

591a Stockport Road

Planning Permission for Change of Use

Project proposals, design, and access statement

Site Proposal

The Applicant who is the owner of the application and surrounding properties is seeking a change of Use.

This change of use is from the retail business Class E to Sui Generis, (*amended 24.03.2022*) specifically a Wedding Reception Hall. The property would be converted within its existing structure and footprint to incorporate the Hall, Toilet and Servery areas. Please note that food would be sourced externally and not cooked in the premises, also no alcohol licence would be required.

Access to the Hall would be via an enhanced entrance on Brook Terrace, any illuminated signage to be subject to future planning applications.

The existing service yard to the rear would be adopted to provide VIP Parking for the event hosts and access for delivery vehicles. The Yard would be secured.

Site Location

1. The application site is located within Longsight District Centre, approximately 2 miles to the south of Manchester. The site is located on the A6 Stockport Road which is its western perimeter.

2. The application site currently comprises part of a 2 storey 1960s terrace of commercial / retail buildings which extend at single storey to the rear providing further retail / storage space. There is an access, servicing, and car parking area to the rear which aligns Brook Terrace to the north, the railway line to the east, and Gore Brook to the south. The terrace of commercial buildings is unusually stepped back.

3. The application site covers an area of approximately 0.0743 hectares.

Although of an appropriate scale and materiality (use of red brick and tiled pitched roof), the existing development upon the site is of a functional appearance and not of any architectural or heritage merit. The site includes approximately half of the terrace of commercial buildings, as it appears from Stockport Road, which subdivides into 4 retail units.

4. There are no trees or soft landscaping within the site boundary. The site can be accessed to the rear via Brook Terrace (which is also within the site boundary). A very small part of the site adjacent to the Brook may fall within Flood Risk Zone 3.

Surrounding Area

5. The site is located within the southern part of Longsight District Centre. The character of the area is distinctively commercial, with retail units facing both sides of the street, and providing a variety of shops, services, and leisure facilities. Beyond the retail frontage / District Centre boundary, the character of the area quickly becomes residential with primarily terraced housing, but there is extensive residential accommodation 'above the shop' too. The railway line which aligns the eastern perimeter of the site does impede pedestrian connectivity in the area generally, albeit there is a

pedestrian tunnel adjacent to the site which connects Longsight to (primarily residential) areas to the east.

6. Although Longsight does not have a train or tram stop, the site has high accessibility to sustainable transport being as it is located on Stockport Road which is a high-quality bus corridor, with regular services to and from the city centre. Bus stops located a few meters from the site provide access to Manchester Piccadilly Bus Station within 10-15 minutes.

Local Planning Policy Context

Manchester Core Strategy Development Plan Document (July 2012)

7. The Core Strategy was adopted in July 2012 and sets out the long-term strategic policies for Manchester's future development. The Core Strategy sets out the key challenges facing the city. These include removing health inequalities and enabling healthier lifestyles and continuing to ensure that development is of a consistently high quality.

8. Proposals Map was adopted alongside the Core Strategy. This confirms that the site is not specifically designated for any use, although it does fall under *Central Manchester (Policies EC8 and H5)* which is one of five regeneration areas within the City. These policies along with the general Core

Highways, Access and Parking

9. The site is constrained by vehicular access, which to the rear is limited to Brook Terrace. Although single carriageway, this route is 2-way which is a situation MCC may look to resolve as part of any proposal, potentially by making it one way, with vehicles able to pass through Chell Street. It is helpful that this route falls within the client's ownership, as it could become a dedicated street for the use of the development and emergency vehicles only. As the development proposal would see the retention of existing retail uses, it would be important to ensure that these can continue to be accessed and serviced adequately.

Revised 24th March 2022