

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126284/FO/2020

Date registered valid: 4 September 2020

Proposal: Erection of a two-storey building at the front of the existing building to form a showroom (sui generis)

Address: 171 Cheetham Hill Road, Manchester, M8 8LG

Ward(s): Cheetham Ward

Applicant: Moyee Investments Limited, 171 Cheetham Hill Road, Manchester, M8 8LG

Agent (if any): Mr Liam Gooding LDM Surveyors Floor 5, Suite 510, Piccadilly House, Manchester, M1 2AP

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

Recommendation: Approve

Date of recommendation: 25 November 2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 September 2020

Standard consultations:

Printed: 15 September 2020 Expired: 6 October 2020

Neighbour notifications

Printed: 15 September 2020 Expired: 6 October 2020

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, single storey warehouse building, incorporating a shallow dual pitched roof, situated between Cheetham Hill Road to the east and Bent Street to the west. The building is presently vacant and of a dilapidated appearance. The building is occupied by a fashion textile wholesaler.

The building presents its main frontage to Cheetham Hill Road and includes a series of metal roller shutters to its main elevation. Immediately to the front of the building is an overgrown, grassed area, separated from the footway by individual metal knee rails.

To the rear is the main servicing access, with a small car park area accessed off Bent Street.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated adjacent to a main arterial route leading into and out of the city centre. The site is situated at the heart of the Strangeways warehouse district which is dominated by commercial buildings and warehouses predominantly in use as wholesalers, offices and cash and carry businesses contained within buildings ranging from one to three storeys in height.

Description of development

Planning permission is sought for the erection of a two storey front extension to the existing building to form a showroom (sui generis) associated with the authorised textile wholesale use of the existing structure.

The extension spans the full width of the host building and incorporates a flat roof. Projecting further forward from the main building element is central staircase core.

The intention is that the current application represents the first phase of development, with a further phase involving includes a second storey to follow.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions are advised in relation to ground conditions and external equipment.

Flood Risk Management – A condition is recommended which requires the submission and approval of a surface water drainage scheme and details of its subsequent maintenance.

United Utilities – Foul and surface water should be drained on separated systems. It is advised that the proposed development incorporate a surface water drainage scheme.

In addition, it is advised that there is a risk of potential contamination being present on the site. The developer may be required to undertake a Water Supply Pipe Risk Assessment (WSP RA), to select the correct water pipes for installation & to make connection to the proposed properties.

Greater Manchester Police (Design for Security) - due to the size (over 500m² for the new extension) and nature of this proposal, it is recommended that a full Crime Impact Statement (CIS) report should be submitted when full permission is sought, in order to show how crime has been considered for the proposal and the surrounding area.

Highway Services – It is noted that vehicular access to the existing premises is from Cheetham Hill Road via Bent Street to the. The existing site car park provides 10 staff spaces and with Phase 1 development estimated to result in the employment of four additional staff, the applicant has confirmed that the existing car park will adequately accommodate 8-9 staff expected to be parked on-site at any time.

The principle of the proposal is accepted but clarification is sought in respect of the number of additional staff to be employed, visitor trips and parking. Cycle parking is encouraged.

Deliveries and operational servicing activity is limited to circa two or three 3t vans per day, with loading generally taking place from the rear parking area. Given interaction between these vehicles and car parking, it is suggested that the proposals would benefit from designated loading and car parking areas being carriageway marked.

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;
- Policies DM1, SP1, T2, EN14-17, EN19, EC1 and EC2 of the Core Strategy;

- Strangeways Local Plan'
- National Planning Policy Framework (NPPF);

Issues

Principle

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions be made in accordance with the development plan unless material considerations indicate otherwise.

In the case of this application, the principle of the proposed development is considered acceptable and compliant with the aforementioned development plan policy and associated guidance.

The proposed use would allow for the improvement of an existing building along a major arterial route and within the context of a predominantly commercial environment and contribute to the Council's economic objectives by allowing the improvement and retention of an existing employment site. More specific planning issues are outlined further below.

Design, Scale and Appearance

The proposal involves the addition of a two storey building attached to the front of the existing single storey warehouse. The proposed scale and design that reflects that of other buildings in the area and specifically mirrors the arrangement of the neighbouring building to the south.

The scale and appearance of the building is considered comparable to others in the immediate streetscape which contains building of varying heights and styles ranging generally from one to three storeys. As such, it is considered that the additional height of the building will assimilate easily into the surrounding context without any undue impact upon either the character of the area, or upon the amenity of adjoining occupiers.

Due to the relationship of the proposed building with neighbouring building and the lack of any windows on the main side elevations, there will be no impact in terms of over-dominance or overlooking.

In terms of appearance, the proposed structure will incorporate a flat roof and a principally glazed, full height frontage, with brick surrounds and side walls. To the front, a central, full height staircase core is proposed, which projects forward of the main front elevation.

A residual area of grassed forecourt area separates the building from the footway to provide a degree of separation, setting and defensible space.

Visual Amenity

The present structure is of unkempt and dilapidated appearance which presently make a negative contribution to the character and appearance of the area.

The proposed building will give the building a more contemporary appearance, which in turn will uplift the appearance of the building and the character of the street-scene, to the benefit of visual amenity.

The proposed building will create an aesthetic improvement in contrast to the building that currently occupies the site and would present a more contemporary elevation, more

sympathetic to area and which reflects the design of the neighbouring building. As such, the impact to visual amenity is seen as a positive aspect of the proposed development. If any roller shutter are proposed, in order to ensure suitable shutters and housing are incorporated with the overall design, a condition has been included which will require the submission and approval of details prior to above ground works commencing.

Residential Amenity

The application site is situated at the heart of a designated commercial area with no immediate residential occupiers situated nearby. As such, there will be no impact upon residential amenity.

Landscaping

The application site incorporates an open, overgrown, grassed area to the building frontage. Whilst much of this space will be diminished as consequence of the proposed development, there will a residual element will be remain.

The proposed development presents the opportunity to improve the appearance of the main Cheetham Hill Road frontage and incorporate an attractive setting to the building.

Accordingly, conditions have been included which will require the submission and approval of landscaping scheme to soften and improve the appearance of the development, as well requiring boundary treatment to enclose the site and separate it from the public domain.

Car Parking and Impact on the Highway

The existing parking area to the rear of the building includes 10 spaces for staff members to park their cars, which can be easily accessed from Bent Street. With the proposed showroom extension, a further 4 staff members are expected to use the development site, with around 8 or 9 staff expected on site at any given time.

Given the nature of use, the modest increase in staff and the off road parking provision and on street parking availability, it is not considered that there will be marked or detectable impact upon highway network and a consequence of vehicular trips or parking demand.

To mitigate any impact upon on-street parking, particularly any demand caused by associated staff, a condition has been included which will require the inclusion of cycle storage provision to encourage non car modes of travel.

In terms of servicing there is not expected to be any difference in the number of deliveries as is presently the case. Currently, a 3-tonne van arrives at the site and delivers pallets for the development on a monthly basis. The pallets are unloaded from the van and placed on-site in the rear car park. This is expected to continue with the new showroom extension in place. The van will reverse into the car park at the rear of the site and unload.

In addition, between 2 to 3 transit vans currently arrive at the site on a daily basis and have access to the rear parking area. This is expected to continue with the proposed showroom extension. The vans will again use the access to car park area to make deliveries.

In order to ensure servicing does not impact on the adjoining highway a condition or involve an intensification of servicing activities, a condition has been included requiring the development to be implemented in accordance with the submitted Servicing Strategy which details existing and anticipated movements.

Boundary Treatment

Indicate details have been provided to show the position of boundary treatment to the property frontage. A condition has been included which requires full details of the type of boundary treatment to be installed prior to first occupation of the unit.

Waste Management

The proposal involves the use of an existing refuse storage area at the rear of the building within the car park area, accessed from Bent Street. This arrangement is considered acceptable in principle, although more detailed arrangements are requested by way of a planning condition and to ensure any uplift in waste can be accommodated.

Construction Management

In order to ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction Management Plan. This will need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

Security

A condition has been included which will require the submission of details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved.

Climate Change and Air Quality

Given the existing use of the site, the proposed number of staff/visitor and the location of the site along a main arterial route, it is anticipated that vehicular movements will not be significant. As that the site is located adjacent to a busy, main arterial route and transport corridor, it is considered unlikely that there would be any significant or harmful contribution to air quality or climate change above and beyond the existing situation, as a consequence of vehicular movements or ongoing activity.

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) No above ground 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 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 of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

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

Location plan and drawings numbered PS305, PS306, PS307, PS308, PS102, PS104, PS203, PS204 and PS402 received by the City Council as Local Planning Authority on 19 February 2020 and 24 November 2020 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) The development hereby approved shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Core Strategy.

5) Notwithstanding detail submitted, the development hereby approved shall not 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 visual amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) 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.

7) Any externally mounted ancillary 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.

8) 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.

9) The premises shall not be open outside the following hours:-

09.00 to 18.30 Monday to Friday

09.00 to 15.30 Saturdays, Sundays and Bank Holidays.

Reason - In interests of amenity, in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

10) Prior to the erection of the above ground structure, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

11) The building hereby approved shall not be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

12) The development hereby approved scheme shall only be implemented in accordance with the Servicing Strategy produced by Aval (Ref: 91121) dated 18 August 2020 and received by the City Council as Local Planning Authority on 19 August 2020. The strategy shall remain in use so long as the use or development is in operation.

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

13) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

14) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

15) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

16) The development hereby approved shall not be occupied until a hard and soft landscaping treatment scheme to the building frontage has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

17) Notwithstanding details submitted on drawing numbered PS402 received by the City Council as Local Planning Authority on 24 November 2020, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected to the building frontage. The boundary treatment shall be completed before the building is 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 in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

18) Prior to the commencement of above ground development, full details of any 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.

19) 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.

20) The development hereby approved shall be used as a showroom (sui generis) only, and shall not be used for any other use or for retail sales (Use Class E).

Reason - To protect the employment use of the only, pursuant to saved policy CC10 of the Unitary Development Plan, and policies DM1 and SP1 of the Manchester Core Strategy.

Informative

- 1) Please be advised that any signage or advertisements are likely to require a separate application for advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

First Floor Suite 6 Office A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 5, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 4, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 1, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 6, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
HABIB BANK A.G. ZURICH, Showroom 5, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 4B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 4A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
41B Bent Street, Manchester, M8 8NF
41A Bent Street, Manchester, M8 8NW
Bauer And Stocktons, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 1, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Elliotts Car And Van Hire, 210 - 216 Cheetham Hill Road, Manchester, M8 8LW
41 Bent Street, Manchester, M8 8NW
202 - 208 Cheetham Hill Road, Manchester, M8 8LW
50 Bent Street, Manchester, M8 8NW
48 Bent Street, Manchester, M8 8NW
169 Cheetham Hill Road, Manchester, M8 8LG
Prayer Room First Floor, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
39A Bent Street, Manchester, M8 8NW
First Floor Suite 6 Office C, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 6 Office B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
39B Bent Street, Manchester, M8 8NW
Showroom 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Car Spaces, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 10, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 9, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 8, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG

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
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH1

