

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131824/FO/2021
Date registered valid: 11 November 2021
Proposal: Elevational alterations to existing building, including new
Address: 21 Cheetwood Road, Manchester, M8 8AQ
Ward(s): Cheetham Ward

Applicant: Mr Manoj Aggarwal, LCAM Nottingham, 93 Flixton Road, Manchester, M41 5AN
Agent (if any): Mr Ian Malyan, FOB Design UK Limited 72A Water Lane, Wilmslow, SK9 5BB
Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 24 December 2021

Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 25 November 2021

Standard consultations:

Printed: 16 November 2021

Expired: 7 December 2021

Neighbour notifications

Printed: 16 November 2021

Expired: 7 December 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 application site relates to a large, part single (double height), part two storey, flat roof building, situated at the corner of Cheetwood Road and Allison Street.

The building which is predominantly of masonry construction, incorporating a series of high-level windows and a full height servicing access with metal door to Allison Street. The roof and upper sections of external walls are encased with barbed wire.

The western side of the building incorporates a single storey, lean-to roof which provides cover to an external storage area.



Existing building

The site perimeter is enclosed by metal railings with barbed wire above. The principal servicing access is gained from Allison Street.

The surrounding footway is used for ad hoc, fly parking associated with nearby businesses.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is situated within the warehouse district of Cheetham as identified by the Strangeways Local Plan and saved policy CC10 of the Unitary Development Plan. The immediate area is dominated by various wholesale uses and general industrial buildings comprising low-rise buildings with large floor plates.

In terms of the immediate surroundings, the immediate area comprises similar uses, including a large, double height, metal clad warehouse/showroom with associated car parking area on the opposite side of Allison Street and a building of similar design, scale and appearance on the opposite side of Cheetwod Road. Other nearby uses are of comparable scale containing a host of light industrial and wholesaling uses.

Diagonally opposite the site to the north-east and on other side of Allison Street is Cheetham Park. Beyond this, the area becomes more residential in character.

Description of development

Planning permission is sought for elevational alterations, including new shop fronts in association with the subdivision of business premises to create 11 x business units (Class E).

The sub-division in this case does not require planning permission and involves the creation of new shop frontages with full height glazing to the ground floor of each unit.

The current occupier, Empress Quilts and Textiles, is to relocate to another unit in Greater Manchester and therefore the proposal seeks to sub-divide the existing floorspace (Class E – formerly Class B1) into smaller business “starter” units with most of these being 130 sqm. An additional 189 sqm of floorspace to the existing first floor is to form ancillary office space.

Whilst no additional floorspace or increase in volume is being sought, the proposal entails the over-cladding of the building at first floor level and the introduction of new, glazed pedestrian entrances along Allison Street. The fence that currently demarks this boundary is to be removed to facilitate access.



Image of proposed elevational alterations

The applicant notes that the existing masonry building looks somewhat tired. As such, it is proposed to over-clad the upper area of the building facing Allison Street with modern rainscreen cladding, incorporating a fascia signage zone below.

The sub-division will be along the existing structural bays with step-free access to each unit. A new accessible toilet and kitchenette would also be provided in each, with a rear escape egress.

The existing loading bay at the north-western end of the building would be clad to match that used along the terrace (this was previously approved under lapsed planning consent ref. 099776/FO/2012/N1).

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are recommended in relation to hours of operation, waste management and external equipment.

Highway Services - It would appear that vehicles currently park on the front forecourt on Allison Street where, according to MCC mapping, only the front part of the footway is adopted. If this is retained, then there are concerns that such parking may obstruct the adopted highway.

However, there are also concerns about a general lack of on-site parking for the overall development, where any further demand for parking would therefore occur on adjacent roads. It is requested that justification is provided by the developer in relation to their parking provision.

It is recommended that secure and sheltered cycle parking is provided as part of any approval.

With regard to traffic movements, clarification is sought as to the extent of any increase in traffic movements due to the sub-division of the building.

The waste management proposals incorporate an on-site bin storage area and it is presumed that collection will take place from Allison Street. This arrangement is acceptable.

Pedestrian access arrangements are acceptable from a highway perspective.

Further details are sought in relation to the servicing arrangements to each unit to allow us to determine whether these can be accommodated on or adjacent to the development.

If the former vehicle access on Allison Street to the centre of the existing building is no longer required, then this redundant access point should be converted back to footway. In addition, the footway adjacent to the development should be resurfaced as part of these works at the developer's expense. If planning application is approved then alterations to the highway will be required and are to be undertaken through S278 agreement.

Should the planning application be approved it is recommended that a Construction Management Plan be conditioned.

Flood Risk Management – It is recommended that the applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage.

Policy

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

- Saved policies CC10 and DC26 of the Unitary Development Plan for the City of Manchester;
- Policies DM1, SP1, EC1-EC3, T2, EN3 and EN14-19 of the Manchester Core Strategy;
- Strangeways Local Plan;
- National Planning Policy Guidance;
- National Planning Policy Framework (NPPF).

Planning History

099776/FO/2012/N1

Erection of single storey rear extension to provide weatherproof loading bay following demolition of existing loading bay. *Approved 27 September 2012.*

Issues

Principle

S.55(2)(f) of the Town and Country Planning Act (1900) implies that the subdivision of a planning unit is not development provided the use class remains the same, although an exception is made in the case of the use as two or more separate dwellinghouses of any building previously used as a single dwellinghouse, which does involve a material change in the use of the building.

As such, in this case, the sub-division of the units does not itself require planning permission. The only issues for consideration relate to the visual impact of the elevational changes and issues surrounding intensity of use.

It is considered that the addition of new external openings are acceptable and unlikely to give rise to any significant or negative impact to visual amenity or the appearance of the street-scene. It is believed that the changes will actually improve the frontage of the building by allowing a more transparent and open frontage, which will add to the vibrancy of the area and uplift the appearance of the building. As such, the proposal complies with the aforementioned policy and guidance.

Residential Amenity

This part of Cheetham is dominated by similar, businesses and is identified within policy as being suitable uses which generate a high level of employment.

Due to the detached position of the nearest residential neighbourhoods to the north and west and the context of the site's immediate surroundings which is dominated by commercial uses, it is not believed that there would be any significant, adverse effect upon the living conditions of nearby occupiers in terms of increased activity and any associated noise and disturbance. Any impact can be mitigated though the use of planning conditions to control hours of use, external equipment and servicing arrangements. Conditions have therefore been included in this regard.

Visual Amenity

The proposed use would introduce shop frontages which would enliven the building and provide vibrancy to the street, whilst mirroring the changes made to other nearby buildings. It is believed that the changes are positive and would bring the building up to modern standards, benefitting the appearance of the street-scene.

The existing building is of little architectural merit and the existing openings are quite restrictive, presenting a bland, unattractive and negative frontage. This is accentuated by the use of barbed wire to the roof and to the metal railings which surround the building.

The external alterations which will entail the removal of the barbed wire and the installation of new shopfronts with full height glazing and fascia signage, coupled with the use of high level cladding to mask the patchy brickwork, will enliven and modernise the building frontages to the benefit of visual amenity, whilst facilitating a long term use of the building.

An informative has been included to ensure that the applicant is aware that any new signage or advertisement is likely to require separate advertisement consent in order to control its appearance.

Waste Management

An enclosed, communal, central waste store is proposed along the western side of the building with access to the rear of the units and to Allison Street.

The submitted waste management strategy indicates the use of 22 x 240 litre bins for general waste and mixed recycling with weekly collection.

Highway Services and Environmental Health have confirmed that the proposed arrangement is generally acceptable, although further details are required relation to the frequency of collection. An appropriate condition has been included.

Impact to the Highway

Concerns have been raised by Highways regarding the lack of transport related information, submitted as part of the application, as well as requiring details of servicing arrangements.

It should be noted that the proposal relates to elevational alterations associated with the subdivision of an existing building. The building could legitimately change use and be subdivided without the need for planning permission. As such, it would be unreasonable in planning terms to impose highway restrictions in terms of parking, since the building could be readily converted for the existing use and does not involve any increase in floorspace.

It is acknowledged however that servicing arrangements would be intensified due to subdivision facilitating multiple operators. As such, a condition has been included which requires the submission and agreement of a servicing management plan, in order to safeguard the safe operation of the highway. It is anticipated that as is the case for many other similar warehouse uses in the area, servicing will take place on the roadside in front of each premises. This is generally considered satisfactory in this area.

In addition to the above, Highways have requested that redundant vehicle crossovers be reinstated and that the adjoining footway resurfaced. Accordingly, as new shopfronts are proposed and to ensure the safe operation of the highway for pedestrians, as well as the need to deliver visual improvement to the site, a condition has been included which will required

details of off-site highway works to be submitted and agreed and ultimately progressed via a S.278 agreement with the Council.

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

Drawings numbered PL01, PL03/A and PL07/A received by the City Council as Local Planning Authority on 5 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 Manchester Core Strategy.

3) Notwithstanding details submitted, no development that is hereby approved shall commence unless and until samples and specifications of all 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 approved details.

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

4) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles;
- Wheel washing facilities; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) Prior to the installation of any roller shutters, full details of the proposed roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details and retained thereafter.

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

6) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday.

No deliveries, servicing and all collections, including waste collections shall take place on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) None of the units hereby approved shall not be open outside the following hours:-

07.30 to 20.00 hrs Monday to Friday;

08.30 to 20.00 hrs Saturdays;

09.00 - 13.00 hrs Sundays and Bank Holidays

Reason - To safeguard amenity and to reduce noise and general disturbance, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

8) If any external equipment is to be installed, the plant or equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location. Details of the scheme should be submitted to and approved in writing by the City

Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site prior to installation of any plant. The approved scheme shall be fully implemented prior to first use and in accordance with the details agreed and a verification report shall be submitted and approved in writing in order to validate the works undertaken conform to the requirements within the report.

Reason - To safeguard the amenities of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

9) Notwithstanding details submitted, none of the units shall be occupied until a full servicing strategy has been submitted to and approved in writing by the City Council as Local Planning Authority. 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 highway safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) Notwithstanding details submitted, the units hereby approved shall not become operational 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 amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) None of the units hereby approved shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of any boundary treatment to be erected., including details of how the area immediately to the front of the building is to be resurfaced. The agreed details shall be completed before any of the units hereby approved are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

12) Prior to the commencement of development, full details of all necessary off site highway works, to be implemented via a S.278 agreements, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include the following:

- Full resurfacing of the footway (including reinstatement of redundant dropped crossings) adjacent to the building fronting Cheetwood Road and Allison Street.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall then be implemented in accordance with the agreed details.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the building shall not be further subdivided to form additional units.

Reason - To prevent an over-intensive use of the site, pursuant to Policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) The applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Council records highlight that the underground River Irwell Tributary culvert is located within close proximity to the site (approximately 12m to the South of the site). Whilst Council records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all Council underground assets. Therefore, it is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and the Council should be contacted immediately.

2) Please note, separate advertisement consent may be required for fascia level sign or any other signage. Please contact the City Council as Local Planning Authority for further advice prior to the installation of any signage or advertisements.

3) It is recommended that all external fittings are to 'Secured by Design' standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Unit 6, 8 Allison Street, Manchester, M8 8AR
Rear Of, 124A Waterloo Road, Cheetham, Manchester, M8 8AF
First Floor, 124A Waterloo Road, Cheetham, Manchester, M8 8AF
Front, 124A Waterloo Road, Cheetham, Manchester, M8 8AF
124A Waterloo Road, Cheetham, Manchester, M8 8AF
124C Waterloo Road, Cheetham, Manchester, M8 8AF
124B Waterloo Road, Cheetham, Manchester, M8 8AF
Unit 5, 8 Allison Street, Manchester, M8 8AR
Unit 4, 8 Allison Street, Manchester, M8 8AR
Unit 3, 8 Allison Street, Manchester, M8 8AR
Unit 2, 8 Allison Street, Manchester, M8 8AR
Unit 1, 8 Allison Street, Manchester, M8 8AR
Unit B3 Front, C And C Industrial Estate, Broughton Street, Manchester, M8 8NL
Units A4 And A5, C And C Industrial Estate, Broughton Street, Manchester, M8 8NL
Units B4 To B6, C And C Industrial Estate, Broughton Street, Manchester, M8 8AQ
Unit B1, C And C Industrial Estate, Broughton Street, Manchester, M8 8LR
Unit B2, C And C Industrial Estate, Broughton Street, Manchester, M8 8NL
Rear Unit B3, C And C Industrial Estate, Broughton Street, Manchester, M8 8NL
Units A2 And A3, C And C Industrial Estate, Broughton Street, Manchester, M8 8AQ
C And C Industrial Estate, Broughton Street, Manchester, M8 8AQ
Unit 1A1, C And C Industrial Estate, Broughton Street, Manchester, M8 8NL
Unit 3B, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Unit 2B, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Unit 1B, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
8C Allison Street, Manchester, M8 8AR
8B Allison Street, Manchester, M8 8AR
120 Broughton Street, Manchester, M8 8AN
Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Bsv International, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Brightside House, 122 Waterloo Road, Cheetham, Manchester, M8 8AF
Park House, 6 Cheetwood Road, Manchester, M8 8AQ
Cheetwood House, Cheetwood Road, Manchester, M8 8AQ
8 Allison Street, Manchester, M8 8AR
Westerdale House, Harthill Street, Manchester, M8 8AG

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) 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(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1

