

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132103/FO/2021

Date registered valid: 1 November 2021

Proposal: Erection of a canopy at side of existing warehouse building to provide covered outdoor space

Address: 31 Sharston Road, Manchester, M22 4ZS

Ward(s): Northenden Ward

Applicant: Mr Craig Mansfield-Perry, Sharston Industrial, Leestone Road, Manchester, M22 4RB

Agent (if any):

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 2 February 2022

Application details

Type of application: Full Application Consent

Development type: Small scale Major Industry

Date of site visit: 01.02.2022

Standard consultations:

Printed: 9 November 2021 Expired: 30 November 2021

Neighbour notifications

Printed: 9 November 2021 Expired: 30 November 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site that is the subject of this application is located on the Sharston Industrial Estate within the Northenden Ward of the City. It comprises of a triple height B8 storage unit constructed of profile cladding with a shallow dual pitched roof. There are glazed office windows to the south western end of the building. The car park is also at this end of the building. This area is separated by a weldmesh 1.8m fence and electronic gate system from the logistical side of the operation. There are also a couple of unloading bays behind this boundary.

The boundary treatment around the site comprises of railing fencing with gates. The access for both vehicles and pedestrians is taken off Sharston Road.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The remainder of the area is made up of light industrial and storage units that have built up over the years. To the north of the site is the Grade II star listed building known as the Astradome. This has had various uses over the years ranging from bus depot, car storage and temporary postal sorting office. To the far eastern side of the proposal site

Description of development

The proposal is for the erection of a lightweight canopy with a steel frame, gull wing roof line steel wall cladding: 0.7mm insulated in goose-wing grey fitted to floor trays (opened at the Gable end). The roof is PVC textile single -layer air-insulated 700grm PVC roof with Smart-Space lock-down system. The canopy would be approximately double height.

Consultations & Notification Responses

Neighbouring properties were informed- no representations have been received.

CADENT- No objections to the proposal.

Issues

The National Planning Policy Framework (NPPF) - The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

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

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

Saved UDP Policy

Policy DC19, Listed Buildings - Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Policy EN 3, Heritage - Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy SP1, Spatial Principles - This states that 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, retail, leisure and cultural activity, alongside high- quality city living.

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.

Policy DM1, Development Management - This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

Appropriate siting, layout, scale, form, massing, materials and detail.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

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

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

Policy EC1, Employment and Economic Growth in Manchester - This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

Policy EC10, Wythenshawe - This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

Issues

Principle- The principle of providing additional storage for an existing B8 use is considered acceptable given the location of the building and the predominant uses within the immediate area. Notwithstanding this, consideration must be given to the canopies siting, scale and massing, design, appearance, and to the proposal's impact upon existing levels of residential amenity.

Siting Scale and Massing-The proposed canopy would be located on an area of hardstanding to the north of the site, immediately abutting the existing B8 unit. Being of a lightweight construction and in materials that are of the same colour palette as the host unit it is considered that the siting is acceptable and is representational of a structure one would expect to see associated with an operation of this nature. At double height and of modest projection, it is subservient to the existing building, and the scale and massing when viewed within the context of the surroundings are considered appropriate.

Appearance- It is simplistic in appearance, and materials are similar to that of the main unit and are considered acceptable.

Residential Amenity- The nearest residential properties are located on Longley Lane to the North of the application site and are approximately 150 metres away from the proposed site. Given the distance, and the fact that the canopy is tucked behind the existing building, it could not be viewed from the residential properties on Longley Lane. It is therefore considered that the proposal will not have a detrimental impact upon residential amenity of the nearby residential property.

Car Parking- The canopy is to be constructed on a vacant piece of hardstanding away from the demarcated parking area. The number of spaces is not impacted by the development.

Impact on the Listed Building- The canopy is tight up against the existing unit over to the right-hand side of the site. It is lower in height than all the surrounding buildings and occupies a small portion of the site. It does not interrupt the eyeline of the listed building, which is restricted

in any event given the limited view through to the rear of the site. Therefore, given the scale and the siting it does not interfere with the view of the listed building.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, no negotiations were necessary, and the application has been determined in accordance with both national and local policies and appropriate conditions have been attached.

The scheme is considered to be in accordance with the guidance contained within saved policies of the Unitary Development Plan for the City of Manchester 1995 and the Core Strategy Development Plan Document 2012.

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

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

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

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

Drawing pack showing elevations and layout plans received 1st November 2021

Location Plan received 1st November 2021

Site Plan received 1st November 2021

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) The development hereby approved shall be carried out in accordance with the materials as set out in drawing pack building details and as detailed on the application form dated 1st November 2021

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Unit 2, Bradnor Road, Manchester, M22 4TE

Rostrad Ltd, Harling Road, Manchester, M22 4UZ

Cardinal Maritime, Harling Road, Manchester, M22 4UZ

Yusen Logistics, Unit 1, Bradnor Road, Manchester, M22 4TE

Wylex Works, Sharston Road, Manchester, M22 4RA

Electrium Sales Ltd, Wylex Works, Sharston Road, Manchester, M22 4RA

Housing Maintenance Depot, Bradnor Road, Manchester, M22 4TE

Appendix 2 – Planning constraints

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3

Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH