

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131656/FO/2021

Date registered valid: 17 November 2021

Proposal: Erection of a two storey side extension to form additional cash and carry floorspace (sui generis)

Address: 30A Moulton Street, Manchester, M8 8FQ

Ward(s): Cheetham Ward

Applicant: Mr Mohammed Sarwar, 30A Moulton Street, Manchester, M8 8FQ

Agent (if any): Mr Saghir Hussain Create It Studio Architects Universal Square, Devonshire Street North, Manchester, M12 6JH

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 5 April 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 11 December 2021

Standard consultations:

Printed: 19 November 2021

Expired: 10 December 2021

Neighbour notifications

Printed: 18 January 2022 Expired: 25 January 2022

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 application sites relates to a small, triangular shaped, forecourt area, within an end terraced position, to the side of an existing cash and carry business, situated to the southern side of a small complex of similar units.

The site is enclosed to two sides by the existing, two storey cash and carry building and a, neighbouring business premises, immediately to the south. Both building incorporate flat roofs and front the car park area.



The site fronts a poorly surfaced, central car park area serving the complex of cash and carry units. The area is subject to a high degree of both vehicular and pedestrian activity.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within a predominantly commercial area, a short distance from the main arterial route of Bury New Road and within the designated 'workshop village' as defined by the Strangeways Local Plan.

The area is dominated by small scale wholesale and warehouse units selling a variety of goods. The immediate area comprises an estate of wholesale units surrounding a tightly packed courtyard with central parking area. Access is achieved via an access road from Moulton Street to the south and Vega Street to the north.

The site is within Flood Zone 3.

Description of development

Erection of a two-storey side, flat roof extension to form additional cash and carry floorspace (sui generis).

The existing business to which the extension relates focuses on trade customers for I.T equipment who place orders to purchase supplies from the business then make arrangement to collect the goods from the premises. The extension is intended to create additional storage/wholesale space.

The proposed triangular shaped extension will create an additional 44 sqm of floorspace and infill an existing recess to the side of the building and the southern side of the courtyard.

The host building includes space for the parking for 7 vehicles within the courtyard area immediately to the front of the building. These are to be retained.

The original application raised concerns surrounding the creation of a narrow gap/hidden recess at the rear of the proposed extension due to the need to retain a fire escape exit route for the neighbouring premises.

To overcome the Council's concerns, this gap is now proposed to be enclosed by the inclusion of a fire exit door at the terminus of the route. It is believed that this will eliminate concerns surrounding unauthorised access.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are recommended in relation to waste management, a gas membrane and external equipment insulation (if equipment proposed).

Highway Services – It is noted that the area of Moulton Street where the unit is located is not adopted highway.

The site is considered suitably accessible by public transport by bus services on A56 Bury New Road.

The following additional comments are made:

Car parking

It is stated in the TS that the building has 7 dedicated car parking spaces located along the frontage - the highway is not adopted and appears in a poor state with the bay markings unclear. It is recommended that the area is resurfaced and appropriately marked for car parking - bays should be 2.4m wide x 4.8m length. It is also recommended that one bay is marked as an accessible space - this should be 3.6m wide x 6.0m length. This would be at the applicant's expense.

In terms of operation the applicant states that trade customers who place orders to purchase supplies from the business then make arrangement to collect the goods from the premises. The applicant suggests that there will be no increase in customer numbers and as such the car parking provided is sufficient.

A 2m footway should be maintained adjacent to the site and proposed extension.

Trip Generation

Limited information has been provided regarding existing or proposed trips. It is suggested that there will be no increase in trips and the extension is to improve current operational efficiency. The applicant also advises that as they also operate a warehouse nearby the level of deliveries to the store by delivery vehicle is also not predicted to increase. This information is accepted in good faith.

Servicing

The business receives one delivery of goods to the building per month. The delivery arrives and leaves before 10:30am in the morning on a weekday. The owner of business operates a warehouse nearby and goods are also transported between the warehouse and the unit at Moulton Street via a hand trolley.

Accidents

The accident analysis provided indicates that there had been no accidents in the vicinity of 30A Moulton Street but the analysis did reveal two slight injury accidents in other parts of Moulton Street in a five year period. MCC Highways accepts that this level of accidents does not indicate an underlying highway safety issue.

Cycles

No detail is provided regarding the arrangements for staff cycle storage. To encourage sustainable travel it is recommended that secure weatherproofed cycle storage is provided at the site.

Construction

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams.

Flood Risk Management

In response to the application originally submitted, an objection was raised due to the site being situated within Flood Zone 3 and no Flood Risk Assessment was submitted.

A Flood Risk Assessment has now been submitted. Whilst the principle of development is generally accepted, further information is required. Notably, finished floor levels. A suitable condition as advised, has been included.

Environment Agency

As detailed with the Flood Risk Assessment (FRA) provided for the application, the proposed development is considered, for matters associated with flood risk, to be a 'minor development' form. The overall footprint of the development will only be increasing by circa. 26 sqm and the intended use of the development (thus its flood risk vulnerability classification) will be unaltered. The proposed development site is also not in close proximity to a designated 'main river'.

It would appear that the applicant has followed the EA's FRSA advice in this instance. As detailed within the FRA Finished Flood Levels for the extension are to be set no lower than existing and including flood resilience measures up to 600m from ground level.

Whilst the FRA references that occupants can sign up to the EA's emergency warning service currently the FRA does not include any firm details on evacuation procedure other than to state: "it will be necessary to make sure that the occupants are fully aware of the flood risk and flood warning and evacuation during an extreme event. If necessary, during a flood event the first floor will provide a safe haven for the occupants". Where the warning and emergency response is fundamental to managing flood risk it would be advisable to have a clearly defined procedure in place i.e. a detailed Evacuation Plan. It may be that one for the development already exists which simply requires updating.

Policy

The following policy and guidance is considered relevant to the consideration of this application.

- Policies DM1, SP1, T2, EC1, EC2, EC4, EN14, EN17, EN18 and EN19 of the Manchester Core Strategy;
- Saved policies CC10 and DC26 of the Unitary Development Plan;
- The Guide to Development in Manchester (SPD);
- Strangeways Local Plan;
- National Planning Policy Framework (NPPF).

Relevant Planning History

F07336

Revised layout and elevations for 12 single-storey wholesale business premises (previously approved under reference F04562). *Approved 18 November 1977.*

F07037

The permanent retention of 12 wholesale warehouse units for which planning permission was granted on 2nd August 1976 for a limited period to expire on 31st December 1985 under ref. F04562. *Approved 8 August 1977.*

F04562

Erection of 12 single-storey wholesale business premises on vacant land. *Approved 2 August 1976.*

Issues

Principle

Given the policy context, the nature of the surrounding commercial environment and appearance of the proposed extension, it is considered that general principle of the development would be acceptable in this location and the changes will have a neutral impact upon the appearance of the building, the appearance of the street-scene and character and function of the area in general. As such, the proposal accords with the aforementioned policy and guidance.

Design Scale and Appearance

The proposed extension is modest in size and would reflect the design and scale of the both the existing building to which the extension relates and would be consummate in scale and appearance to neighbouring premises.

The proposed extension would essentially square off an existing set-back to the southern side of the courtyard and would not have any material or undue impact upon the character and appearance of the area.

Impact to the Highway

The proposed extension is anticipated to provide a more efficient operation for the business so that the number of times to re-stock the building can be reduced. The extension will enable the applicant to stock more items on the premises and enable orders to be processed more efficiently.

Given that the proposed extension is modest in size and relates to an existing business operation scheme, it is not anticipated to give rise to any increase in vehicular trips, deliveries, traffic generation or parking demand. Highways Services are satisfied in this regard.

The premises already provides 7 car parking spaces immediately to the front of the premises. As there is no increase in traffic levels anticipated from the proposed extension, the level of car parking is considered adequate to accommodate the additional floorspace.

Whilst Highway Services recommend cycle storage be included, it should be noted that the proposed development is a small extension to an existing operation. Further, there is no space externally for such storage. Should staff wish to cycle, they will be able to store bikes internally within the premises,

The premises is only open to trade customers who are more likely to use other modes for travel for the collection of goods and therefore it is not considered that cycle storage provision would be of little use.

Further, given reports of the high crime rate in the area and the unsuitability of external areas for cycle storage, it is not believed that there would be any tangible benefit of providing such a facility on this occasion.

Highway Services suggested that the existing parking area to be poorly defined. As such a condition is recommended which requires this area to be resurfaced and demarcated to ensure a satisfactory level of provision.

Flood Risk

The site is situated within Flood Zone 3 and therefore is in area at a high risk of flooding.

Due to initial concerns raised by Flood Risk Management, the applicant submitted a Flood Risk Assessment.

Following an assessment of the submitted report, further information is required in relation to estimated flood levels, finished floor levels and if necessary, flood resilience measures

A condition is recommended requiring the submission and agreement of this information prior to the commencement of development. It is believed that with the inclusion of appropriate finished floor levels and any necessary mitigation, flood risk should not form a barrier to the development of the type proposed.

Additionally, the Environment Agency stated that provided the Flood Risk Standing Advice (FRSA) is followed and Finished Flood Levels for the extension are set no lower than existing and including flood resilience measures up to 600m from ground level, there is no objection. It is recommended however that the applicant provided an evacuation plan should the need arise. This has been included within an appropriate condition.

Waste Management

The proposal includes an internal, ventilated store, with waste collected from the building, managed by the owner.

Whilst Environmental Health consider the arrangement generally acceptable, they seek clarification that the information submitted means that an additional 2 x 1100 litre containers will be provided for cardboard waste to account for additional building size and cardboard waste production. A suitable condition requiring the submission of further information is included.

Security

The Council raised concerns surrounding the original proposal, as it would create a hidden passageway at the rear the proposed extension, due to the need to incorporate a fire escape route for the adjacent premises. This issue has now been overcome by 'closing off' the passageway with an external, fire escape door to secure the area. It is considered that this satisfies security concerns.

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:

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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) No above ground development that is hereby approved shall commence unless and until samples and specifications of all other 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 only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

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

Drawings referenced A183(01) AP001/A and A183 (02) AP001/E, A183 (02) AP002/E, A183 (02) AP003 and A183 (02) AP004/E received by the City Council as Local Planning Authority on 17 November 2021 and 17 January 2022 respectively.

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.

4) Prior to the commencement of development appropriate and comprehensive construction designs for the installation of a proprietary gas membrane, in order to alleviate any possibility of landfill gas ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason - the development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas pursuant to policy EN18 of the Manchester Core Strategy (2012).

5) No development shall commence until the submitted flood risk assessment (dated 28/02/2022) has been updated and resubmitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt, as per the government standing advice, the assessment must be updated to include the following:

- The estimated flood level for the development (the estimated flood level is a river flood level with a 1 in 100 or greater annual probability, plus an allowance for climate change). The estimated flood level may be obtained freely from the Environment Agency;
- A plan showing the finished floor levels (FFLs) and the estimated flood levels. FFLs should take into consideration predicted flood levels and should be set to an appropriate level, this may be either no lower than existing internal FFLs of the adjoining dwelling or 300 millimetres (mm) above the estimated flood level. All levels should be in mAOD;
- If FFLs cannot be raised 300 mm above the estimated flood level, it should be demonstrated with flood resilience and resistance measures as part of the design. The measures suggested should relate directly to the predicted flood levels. Use the following guidance:
<https://www.gov.uk/guidance/flood-risk-assessment-standing-advice#extra-floodresistance-and-resilience-measures>;
- An assessment of potential flood waters being displaced due to the proposed development.
- Details of a flood evacuation plan should the need arise.

Reason - To ensure that the development is not at an increased risk of flooding (from various sources) and that the appropriate flood resilience and resistance measures have been implemented on site where required.

6) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) The car parking area indicated on drawing referenced A183 (02) AP001/E received by the City Council as Local Planning Authority on 17 January 2022 shall be surfaced, demarcated and made available for use, prior to the extension hereby approved being occupied. The parking shall be available for use at all times whilst the building is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

8) The fire door indicated on drawings referenced A183 (02) AP002/E and A183 (02) AP004/E received by the City Council as Local Planning Authority on 17 January 2022 shall be implemented in full, prior to the extension hereby approved being occupied.

Reason - To prevent a hidden recess and in order safeguard security, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

- 1) Please note, separate advertisement consent may be required for any proposed signage.
- 2) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact

Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
MCC Flood Risk Management
Greater Manchester Police

16 Moulton Street, Manchester, M8 8FQ
12 Moulton Street, Manchester, M8 8FQ
17 Moulton Street, Manchester, M8 8FQ
First Floor, 31 - 32 Moulton Street, Manchester, M8 8FQ
40 Moulton Street, Manchester, M8 8FQ
39 Moulton Street, Manchester, M8 8FQ
26 Moulton Street, Manchester, M8 8FQ
23 Moulton Street, Manchester, M8 8FQ
31 - 32 Moulton Street, Manchester, M8 8FQ
30 Moulton Street, Manchester, M8 8FQ
28 Moulton Street, Manchester, M8 8FQ
41 Moulton Street, Manchester, M8 8FQ
38 Moulton Street, Manchester, M8 8FQ
29 Moulton Street, Manchester, M8 8FQ
27 Moulton Street, Manchester, M8 8FQ
25 Moulton Street, Manchester, M8 8FQ
24 Moulton Street, Manchester, M8 8FQ
21 Moulton Street, Manchester, M8 8FQ
22 Moulton Street, Manchester, M8 8FQ
Unit 4A Rear Of, 31 - 32 Moulton Street, Manchester, M8 8FQ
Unit 3A Rear Of, 31 - 32 Moulton Street, Manchester, M8 8FQ
Unit 2 Rear Of, 31 - 32 Moulton Street, Manchester, M8 8FQ
Unit 1 Rear Of, 31 - 32 Moulton Street, Manchester, M8 8FQ
14 Moulton Street, Manchester, M8 8FQ
15 Moulton Street, Manchester, M8 8FQ
33 Moulton Street, Manchester, M8 8FQ
13 Moulton Street, Manchester, M8 8FQ

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Benefitting From Flood Defences -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH1