Proposal Retention of a detached building for the loading and unloading of vehicles for a temporary period of 5 years

Location Land Off Blackley New Road Part Of BT Cable Solutions, Delaunays Road, Blackley, Manchester M9 8FP

Applicant BT Cables Limited, C/o Agent

Agent Harris Lamb Limited, 75 - 76 Francis Road, Edgbaston, Birmingham B16 8SP

Description

This Application relates to the site of the manufacturing base of BT Cables Limited's UK operations, which are located off Blackley New Road, Blackley. The site is situated on land below Blackley New Road, upon the floodplain of the River Irk, and is bounded by Blackley New Road, Delaunays Road and the River Irk. The site is classified as being within Flood Zone 3 of the Environment Agency's mapping system.

Residential properties surround the site; located along Blackley New Road, Delaunays Road, and above the banks of the Irk to the southwest. The two established vehicular accesses into and out of the site are located on Blackley New Road and Delaunays Road.

The BT Cables site has been an established manufacturing premises for over 115 years, and as such, the majority of the BT Cables site can lawfully operate for 24 hours daily, in terms of Planning Law, as this is a historic premises.

The site supplies cable products and accessories associated with telecommunications, infrastructure providers, construction companies, industrial users and rail operators, to clients in the northwest region, the UK generally, continental Europe, and the Middle East. BT Cables currently employ a total of 141 people at the Blackley site, together with an additional 15 people who work for a BT contractor to cut cables and repair drums at the site.

This Planning Application specifically relates to an area of hardstanding, formerly used as a football pitch, within a southwesterly area of the site, adjacent to the River Irk. This area of the BT Cables site has been used for the open storage of cable drums, and the repair of cable drums inside a building, further to the grant of Planning Approval in 2004, for the change of use of the area from football pitch (ref. 068012/FO/2003/N1).
A temporary planning permission was subsequently granted in 2014 for 12 months, (ref. 104430/FO/2013/N1), for the siting of a detached temporary frame building upon the area of hardstanding created following the 2004 consent. The detached temporary building has a floor area of 20 metres by 15 metres, is 5.4 metres in height at the ridge, and is used for the covered storage of products in conjunction with the BT supply chain, for the loading and unloading of BT vehicles.

Planning Permission was sought in February 2015, through the submission of the Planning Application to which this report relates, to retain the temporary building upon the hardstanding for a further temporary period of one year; now revised to five years. The Application has been revised to retain the building for five years, as the building is not of such temporary construction to warrant removal after one year.

Following consultation upon this Application, and complaints received, it became apparent that the occupiers of some neighbouring residential properties believe they experience disamenity from activities at the BT Cables site. The responses from neighbouring residents are summarised within the Consultation section of this report.

Since submitting the Application in February 2015 to retain the temporary building, BT Cables have worked with Atkins Noise Consultants, to measure and model noise, and to produce a final and comprehensive Noise Assessment Report, with recommendations, including necessary mitigation, and Management Plan, to support the Daily Traffic Flow/activity associated with the temporary building.

As established above, in Planning Law terms, the majority of the BT Cables site can operate 24 hours a day without restriction, by virtue of the historic nature of the site, however, the 2004 ref. 068012/FO/2003/N1 consent for the former football pitch area, established that the area of the site formerly occupied by the football pitch, and now also occupied by the temporary building, can only operate between 8:00am and 17:00pm Monday to Friday, and 8:00am to midday on Saturday.

BT Cables Blackley's operational requirements, as part of the National/Multi-National supply chain, are that the temporary building is operational before 8am and after 17:00pm Monday to Friday, as follows below, (ref. submitted Daily Traffic Flow for the Use of the Temporary Building at the Rear of the Site by BTSC).

As the temporary building is located upon the hardstanding covered by the restriction as regards hours of operation, it is necessary for BT Cables to also apply for Planning Permission (ref. 1096991/JO/2015/N1) to vary the hours of use of the hardstanding Monday to Friday, as established by the 2004 planning approval ref. 068012/FO/20013/N1, in order that the supply lorry and workforce can access the temporary building over the hardstanding before 8:00am, forklifts can operate on the hardstanding in conjunction with the temporary building, and delivery lorries can return using the hardstanding after 17:00, in conjunction with the temporary building.

The following timetable sets out the times of the specific activities required by BT Cables outside of 8:00am to 17:00pm Monday to Friday - taken from submitted Daily Traffic Flow for the Use of the Temporary Building at the Rear of the Site by BTSC:
o 6:30am - 1 articulated lorry moves onto the hardstanding, uncouples trailer onto hardstanding, and tractor unit moves back into the main site.

o 7:00am - Workforce using maximum number of 2 forklift trucks fitted with white noise reverse bleepers unload the contents of the trailer into the temporary building. 4 Rigid lorries and 1 transit already parked next to the building from the working day before, are loaded with products using maximum number of 2 forklift trucks fitted with white noise reverse bleepers.

o 17:00pm - Delivery fleet vehicles continue to return to site, unload any returns using forklift truck(s) fitted with white noise reverse beepers. Delivery fleet vehicles park up adjacent to temporary building for loading the following working morning.

The vehicles associated with the temporary building will continue to access the site through the established vehicular access off Blackley New Road.

The submitted Atkins Noise Assessment supports the proposed use of the temporary building, and the hours of use of the land in association with the temporary building, in terms of impact upon residential amenity, on the basis certain mitigation is imposed. The Noise Assessment reports that the primary noise producing activities associated with the operation of the temporary structure are movements of HGVs, and loading/unloading materials with forklift trucks.

The Atkins report states, in line with the criteria set out in BS 4142, the difference between the night-time background noise level and the rating levels show that there is likely to be indication of an adverse impact, although it is evident that certain receptors/locations may experience a situation between adverse impact and significant adverse impact. Therefore, on the basis of the assessment, it is considered that the unmitigated operational noise levels associated with the temporary structure require mitigation measures to be adopted to control the noise emissions.

Mitigation measures explored include; restricting night-time forklift truck activities, replacing reversing bleeper alarms on forklift trucks with white noise reversing alarms, erecting noise barriers, and implementing the submitted Delivery Management Plan for the Daily Traffic Flow for the Use of the Temporary Building. The Atkins Assessment concludes that with the appropriate mitigation, noise sensitive receptors, for example, residential properties, are predicted to experience low impact noise levels at all times.

A separate Planning Application ref. 109691/JO/2015/N1, appears elsewhere on this Agenda for the variation of the hours of use of the former football pitch area.
Consultations

**Neighbours** - Representations from the residents of 6 residential properties along Blackley New Road, Kathkin Avenue, and Mariman Drive have been received, and their comments can be summarised as follows.

The practices of BT Cables have caused considerable disturbance over the last year, which is akin to living on an industrial estate. Awoken pre-5am by activities and HGV movements. Due to health reasons two residents need to sleep with the window open for health reasons. Impact of vehicle movements on safety of nearby day nursery, and lorries could block the route to North Manchester General Hospital. Impact from general activity in evening and early hours of morning, causing disamenity due to deliveries, forklift movements, reversing bleepers, and general activity. Blatantly flout operating hours of wider site, and former football pitch area (ref. 068012), and should be made to comply with hours restrictions. An increase in hours will result in increased traffic and noise. Vehicle movements in and out of the access gates on Blackley New Road from 5am, and cars near gates damaged by HGV vehicles. Residents parking scheme for North Manchester General Hospital has exacerbated traffic issues, as on-street parking displaced to Blackley New Road. One resident has kept a record of disturbance December since 2014. There has been some improvement since the January 2015, and the Atkins noise study, with a reduction in noise from reversing bleepers, but, the crashing banging and hammering from the temporary unloading and repair shed continues from 6:30am. Concerned BT Cables have adversely affected the River Irk with their operations, including floodlighting. The banks are eroded, water is silt ing up, wildlife appears less, an unpleasant smell, black fly infestation, rubbish, and rodent activity.

**Environmental Health** - Impose a Noise Management Plan condition, with specific reference to sections S.1.1, S.1.2, and S.1.4 of the Atkins Acoustic Report. These measures to be implemented throughout the lifetime of the consent.

Delivery Management Plan and Daily Traffic Flow documents to be adhered to for the proposed times. All forklifts associated with the temporary building shall operate white noise reversing alarms. No forklift movement prior to 07:00 daily.

**North Manchester Regeneration** - Report no objections.

**Highway Services** - The building is located within a private boundary, does not impinge on the highway, and is a continuation of the existing arrangement. There are no additional impacts on the network to consider, and there are no objections.

**Greater Manchester Police Design for Security** - Report no comments to make.

**Environment Agency** - The development lies within Flood Zone 3 (high flood risk) as shown on our published flood map. However, due to the proposals being
retrospective, and of low vulnerability, we have no objections to the extension of the existing permission for a further 5 years.

The erosion of the banks and silting up are a hydromorphological issue, and require further investigation as to whether this is a natural process or not. The odours are likely to be from the Combined Sewer Overflows. Further specific details would be required in order to investigate as to whether there is an issue with BT Cables operations.

Contaminated Land - Report no comments.

Issues

National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG):

The Framework, which is supported procedurally by NPPG, states that the purpose of the planning system is to contribute to sustainable development, to which there are three dimensions - economic, social and environmental.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. Paragraph 14 states that ´at the heart of the Framework is a presumption in favour of sustainable development´ and, in ´decision-taking´, this means that development proposals that accord with the development plan should be approved without delay.

Core planning principles in the NPPF - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In this case specific weight is given to the need to:

i. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
ii. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
iii. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources, including conversion of existing buildings;
iv. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
v. Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
vi. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
vii. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
In respect of the Core Planning Principles established by NPPF, it is considered the area within which the site is located is mixed in character, and it is therefore, necessary, in the interests of achieving a sustainable form of development; to mitigate impacts of the use of the temporary building upon the occupiers of residential accommodation.

Through the imposition of researched mitigation measures specific to this site and the activities at this site in conjunction with the temporary building, it has been established that the retention and use of the temporary building can form a sustainable part of the BT supply chain, in the interests of the economic vitality of the area, and its community. The scheme is therefore, in accordance with NPPF, and should be approved without delay.

In respect of the economic dimension of sustainable development (see paragraph 7 of the National Planning Policy Framework) the planning system has a role in contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements. BT Cables want to ensure the site remains viable, and with the mitigated use of the temporary building, it is considered the growth of BT Cables can be supported.

Paragraph 17 of the Framework states that planning should 'proactively drive and support sustainable economic development to deliver the business and infrastructure that the country needs'. Importantly, paragraph 186 states that local planning authorities should approach the determination of planning applications in a "positive way" to deliver sustainable economic development.

Paragraph 18 of the Framework states that the Government is committed to securing economic growth in order to create jobs and prosperity. Paragraph 19 states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. This aim is reflected in Spatial Objective SO2. Economy, of Manchester's Core Strategy, which states that the council will:

Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

**Manchester's Core Strategy:**
The following Core Strategy policies are applicable to the proposed development:

**Policy SP1 - Core Development Principles**
The key spatial principles which will guide the strategic development of Manchester to 2027 are:

The Regional Centre will be the focus for economic and commercial development,
The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.

Beyond these areas, the emphasis is 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 majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.

The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.

New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core development Principles

Development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

creating well designed places that enhance or create character.
making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
protect and enhance the built and natural environment.

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

EC1 (Employment and Economic Growth in Manchester):
Development proposals should have regard to:
Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses.
With appropriate mitigation, it is considered that in accordance with policies SP1 and EC1, the BT Cables site shall be permitted to continue to grow, and employ local people, in the interests of creating neighbourhoods of choice, where people have access to employment, including apprenticeships, but not at the expense of the occupiers of neighbouring properties residential amenities.

**Policy DM1** - Development Management states - All development should have regard to:
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on 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 upon 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green infrastructure, including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques in terms of Code for Sustainable Homes and BREEAM.

In accordance with policy DM1, the proposed development is considered to have appropriate regard to the character of the surrounding area, and effects upon amenity, due to the proposed imposition of the mitigation for the operation of the temporary building, including hours of activity, and nature of activities.

**Policy EN14**, regarding Flood Risk states, in line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

The development lies within Flood Zone 3 (high flood risk) as shown on the Environment Agency’s published flood map. However, due to the proposals being retrospective, and of low vulnerability, the Environment Agency has no objections to the extension of the existing permission for a further 5 years.
Policy EN17, regarding Water Quality states,
With reference to the Manchester-Salford-Trafford SFRA and other relevant
documents:
Development should avoid any adverse impact on water quality, including during the
construction phase, and wherever possible should seek to enhance water quality,
both chemical and ecological;
Development should minimise surface water run-off from development and
associated roads, and maximise the use of appropriate sustainable drainage
systems, to minimise groundwater contamination, and to avoid pollutants reaching
watercourses;
Development close to a watercourse should also ensure that waste or litter cannot
enter the watercourse from the site;

Saved Unitary Development Plan (UDP) policies:

Policy BM3 states, the Irk Valley, south of Victoria Avenue, as one of the city's major
green fingers, will continue to be subject to policies aimed at environmental
improvement, recreational development, and the protection of wildlife. Improvements
will be made not just to benefit nearby communities, but also to produce linear
pedestrian and cycle routes through the valley with the route being positioned near to
the river wherever practicable.

Regarding policies EN17 and BM3, the temporary building and the use of the
temporary building do not involve adverse affect upon the adjacent River Irk. This is
as the building is located upon the existing hardstanding, which was laid following the
2004 consent for the change of use of the former football pitch, and is used for
contained storage in association with the use of the wider site.

Policy 26 Development and Noise states:
DC26.1 The Council intends to use the development control process to reduce the
impact of noise on people living and working in, or visiting, the City. In giving effect to
this intention, the Council will consider both:
a. the effect of new development proposals which are likely to be generators of noise;
and
b. the implications of new development being exposed to existing noise sources
which are effectively outside planning control.

DC26.2 New noise-sensitive developments (including large-scale changes of use of
existing land or buildings), such as housing, schools, hospitals or similar activities,
will be permitted subject to their not being in locations which would expose them to
high noise levels from existing uses or operations, unless the effects of the noise can
realistically be reduced. In giving effect to this policy, the Council will take account
both of noise exposure at the time of receiving a planning application and of any
increase that may reasonably be expected in the foreseeable future.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be
permitted:
a. in residential areas;
b. near schools, hospitals, nursing homes and similar institutions;
c. near open land used frequently for recreational purposes.
DC26.4 Where 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 he proposes to deal satisfactorily with it. Such measures might include the following:

a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

Reasons: - It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development control system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

In accordance with policy DC26, the development is considered to have appropriate regard to effects upon amenity, due to the proposed imposition of mitigation, as advocated by DC26.4, as regards the operation of the temporary building, including hours of activity, and nature of activities.

PLANNING ISSUES:
It is considered, following the analysis of the proposal and relevant Planning Policy, that the proposed development is acceptable in terms of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG), Manchester's Core Strategy, including policies SP1, EC1, DM1, EN14 and EN17, and saved policies BM3 and DC26 of the Unitary Development Plan.
Residential Amenity:
Residential properties have historically been located in close proximity to the BT Cables site. Residential properties are located along Blackley New Road, Delaunays Road, and above the banks of the Irk to the southwest.

The BT Cables site has been an established manufacturing premises for over 115 years, and as such, the majority of the BT Cables site can lawfully operate for 24 hours daily, in terms of Planning Law, as this is a historic premises.

The 2004 ref. 068012/FO/2003/N1 consent for the former football pitch area, established that the area of the site formerly occupied by the football pitch, and now also occupied by the temporary storage building, can only operate between 8:00am and 17:00pm Monday to Friday, and 8:00am to midday on Saturday.

It is not possible to control operations upon the whole BT Cables site; however, it is possible to control new operations. The source of crashing, banging and hammering heard by some residents is unlikely to be in relation to the use of the temporary building, as this building is, and will continue to be restricted for use for storage in associated with loading and unloading vehicles only. Manufacturing or repair processes are not, and will not be permitted within the building.

As discussed, BT Cables have worked with Atkins Noise Consultants, to measure and model noise in relation to the servicing of the temporary storage building, and to produce a final and comprehensive Noise Assessment Report, with recommendations, including necessary mitigation, and Management Plan, to support the Daily Traffic Flow/activity associated with the temporary building.

To re-cap, BT Cables Blackley's operational requirements, as part of the National/Multi-National supply chain, are that the temporary building providing covered storage can be serviced before 8am and after 17:00pm Monday to Friday, as follows below, (ref. submitted Daily Traffic Flow for the Use of the Temporary Building at the Rear of the Site by BTSC).

- 6:30am - 1 articulated lorry moves onto the hardstanding, uncouples trailer onto hardstanding, and tractor unit moves back into the main site.
- 7:00am - Workforce using maximum number of 2 forklift trucks fitted with white noise reverse bleepers unload the contents of the trailer into the temporary building. 4 Rigid lorries and 1 transit already parked next to the building from the working day before, are loaded with products using maximum number of 2 forklift trucks fitted with white noise reverse bleepers.
- 17:00pm - Delivery fleet vehicles continue to return to site, unload any returns using forklift truck(s) fitted with white noise reverse beepers. Delivery fleet vehicles park up adjacent to temporary building for loading the following working morning.

Vehicles associated with the temporary building will continue to access the site through the established vehicular access off Blackley New Road. The articulated lorry arriving at around 6:30am from Magna Park, Leicestershire, will access the site from the public highway, however, the access is historic, and in reality, it can be used
at any time by any number of vehicles; the lorry is to be required to not have a radio/sound system switched on, with no reversing bleepers; the lorry will wait within the site at the back lodge until required, and once the trailer has been set-down on the hardstanding at around 6:30am, the tractor unit will return to the main section of the site to collect another full trailer for delivery at another BT supply chain site.

The submitted Atkins Noise Assessment supports the proposed use of the temporary building, and the hours of use of the land in association with the temporary building, in terms of impact upon residential amenity, on the basis certain mitigation is imposed. The Noise Assessment reports that the primary noise producing activities associated with the operation of the temporary structure are movements of HGVs, and loading/unloading materials with forklift trucks.

The Atkins report states, in line with the criteria set out in BS 4142, the difference between the night-time background noise level and the rating levels show that there is likely to be indication of an adverse impact, although it is evident that certain receptors/locations may experience a situation between adverse impact and significant adverse impact. Therefore, on the basis of the assessment, it is considered that the unmitigated operational noise levels associated with the temporary structure require mitigation measures to be adopted to control the noise emissions.

Mitigation measures explored include; restricting night-time forklift truck activities, replacing reversing bleeper alarms on forklift trucks with white noise reversing alarms, and implementing the submitted Delivery Management Plan for the Daily Traffic Flow for the Use of the Temporary Building. The Atkins Assessment concludes that with the appropriate mitigation, in accordance with policies DC26 and DM1, noise sensitive receptors, including residential properties, are predicted to experience low impact noise levels at all times.

Detailed and specific conditions of planning approval are required to ensure the identified mitigation measures are implemented and are enforceable, in the interests of residential amenity, pursuant to policies DC26 and DM1. Conditions are required as regards the specific permitted uses at certain times; restrictions as regards movements of forklift trucks, HGVs, delivery vehicles, including use of reversing alarms; and use of building to be for storage only.

It should be noted, specifically as regards the use of forklifts that the scheme for the mitigated use of the temporary building and associated hardstanding, should serve to improve the existing unrestricted use of forklifts with reversing bleepers on this section of the site. Currently forklifts are able to service the area of the temporary building with reverse bleepers from 08:00am to 17:00 Monday to Friday. Further to the granting of consent, with the imposition of a planning condition, forklifts will be required to have white noise reverse bleepers installed to service this area of the site.

**Principle of development:**
It is considered appropriate to permit the retention and required operation of the temporary building on the existing hardstanding for a further 5 years, subject to the implementation of mitigation measures upon the granting of the consents. This is as the building will provide covered storage associated with the loading and unloading of
vehicles as part of the established multi-national and national BT Cables supply chain, which supports the economic viability of an established local employer, with a package of mitigation designed to ensure there are not undue impacts upon the residential amenities of the occupiers of nearby residential accommodation.

The provision of local employment, with mitigation to ensure there is not undue effects upon residential amenity, is in the interests of creating neighbourhoods of choice, as advocated by policy SP1, where people have access to employment, including apprenticeships, and live in accommodation without residential disamenity, as established by policies DM1 and SP1.

The level of employment has grown at the BT Cables site over the period of the last five years, and BT Cables is expected to employ 151 mainly local people by the end of the year. Employment at the site dipped to 85 employees in 2012, from 135 employees in 2010, and 126 employees in 2011, but since then, the site has recovered and grown, with apprenticeships provided for local young people.

The location of the temporary building could be used for the open storage of materials, as a result of the 2004 ref. 068012/FO/2003/N1 consent, which permitted the change of use of the former football pitch, including the creation of an area of hardstanding for open storage. The use is therefore, established, and the erection of the modest single-storey, metal framed, temporary building, upon an existing concrete hardstanding, is not considered to serve to detract from the visual amenity of the environment of the River Irk, or the wider area, as the building is not readily visible from outside of the context of the site, due to its location, scale and appearance.

It is not considered that the temporary building has an adverse affect upon the River Irk, or the flood plain. Issues raised as regards the Irk have been raised with the Environment Agency, who advise that the erosion of the banks and silting up are a hydromorphological issue, and require further investigation as to whether this is a natural process or not. The odours are likely to be from the Combined Sewer Overflows. Further specific details would be required in order to investigate as to whether there is an issue with BT Cables operations.

The development does lie within Flood Zone 3 (high flood risk) as shown upon the Environment Agency’s published flood map; however, due to the proposals being retrospective, and of low vulnerability, there is no objections from the Environment Agency to the extension of the existing permission for a further 5 years.

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, Building Control &
Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 TEMPORARY APPROVAL

Article 35 Declaration

Officers have worked with the Applicant / Agent in a positive and proactive manner in order to guide the Application through all stages of the Planning process, and have resolved issues that have arisen whilst dealing with the Application.

Conditions to be attached to the decision

1) The permission hereby granted is for a limited period only, expiring on 15th October 2020, and the building, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within 1 month, in accordance with a scheme previously approved in writing by the City Council as local planning authority before this permission expires.

Reason - As the building is of temporary construction and therefore, suitable for a temporary period only, pursuant to policy DM1 of Manchester's Core Strategy.

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

Location plan, received 4/2/15
Elevational drawings and floorplan, received 5/2/15
Planning Application form, received 7/8/15
Atkins BT Cables Noise Assessment Rev. 5 25 June 2015 5137974, received 7/8/15
BT Cables and BT Supply Chain Delivery Management Plan for the Use of the Temporary Building at the Rear Site, received 7/8/15, notwithstanding section 2, specifically diesel forklift trucks/forklift trucks with reverse bleepers shall not be used in conjunction with the temporary building, as established by condition 4 of 107996/FO/2015/N1, and Atkins BT Cables Noise Assessment Rev. 5 25 June 2015 5137974, received 7/8/15
BT Cables Daily Traffic Flow for the Use of the Temporary Building at the Rear of the Site by BTSC, received 7/8/15

Reason - To ensure the development is carried out in accordance with the approved drawings and documents, pursuant to Manchester's Core Strategy, including policy DM1, and saved policy DC26 of the Unitary Development Plan.

3) The temporary building shall not operate outside the following hours:
Monday to Friday 8:00am to 17:00pm  
Saturday 8.00am to Midday  
No working on Sunday or Bank Holiday

With the exception of the following specific activities between 6:30am and 18:00pm  
Monday to Friday only, ref. submitted BT Cables Daily Traffic Flow Schedule, and Delivery Management Plan:

Monday to Friday between 7:00am to 8:00am - Permitted activities - Workforce using a maximum of 2 forklift trucks fitted only with white noise reverse bleepers unload contents of trailer into the delivery lanes located inside the temporary building.

Workforce using a maximum of 2 forklift trucks fitted only with white noise reverse bleepers load stationary delivery fleet vehicles, including 4 rigid vehicles and 1 transit, with product from within temporary building, along with duct and cables from outside the temporary building.

Monday to Friday between 17:00pm to 18:00pm - Permitted activities - Delivery fleet vehicles continue to return to site, unload any returns using forklift truck fitted only with white noise reverse bleepers. Delivery fleet vehicles park up adjacent to temporary building for loading the following working morning.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of Manchester's Core Strategy, and saved policy DC26 of the Unitary Development Plan.

4) Any forklift truck operating in conjunction with the use of the temporary building, shall operate with white noise reversing alarms only, with no reversing bleepers, in accordance with the mitigation measures within the Atkins BT Noise Assessment Rev 5 25 June 2015 5137974, section 5.1.2. "Reversing Alarms." A maximum of two forklift trucks only shall operate between the hours of 7:00am and 8:00am Monday to Friday in conjunction with the operation of the temporary building. Forklift truck operation in association with the temporary building shall otherwise operate between the hours of 08:00 to 18:00 Monday to Friday only.

Reason - In the interests of residential amenity, pursuant to policy DM1 of Manchester's Core Strategy, and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

5) Between 6:30am and 8:00am Monday to Friday, one HGV with reversing bleepers switched off, is permitted to travel to the temporary building, uncouple trailer in a controlled manner, and tractor unit moves off into the main site, in accordance with BT Cables and BT Supply Chain Delivery Management Plan for the Use of the Temporary Building at the Rear Site, received 7/8/15. Any HGV's vehicle radio/sound system shall be switched off at all times, in accordance with BT Cables and BT Supply Chain Delivery Management Plan for the Use of the Temporary Building at the Rear Site, received 7/8/15.
Reason - In the interests of residential amenity, pursuant to policy DM1 of Manchester's Core Strategy, and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

6) Delivery fleet vehicles are only permitted to start engines/move in conjunction with the use of the temporary building between the hours of 8:00am and 18:00pm Monday to Friday, with any vehicle radio/sound system switched off at all times.

Reason - In the interests of residential amenity, pursuant to policy DM1 of Manchester's Core Strategy, and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

7) The temporary building hereby approved shall only be used for the purpose of storage in association with storage and distribution in conjunction with the use of the wider site, and for no other purposes, including manufacturing or drum repair.

Reason - In the interests of residential amenity and the operation of the premises, pursuant to policies DM1 of Manchester's Core Strategy, and saved policy DC26 of the Unitary Development Plan.

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: 107996/FO/2015/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Helen Hodgett
Telephone number : 0161 234 4533
Email : h.hodgett@manchester.gov.uk