The application would bring a vacant previously developed site back into productive use for the management of waste that is generated. It is considered that the proposal is in general accordance with the policies and objectives of this Planning Policy Statement.

Planning Policy Statement 4: ‘Planning for Sustainable Economic Growth’

This document sets out planning policies for economic development.

To help achieve sustainable economic growth, the Government’s objectives for planning are to: build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.

EC10.1 Local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.

The proposal is for the relocation of an existing business to a new purpose built and laid out modern facility to deal with the treatment of waste. The proposal will provide a more efficient and modern facility for the treatment of waste generated within the City and it is therefore considered that the proposal is in general accordance with the policies and objectives of PPS4.

Planning Policy Statement 9: 'Biodiversity and Geological Conservation'

PPS 9 sets out planning policies on protection of biodiversity and geological conservation through the planning system.

The statement sets out the key principles that local planning authorities should adhere to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.

The application site is a cleared site, the applicant has submitted an Ecology Assessment, this concludes that: the site is of low ecological value; there is no evidence that it supports protected species; no invasive species such as Japanese Knotweed are present on site; and, the site is some distance from the Clayton Vale local nature reserve which is separated from the application site by significant physical barriers. Comments from the Greater Manchester Ecology Unit confirm that they have no objections on ecology grounds to the current application.

It is considered that the application proposals do not give rise to any significant effects in terms of ecology.

Planning Policy Statement 10: 'Planning for Sustainable Waste Management'

This PPS set out planning policies relating to waste management it also forms part of the national waste management plan for the UK.

The overall objective of policy within this PPS is to protect human health and the environment by producing less waste and by using it as a resource wherever possible.

The PPS states that in deciding which sites and areas to identify for waste management facilities, planning authorities should assess their suitability for development against; the extent to which they support the other policies in the PPS; the physical and environmental constraints on development, including existing and proposed neighbouring land uses; the cumulative effect of previous waste disposal facilities on the well-being of the local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential; the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, and give priority to the re-use of previously-developed land, and redundant agricultural and forestry buildings and their curtilages.

The PPS also states 'sites that have not been identified, or are not located in an area identified, in a development plan document as suitable for new or enhanced waste management facilities should be considered favourably when consistent with: the policies in this PPS and the waste planning authority's core strategy.

The planning and pollution control regimes are separate but complementary. Pollution control is concerned with preventing pollution through the use of measures to prohibit or limit the release of substances to the environment to the lowest practicable level. It also ensures that ambient air and water quality meet standards that guard against impacts to the environment and human health. The planning system controls the development and use of land in the public interest and should focus on whether development is an acceptable use of the land, and the impacts of those uses on the development and use of land. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced.

In considering planning applications for waste management facilities waste planning authorities should consider the likely impact on the local environment and on amenity. It should not be necessary to use planning conditions to control the pollution aspects of a waste management facility where the facility requires a permit from the pollution control authority. In some cases, however, it may be appropriate to use planning conditions to control other aspects of the development.

It is considered, as detailed elsewhere in this report, that the application is in accordance with the policies and objectives of national policy contained within PPS10, by virtue of the fact that: the proposed activities will divert waste materials towards recycling and reuse and reduce the amount of waste being sent to landfill; are in accordance with the policies within the emerging Greater Manchester Waste Plan; and, are not considered to give rise to unacceptable impacts in terms of visual or residential amenity.

PPG13 'Transport'

The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

The applicant has submitted a Transport Statement with the application and these matters are discussed in more detail elsewhere in the report.

Planning Policy Statement 23: Planning and Pollution Control

PPS23 is intended to complement the pollution control framework under the Pollution Prevention and Control Act 1999 and the Pollution Prevention and Control (England and Wales) Regulations 2000.

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.

The application has been submitted with a number of documents which detail site investigation works and desk based studies that have been undertaken to identify the potential contamination of the site. The Head of Regulatory and Enforcement Services (Contaminated Land Section) is content with the information provided to support the application and recommends a condition is attached to any approval relating to the submission of a detailed remediation strategy covering gas protection measures, health and safety and dealing with waste and validation; and after completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by the local planning authority.

Planning Policy Guidance 24: Planning and Noise

This PPG introduces general principles and practices for dealing with noise in the planning system. The guidance addresses the interrelationship between noise sources and noise sensitive developments. It sets out the appropriate assessment methodologies for assessing ambient noise sources such as road traffic noise as well as assessing the impact of night time and industrial noise sources.

Paragraph 2 of the guidance sets out the general principle that wherever practicable noise sensitive developments should be separated from major sources of noise, and new development involving noisy activities should be sited away from noise sensitive uses. The applicant has submitted an Acoustic Report to support this application this is discussed in more detail later in the report.

Planning Policy Statement 25: Development and Flood Risk

PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

The application has been submitted with an associated Flood Risk Assessment, this document concludes:

- The proposed development is located well outside and above any areas at risk of fluvial flooding;
- The proposed development provides an increase in impermeable area on the site, and therefore an increase in potential surface water runoff.

- Surface water will be managed by incorporating attenuation to limit runoff rate to 7l/s as agreed with United Utilities.
- There should therefore be an insignificant increase in flood risk to others.
- The proposed development will not reduce existing flood storage volumes.
- Flood resilience measures are not considered to be necessary and a formal evacuation plan is not required.

Other material Considerations

East Manchester Strategic Regeneration Framework 2008 -2018

The East Manchester Strategic Regeneration Framework (SRF) was revised in November 2007. It identifies the progress made in East Manchester since 2001 but also sets out the strategic direction for the next 10 years in order to continue the holistic regeneration of the area.

The application site is identified within the SRF as an areas that is predominantly employment in nature and that it should continue to support a range of employment uses and should be targeted as areas for new business investment or for the relocation of existing employment uses currently on sites not targeted for employment.

Issues

Principles of the proposed use

The application is situated within an existing commercial/ industrial area where a mix of businesses is located, this includes businesses related to Scrap metal yards predominantly sited on Gorton Road.

The application site itself lies within the Ardwick Goods Yards area which is identified to accommodate a range of industrial uses within the adopted Unitary Development Plan. Ardwick Goods Yard West is identified as an area suitable for the relocation of bad neighbour uses but policy EM17 of the UDP does not preclude this type of use elsewhere within the wider Ardwick Goods Yards area. The application site is also identified within the East Manchester Strategic Regeneration Framework as an area which should support a range of employment uses including the relocation of existing employment uses.

In this instance the acceptability or otherwise of the site for the proposed uses as a waste management facility should be assessed against the location criteria that are set out in PPS10 and the emerging Greater Manchester Waste Plan.

The applicant has within its Planning and Regeneration Statement provided a full assessment against both sets of criteria this concludes that the proposal fulfils both sets of criteria and that there is no impact of the proposals that can not be effectively mitigated against.

It is considered that following an assessment against both local, emerging sub-regional and national policy that the proposed use in this location is acceptable in land use planning terms.

Noise

The applicant has submitted an Acoustic Report alongside the application which includes an assessment of noise impact against the relevant British Standards (BS 4142). This assessment concludes that that noise from the site is predicted to be of 'marginal significance' on the weekend at the nearest noise sensitive receivers which are the 5th floor residential properties approximately 130 metres from the application site situated on Ashton Old Road. It is suggested within the assessment that individual loud noise events would probably not be heard over noise from traffic pass-bys although it is likely that such events could be heard during lulls in traffic.

The assessment has also indicated that noise as a result of vehicular traffic will not have a significant impact on noise levels at nearby dwellings as Ashton Old Road is already heavily trafficked, including commercial vehicles and HGVs.

Further information has been provided by the applicant in relation to the potential for noise impacts on existing business premises adjacent to the site. This has assessed predicted noise levels inside existing buildings and concludes that Offices within buildings with solid walls facing the site are not expected to experience levels of noise from the site that are likely to cause disturbance. Those properties facing Kay Street which have a line of site of the proposed development already experience daytime ambient noise levels as a result of road traffic, it is concluded that there will not be a significant increase in average noise levels or from noise from individual events, compared to existing levels. Where internal spaces are of an industrial nature (rather than office space) the assessment concludes that no significant impact is anticipated.

The results of the assessment are based upon the inclusion within the scheme of the boundary walls as proposed at the heights proposed. An objector has raised this issue regarding the inclusion of the provision of a higher boundary wall (up to 5 metres) rather than the 3.6 metres proposed. The noise assessment indicates there would be some further reduction in noise to those 5th floor residential properties situated on Ashton Old Road. However, the visual impact of a 5 metre high solid concrete wall would be substantially greater than the proposed. The difference in proposed site levels and those external to the site would result in elements of a 5 metre high boundary wall being substantially higher when viewed from outside of the site. On balance the proposed boundary wall is considered to have less visual impact but retain adequate noise mitigation for the proposed use.

It is considered that subject to conditions attached to any approval relating to: the hours of use particularly of the outdoor storage and processing of waste; and the storage of materials on site no higher than adjacent boundary walls, the proposed development would not result in a level of noise and disturbance that is considered to be significant enough to warrant refusal of the application. The proposal is considered to accord with policies DC26.1, DC26.3, DC26.4, DC27.1, DC27.2,

DC27.4 of the adopted Unitary Development Plan and the locational criteria of policy 10 of the emerging Greater Manchester Waste Plan and PPS10.

Lighting

The application includes the provision of floodlighting within the site and car parking area with the maximum height of lighting columns indicated as being eight metres in height. The applicant has provided details indicating the proposed levels of light spillage from the floodlighting.

The nearest residential properties are situated on the north side of Ashton Old Road approximately 130 metres to the north of the application site separated by other industrial/commercial units. Ashton Old Road is a major highway and has associated street lighting on the northern side of the road. The proposed floodlighting is considered acceptable and would not give rise to a level of disamenity that would warrant refusal of the application subject to attaching conditions to any approval relating to ensuring that any glare as a result of the lighting can be controlled.

The proposal in terms of the proposed lighting is considered to accord with policy H2.2 of the adopted Unitary Development Plan.

Visual Impacts

The proposal involves the provision of a solid concrete boundary wall around the site which will rise to a maximum 3.6 metres in height measured from the highest adjacent ground levels. The applicant has revised the extent of the boundary wall following comments from the neighbouring business to allow for any future maintenance that may be required to existing boundary walls.

The applicant indicates within the submission that the boundary wall will provide shielding of the activities and stored materials within the site from other uses within the vicinity of the site and upper floors of residential properties situated along Ashton Old Road. It is considered appropriate to attach a condition to any approval that restricts the heights of materials to be stored on site so that these do not rise above the height of the proposed boundary walls.

The surrounding area is characterised by predominantly commercial properties with boundary treatments that reflect these uses. There are examples of substantial brick boundary walls along Gorton Road in the vicinity of the site and the proposed boundary wall is to be designed to be visually attractive to the outer face. It is considered that the proposed boundary walls are acceptable in this location and will not give rise to unacceptable impacts on visual amenity.

The proposed building is of a scale, type and design which would be expected within an industrial area. The height of the building is consistent with other properties within the Kay Street industrial area and the proposed profile steel cladding of the building is also considered to be acceptable in this location.

In terms of the issue of visual impact the proposal is considered to accord with policies H2.2 and I3.1 of the adopted Unitary Development Plan for the City of Manchester.

Loss of Light

An objector is concerned that the proposed boundary wall to the south west corner of the application site will result in the loss of light to their building and the entrance that is left open in order to provide daylight to there premises.

The boundary wall would be situated to the north of the entrance to the existing building. The building has the provision of internal roof lights throughout that part of the building used as work space and that does not benefit from windows on its western elevation, and has windows on its southern elevation where office space is located. It is not considered that the proposed boundary wall would lead to unacceptable impacts in terms of any loss of day light to the existing adjacent building or to any other neighbouring properties.

Traffic

An objector has raised the issue of the impacts of the proposal and associated vehicular movements on the existing road network in the vicinity of the application site.

The applicant has submitted a Transport Statement which details the number of expected daily vehicle movements to and from the site and the way in which vehicular traffic will be managed within the site to reduce congestion and ensure traffic flows are maintained.

It is anticipated that daily vehicle movements to the site will comprise:

- approximately 120 private vehicle deliveries (transit vans, flatbed trucks, pick-up trucks)
- approximately 6/7 managed collections a day (skip wagons)
- approximately 6/7 outbound deliveries a day (tipper trucks)

The management of vehicular traffic includes:

- Separate in and out weighbridges within the site;
- The weighbridges are set into the site to take traffic off adjacent roads;
- A large waste drop-off area;
- Designated areas for alternative waste streams; and
- HGV turning circle to reduce vehicle manoeuvring.

Vehicle movements into and out of the site associated with the waste management facility will be able to do so in a forward gear without the need for reversing.

In addition to these measures there is a separate secure car parking area for 8 vehicles along with bicycle and motorcycle parking area. This level of provision for car and cycle parking is considered to be acceptable subject to conditions relating to full details and location of the cycle parking facility to be agreed.

The transport statement concludes that the site is highly accessible on foot, by cycle and by public transport. A draft Travel Plan has also been supplied by the applicant it is considered appropriate to attach a condition to any approval relating to the submission of a full travel plan and the implementation of that plan.

Following the submission of additional information which illustrates that large HGV vehicles entering and exiting the site will do so without traversing the footpath and the applicants agreement to relocate the cycle parking provision closer to the proposed building Highway Services have no objections to the proposal in terms of its impact on the highway network.

It is considered that the proposal in terms of vehicle movements and traffic generation is acceptable and accords with policies DC27.1 and DC27.3 of the adopted Unitary Development Plan for the City of Manchester.

Party Wall Maintenance

An objector has raised the issue of ongoing maintenance of their existing high level boundary wall present towards the western (Turley Street) end of the application site. Issues relating to boundary walls are guided by Party Wall legislation which is separate to Planning legislation and generally becomes a matter between landowners. However, the applicant has revised their proposals to allow for the future maintenance of these walls by stopping the new site boundary wall either side of the properties that abut the application site. This will leave the existing party wall abutments free for maintenance access. It is also intended to use moveable concrete barriers in front of the party wall, to prevent stored materials damaging the party walls.

Security

An objector is concerned that the proposed use will give rise to security issues. The application includes the provision of secure high level boundary walls and will include the mounting of additional anti-climb measures. The applicant has also confirmed that a CCTV system is to be installed within the development.

In addition the application has been accompanied by a Crime Impact Statement produced by Greater Manchester Police's Design For Security team. This document concludes that the development is capable of meeting Secure by Design standards, a condition that the development should be Secure by Design accreditation prior to first operation of the site should be attached to any approval.

Loss of Value of property

An objector has raised the issue of the loss of value of his business property as a result of the proposal.

The application site lies within an industrial area where a number of differing businesses and activities take place including scrap metal yards located in close proximity to the application site along Gorton Road. As indicated earlier in this report the principle of this use on the application site is considered appropriate given its

context and the policies of the adopted Unitary Development Plan the policies within the emerging Greater Manchester Waste Plan and Planning Policy Statement 10.

Whilst the loss of value is a consideration in the determination of the application it is not considered to be of such material weight to warrant a refusal of the application.

Sustainability

The applicant has provided a Sustainability Statement. This indicates that the proposed building on the will be a well insulated and thermally efficient building. The development provides for large internal storage spaces with a small administrative and welfare facility within. The administrative spaces will be heated and the envelope around them will be insulated. This approach minimises the need to heat large spaces and ensures an efficient use of energy resources.

The proposals in themselves will aid sustainability through the processing and recycling of waste products, thereby reducing impacts of and the need for mineral extraction processes elsewhere. The facility will also remove hazardous materials from various domestic appliances and enable safe disposal of the appliances and the hazardous substances contained within them.

It is considered that the proposal will aid the reduction and reuse of waste materials, vehicles and domestic appliances and will contribute towards the sustainable use and re-use of materials. The proposal accords with policy E1.2 of the adopted Unitary Development Plan for the City of Manchester.

Relocation of Business

The application relates to the relocation of an existing business currently operating from two sites within the Score Street area of East Manchester. Following the relocation of the business the existing sites at Score Street will be vacated. Those two sites form part of an area where planning consent was granted at the meeting of this Committee which sat on the 2nd June 2011 for the remediation of a 32 hectare site in order to facilitate its future redevelopment.

The relocation of this business would ensure the retention of employment within East Manchester and enable waste that was generated within the City to still be processed for onward recycling and reuse close to where it is produced in accordance with policy EM12 of the RSS and the general principles contained in the emerging Greater Waste Development Plan and PPS10.

Storage of Materials

The applicant has provided information relating to how materials are to be stored on site. The area for the storage of materials is identified on the submitted application drawings. In addition to this it is confirmed that: small loose items will be stored in skips and containers; valuable items will be stored inside the building; and, larger loose items are stored in open piles with some degree of segregation using moveable concrete barriers. Cars and white goods will be held in an open area awaiting stripping/decontamination. Once cars are stripped they will immediately be

put through the shear and baler to reduce them to cubes at which time they will be stacked.

To ensure effective management of the yard it will be zoned into differing waste types. It is considered appropriate that a condition be attached to any approval relating to the submission of details of the management of the yard and the zoning of different waste types.

The applicant confirms that all the metal brought onto the site is dealt with as quickly as possible and once in a suitable format is taken off the site. Most items are on the site no longer than a week, however as a maximum no item will generally remain on the site longer than a month.

The applicant confirms that the storage yard will be managed in a way that minimises stacking against the perimeter fencing using moveable barriers where necessary. The submission also confirms that materials will be stored no higher than the height of the proposed boundary walls, a condition to this effect should be attached to any approval.

Materials to be treated

The site will enable the recovery of 35,000 tonnes of Ferrous (steel, iron) and 15,000 tonnes of non-ferrous (aluminium, brass, copper, chrome etc) metals per year.

The applicant has confirmed that the materials which could be deemed as hazardous on the site are held in significantly small quantities. The applicant has provided a list of the materials that may be held on the site with the hazardous ones identified these include items such as camera batteries, or car oil filters.

The applicant has confirmed that the site will enable the removal of oil from cars, acids from car batteries and gases from fridges prior to dealing with the metal waste and transporting off site. The site will be licensed under the End of Life Vehicle Regulations. It has also confirmed that the site will take 'white' goods that contain metals, including fridges, washing machines; and, cookers.

The applicant confirms that no open burning is proposed and there should be no air borne emissions generated by the proposed use of the site. The external areas of the site are proposed to be concrete hard standing and their use will not generate dust.

In considering this application the City Council as local planning authority is to implement the planning strategy in the development plan and not with the control of processes which are a matter for pollution control authorities. It is considered that the proposal is an acceptable use of land and impacts of the use in land use planning terms can be adequately controlled through attaching appropriate conditions to any approval. The proposal is considered to accord with policies E1.2 and DC27.1 of the adopted Unitary Development Plan.

Conclusion

The proposal will bring back into productive use a previously developed site which has been vacant for a considerable period of time. It has been demonstrated that the proposal will not have any undue harmful impacts on the residential amenity of residential properties situated on Ashton Old Road or on the visual amenity of the Kay Street industrial area.

The proposed use of the vacant site for the relocation of an existing business currently located elsewhere in East Manchester is considered to be acceptable and in accordance with policies H2.2, E1.2, I3.1, EM1, EM2, EM17, DC26.1, DC26.3, DC26.4, DC27.1, DC27.2, and DC27.3 of the adopted Unitary Development Plan for the City of Manchester; emerging sub regional policy 10 within the Greater Manchester Waste Plan, Regional Policies EM11 and EM12 within RSS for the Northwest and national policy contained within PPS10.

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 APPROVE

Approve on the basis that the proposal accords with policies H2.2, E1.2, I3.1, EM1, EM2, EM17, DC26.1, DC26.3, DC26.4, DC27.1, DC27.2, and DC27.3 of the adopted Unitary Development Plan for the City of Manchester; emerging sub regional policy 10 within the Greater Manchester Waste Plan, Regional Policies EM11 and EM12 within RSS for the Northwest and national policy contained within PPS10.

Conditions and/or Reasons

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

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

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

Drawings

2070.01.103 Rev c proposed levels; 2070.01.105 Rev b proposed drainage layout; 2070.01.301 Rev d proposed ground and first floor plan; 2070.01.401 Rev c proposed elevations; 2070.01.402 Rev b - proposed site elevations; 2070.01.501 Rev a proposed section; sss-3721-lk-wolverton street_rev a topographical survey; all date stamped as received by the local planning authority on the 24th May 2011.

2070.01.102 existing site sections date stamped as received by the local planning authority on the 6th May 2011.

2070.01.202 Rev e - Proposed Site Plan received by the local planning authority on the 14th June 2011.

6231-001 Vehicle Tracking received by the local planning authority on the 2nd June 2011.

Documents:

Shearer and Baler model K873P.D1LE information sheet date stamped as received by the local planning authority on the 24th May 2011;

Lighting Document reference PID8118_WolvertonStreet_exterior_Rev0_16-3-11 prepared by Siteco received by the local planning authority on the 27th May 2011.

Geo- Environmental Investigation and Risk Assessment ref CL-602-CL1764-02[Final] prepared by LK Consult Limited;

Preliminary Risk Assessment (Phase 1 Desk Study) CL-602-CL1764-01 [R1] prepared by LK Consult Limited;

Interim Geotechnical Report Ref CL-602-CL1764-02a[R0] prepared by LK Consult Limited;

Noise Assessment prepared by Miller Goodall ref 100430V2;

Planning Policy and Regeneration Statement 19 April 2011 prepared by Paul Butler Associates;

2070/1/DJH/Design and Access Statement prepared by Bradshaw Gass and Hope;

2070/1/DJH/Transport Statement prepared by Bradshaw Gass and Hope;

2070/1/DJH/Sustainability Statement prepared by Bradshaw Gass and Hope;

Archaeological Desk Study prepared by Paul Butler Associates 21 February 2011;

Ecological Assessment March 2011 Reference 2767.002 version 1.0 prepared by TEP;

Flood Risk Assessment CL1764-FRA/1 prepared by LK Consulting Limited;

Crime Impact Statement reference 2011/0263/CIS/01 prepared by GMP Design for Security.

All date stamped as received by the local planning authority on the 6th May 2011.

Reason – To ensure that the development is undertaken in a managed and co-ordinated manner in the interests of residential amenity, and ecology of the site pursuant to policy H2.2 of the adopted Unitary Development Plan for the City of Manchester.

3) 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 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 H2.2; of the Unitary Development Plan for the City of Manchester.

4) Prior to the commencement of the hereby approved use of the site, detailed plans shall be submitted to and agreed in writing by the local planning authority which indicate and clearly mark out on all boundary walls the maximum height of all waste materials to be stored on the site (other than for materials stored within any building). The details shall indicate that no materials shall be stored at a height that would exceed the height of any proposed boundary wall the details of which are to be approved under condition 5 of this approval. The storage of materials on site shall be retained at all times thereafter in accordance with the agreed details whilst the use is in operation.

Reason - In the interests of visual amenity pursuant of policy DC27.4d of the Unitary Development Plan for the City of Manchester.

5) Notwithstanding the details shown on the approved plans, no development shall take place until there has been submitted to and approved in writing by the City Council, as local planning authority, details indicating the materials, type (including the proposed decorative finish of external face of the walls), colours and anti-climb features of boundary treatment to be erected. The boundary treatment shall be completed before the site is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to Policies H2.2, and E3.5, of the Unitary Development Plan for the City of Manchester.

6) There shall be no lighting of fires or burning of waste or products within the site at any time.

Reason - To protect the amenity of nearby occupiers, pursuant to policies H2.2, E1.2 and DC27 of the Unitary Development Plan for the City of Manchester.

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no further plant or machinery shall be erected on site other than those expressly authorised by this permission unless otherwise agreed in writing by the local

Reason - For the avoidance of doubt, and in the interests of amenity, pursuant to policies H2.2, E1.2, E1.3 and DC27 of the Unitary Development Plan for the City of Manchester.

8) No putrescible waste shall be brought on to the site.

Reason - For the avoidance of doubt, and in the interests of amenity, pursuant to policies H2.2, E1.2, E1.3 and DC27 of the Unitary Development Plan for the City of Manchester.

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) No development shall commence until a report is submitted to and approved in writing by the local planning authority that outlines the measures that are required to remediate the land (the Remediation Strategy).

When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) Prior to the first use of the site a plan indicating the management of the external storage area as indicated on the approved plan reference 2070.01.202 Rev e received by the local planning authority on the 14th June 2011 shall be submitted to

and agreed in writing by the local planning authority. The plan shall indicate: the zones for differing waste types including, the location of any skips or other containers; the general location of vehicles and domestic appliances awaiting stripping and decontamination; the identification of areas adjacent to boundary walls both existing and proposed where materials are not to be stored; and, identification of the type and location of moveable barriers to protect boundary walls. The storage of materials on site shall be retained at all times thereafter in accordance with the agreed details whilst the use is in operation unless otherwise agreed in writing by the local planning authority.

Reason – In the interests of the amenity of adjacent properties, and to protect residential amenity, pursuant to policies H2.2 and DC27.1 of the Unitary Development Plan for the City of Manchester.

12) 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 I3.1 and T2.6 of the Unitary Development Plan for the City of Manchester.

13) 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 T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

14) All work and other activity at the site associated with the processing, storage and management of waste materials undertaken in all external areas and those areas identified for: Storage, Weighing/Workshop, decontamination unit, decontamination storage and 3 no. covered bays identified as such on the hereby approved plan references 2070.01.401 Rev c and 2070.01.202 Rev e shall not be in use outside of the following hours:

Monday to Fridays – 0800 – 1800 hours

Saturdays – 0800 – 1200 hours

Sundays and Bank Holidays – No use or activity to take place.

The hours of use of those areas within the hereby approved building identified as: Finance, Payments, Staff Room, Office A and Office B and associated welfare facilities shall not be in use outside of the following hours:

Monday to Friday 0600 – 1800 hours

Saturdays – 0800 – 1200 hours

Sundays and Bank Holidays – No use or activity to take place.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation once the development is completed, pursuant to policies H2.2, E1.2 and DC27 of the Unitary Development Plan for the City of Manchester.

15) No loading or unloading shall be carried out within the site outside the following hours:

Monday to Fridays – 0800 – 1800 hours

Saturdays – 0800 – 1200 hours

Sundays and Bank Holidays – No use or activity to take place.

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

16) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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".

17) Details of a Travel Plan with the objective of increasing the use of public transport by future occupiers of the site and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of first occupation of the approved buildings. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance Note 13.

18) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and the Flood Risk Assessment (FRA) from LK Consult Ltd (Ref CL1764-FRA/1) dated April 2011, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- details of exceedence event up to a 1 in 100 year including climate change allowance.

- details of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding and ensure future maintenance of the surface water drainage system pursuant to Planning Policy Statement 25.

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: 096226/FO/2011/N2 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:

Highway Services
Corporate Property
Environmental Health
Contaminated Land Section
New East Manchester
Environment Agency
Greater Manchester Police
Network Rail
Greater Manchester Ecology Unit
Network Rail
Councillor Rosa Battle
Councillor Neil Swannick
Councillor John Longsdon
Flat 24, Flat 25, Flat 26, Flat 27, 1 Barleywood Drive, Manchester, M11 3LP
Flats 1 to 9, 1 Falconwood Way, Manchester, M11 3LN
Flats 10 to 15, 3 Falconwood Way, Manchester, M11 3LN
Flats 16 to 21, 5 Falconwood Way, Manchester, M11 3LN
Flats 1 to 6, 47 Falconwood Way, Manchester, M11 3LN
Flats 1 to 6, 49 Falconwood Way, Manchester, M11 3LN
Flats 1 to 7, 51 Falconwood Way, Manchester, M11 3LN
7, 9,11,15,17,19,21,23,25,27,29,31,33,35,37,39,41,43, 45 Falconwood Way,
Manchester, M11 3LN
2 Barleywood Drive, Manchester, M11 3LP
1,2 Capella Drive, Manchester, M11 3LR
1 Whitehurst Drive, Manchester, M11 3LS
Flat 1, 2 Whitehurst Drive, Manchester, M11 3LL
21 Kay Street, Manchester, M11 2XX
410, 412, 414, 416, 418, Ashton Old Road, Manchester, M11 2DT
14 - 18 Tuley Street, Manchester, M11 2DY
20 - 26 Kay Street, Manchester, M11 2DU
Hewitt Brannan Tools, Gorton Road, Manchester, M11 2DY
T D Autos, Gorton Road, Manchester, M11 2DY
Ground Floor, 1 Kay Street, Manchester, M11 2DU
3 Kay Street, Manchester, M11 2DU

Manchester Education Committee, Kay Street, Manchester, M11 2DU
H D Chadwick & Son, Gorton Road, Manchester, M11 2DZ
Enstones Engine Centre, Kay Street, Manchester, M11 2DU
F M Bell & Co, Tuley Street, Manchester, M11 2DY
Flats 2 to 7, 2 Whitehurst Drive, Manchester, M11 3LL
Flat 8, 51 Falconwood Way, Manchester, M11 3LN
Ground Floor, Powell Buildings, Kay Street, Manchester, M11 2DU
Armin & Butler Ltd, Gorton Road, Manchester, M11 2DZ
Ground Floor And First Floor, Powell Buildings, Kay Street, Manchester, M11 2DU
First Floor, 1 Kay Street, Manchester, M11 2DX
Powell Buildings, Kay Street, Manchester, M11 2DU
Flat 22, Flat 23, 1 Barleywood Drive, Manchester, M11 3LP
Barrie Jones House, Kay St Openshaw, Manchester, M11 2DU

Representations were received from the following third parties:

Contaminated Land Section
Barrie Jones House, Kay St Openshaw, Manchester, M11 2DU
CGB Engineering Services
Highway Services
Corporate Property
Environmental Health
New East Manchester
Environment Agency
Greater Manchester Police
Network Rail
Greater Manchester Ecology Unit

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk