

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA



17 February 2022

Ref: 031003/L001

Dear Sir/Madam,

COMMERCIAL UNITS AT 9-13 BROUGHTON LANE, MANCHESTER – PROPOSED BIN STORAGE AREA AND NEW COMMERCIAL UNIT

On behalf of Mr Gee (the Applicant), please find enclosed a full planning application proposing the creation of a commercial bin storage area to support the function of existing commercial units, and the creation of an additional commercial unit, located on Broughton Lane, Willow Street and Vega Street in the Strangeways area of Manchester, close to the Salford boundary. The planning application is submitted via the Planning Portal (ref: PP-10461774) and comprises the following:

-)] Planning application form and Certificates duly completed and signed;
-)] Site Location Plan;
-)] Existing Site Layout, Floor Plan and Elevations drawing;
-)] Proposed Site Layout, Floor Plan and Elevations drawing;
-)] Flood Risk Assessment;
-)] Transport Statement; and
-)] Planning, Design & Access Statement, as presented in this letter.

Details about the application site and development proposals are set out below, together with the planning case in support of the proposed development.

Application Site

The application site accommodates multiple commercial units at ground and first floor level that are arranged in a block with frontage to Broughton Lane, Willow Street and Vega Street. The units are currently occupied by a range of businesses, to include mobile phone repair providers, cash and carry wholesalers and hot food takeaways. The units are supported by four off-street parking spaces located in a garage area accessed from Willow Street. The units all share waste disposal facilities, which comprise several 1,100 litre commercial bins and smaller containers that are located within communal areas and on the pavement.

Proposed Development

The existing waste storage facilities are inadequate to meet the needs of the existing occupiers, which results in overspill, fly tipping and general littering on the street. This situation is unacceptable and has resulted in the Council's Neighbourhood Services team encouraging the Applicant to take direct action.

It is proposed to create a large internal bin storage area to meet the needs of all of the tenants. The bin storage area will be located within the existing garage, where it will be under cover, out of sight and sheltered from the elements. The bin storage will occupy part of the existing off-street parking area, displacing two parking spaces, with access being taken from Willow Street via an alleyway to the side (southern elevation) of the building. A wide new opening will be created in this elevation, enclosed by a roller shutter, to provide ease of access to the bins and assist waste collections.

The bin storage area will accommodate nine 1,100 litre commercial bins. The bins will be allocated to specific occupiers, with each hot foot takeaway tenant having its own bin. The other ground floor occupiers will either share a bank of bins for general waste, plastics and cardboard, or will be allocated their own bins. A separate smaller bin storage area accommodating three 360 litre bins for general waste, plastics and cardboard will be delivered separately off Willow Street to serve the first floor units. All waste collections will be arranged via a contractor on an appropriate frequency.

The proposed bin storage area will create a residual area within the garage area between the bin store and frontage to Willow Street, which will be no longer of a scale to accommodate a parked vehicle. It is, therefore, proposed to make best use of this residual area by creating a new 12m² gross commercial unit with a shopfront to Willow Street. It is proposed that the use of this new commercial unit is restricted to a Class B8 trade counter or a sui generis cash and carry wholesaler, which reflects the existing use of neighbouring units.

An assessment of the proposals against the requirements of planning policy is presented below.

Bin Storage Proposals

The proposed bin storage facilities will address an existing waste issue in an effective, deliverable and controllable manner. The allocation of bins to specific occupiers will ensure that each business, but particularly the hot food takeaways, is able to implement an effective waste management strategy that manages odour, vermin and littering in an appropriate manner.

The total capacity of the waste containers has been calculated to exceed the demands of existing occupiers. However, additional surplus capacity has, nevertheless, been allowed in order to remove the potential for overspill or fly tipping.

Furthermore, the storage of the waste internally will ensure that it is not visible on the street scene and is not vulnerable to bird scavenging, whilst also enabling effective vermin controls to be implemented, if necessary.

The proposals in this regard therefore satisfy the requirements of Policy DM1.

Loss of Off-Street Parking

The proposed development will displace two existing off-street parking spaces located within the garage area. However, the accompanying Transport Statement demonstrates that the application site is genuinely highly accessible by a choice of modes of travel. The Statement also demonstrates that the reduced level of parking provision will not result in a severe impact, with the application site as a whole generating a need for just one more space than will be provided on-site. Given the amenity benefits that the proposed bin storage facilities will deliver, on balance, this negligible parking under provision is more than outweighed by the positive aspects of the proposal.

Additional Commercial Unit

The site is located within the Strangeways Employment Area, which, together with the City Centre and other fringe areas, form the primary focus for economic development in accordance with Core Strategy Policy CC1. The policy advises that *'developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported'*.

The application site is also located within the Regional Centre, where Policy EC3 supports the development of employment-generating commercial uses in principle.

Furthermore, Policy EC4 promotes economic development in north Manchester And specifically identifies the Strangeways Employment Area as being *'suitable for retention and growth of general industry, warehousing and distribution'*.

The proposed new commercial unit, which is proposed for use within Class B8 as a small trade counter or a sui generis cash and carry wholesaler, will align with these policies and, therefore, is acceptable in principle.

Flood Risk

The accompanying Flood Risk Assessment confirms that, whilst the application site is located within Flood Zone 3, flood defences are in place. As a result, the application site is only at risk of flooding in the extreme event that the flood defences are breached. The Assessment recommends that flood evacuation and flood resilience measures are secured by condition to mitigate this risk, with it being likely that significant advanced warning of a breach of the flood defences will be given by the authorities.

Design

The proposals will result in the existing roller shutter to the garage area being removed and replaced by the shopfront to the proposed new commercial unit and a smaller roller shutter to the remaining garage/parking spaces. The new shopfront will comprise full height glazing set within an aluminium

frame, with an external roller shutter to provide security, to match the neighbouring shop frontages to Willow Street. It will, therefore, be of an appropriate design that will complement the existing character of the street scene.

The new roller shutter to the proposed bin storage area will be positioned on the side/gable elevation of the building, where views of it will be screened by the neighbouring building to the south. This aspect of the proposal will, therefore, not be visible on the street scene and will have no visual effect upon the character of the area.

At 12m² gross, the new commercial unit is of limited scale, but will address the street scene in an identical manner to the neighbouring commercial units. The proposed use of the commercial unit will also reflect the existing character of the area.

The proposed development, therefore, has regard to the existing character of the area and is appropriate in design terms in accordance with Policy DM1.

Access

The application site is accessible by a choice of modes of travel, with there being a frequent bus service running on Bury New Road and bus stops in both directions located within a short walk from the site. The site is also accessible on foot and by bicycle from the surrounding area.

As confirmed by the accompanying Transport Statement, the application site is highly accessible by a choice of modes of travel, and the loss of two car parking spaces in order to accommodate the bin store is not expected to result in an unacceptable impact on the local highway network. The proposed new commercial unit will, therefore, be accessible by sustainable transport modes in accordance with Policy DM1.

Conclusion

The proposals are compliant with the relevant policy requirements. Furthermore, it will directly address an existing amenity/refuse issue, the benefits of which, on balance, offers significant support for the proposal.

We trust that you will find the planning application in order, but please be in touch if you require any further information.

Yours faithfully,



Chris Smith

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