61 Bloom Street

Planning Statement

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Job No:

Doc Ref: Draft

Revision: A

Revision Date: 28 July 2020

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1.0

Introduction

1.0 Introduction

We are delighted to have this opportunity to submit this proposal for the appointment of Cundall Johnston & Partners LLP (trading as "Cundall") by Eve Mansell ("the Client") to provide Planning Consultancy services. This planning statement has been prepared in support of a planning application for dual use of first floor 61 Bloom Street, Manchester, M1 3LY for B1 office and Sui Generis (Tattoo Studio) pursuant to Class V, part 3, Schedule 2 of the General Permitted Development (England) Order (2015) .

This report sets out the relevant planning history of the site, the relevant planning policy context and provides a planning assessment of the proposed flexible use followed by a short waste strategy detailing waste disposal arrangements in line with the flexible use.

Class V is a mechanism within planning legislation to create a flexible use planning permission. In effect, planning permission is sought for the change of use to two separate planning uses that can then be used interchangeable over a 10-year period. After this time period, the authorised use will be last use on the relevant date.

A flexible use planning permission will allow much-needed flexibility at this time, particularly in the marketing of a property where it can assist in broaden the scope of potential users. A flexible-use planning permission can also be helpful to businesses that are evolving or diversifying into new areas that fall within different planning uses, but want to retain the flexibility of operation.

It is acknowledged that Changes to the use class order will be in place from 1 Septembers 2020 and a new use Class E will replace the following existing use classes:

Class A1 - shops;

Class A2 - financial and professional services;

Class A3 - restaurants and cafes; and

Class B1 - business.

This is not anticipated that these changes will change the way the application is determined as the Tattoo Parlour use (sui generis) would still fall outside of the new Class E category.

2.0 Site and surroundings

The application site is a first-floor property of approximately 832 Sq. ft within the 3-floor, 61 Bloom Street building in the centre of Manchester. The property has been used as office accommodation and the remaining floors within the building are currently in use as office space.

The building is accessed by a large shared entrance on Bloom Street at street level. The ground floor is then accessed by a small staircase from the door to ground level then a further set of stairs to the first floor.

61 Bloom Street is situated on the junction between Bloom Street and Abington Street. Bordering the property to the north east boundary is a Health Clinic and the building to the south west of the property is a video production company. Bloom Street. At the North end of Bloom Street is a string of food takeaway shops and a series of nightclubs within close proximity to the property. There is a large 119-space NCP car park located across the road from 61 Bloom Street (Sackville Street car park) which is a metered public car park.

The property is approximately half a mile north east of Manchester Piccadilly railway station and is in close proximity to the bars of Canal Street, Chinatown and the Piccadilly area of the city.

Figure 1: Site Location Plan

The image below shows the location of the property outlined in red.



Site Planning history

This section sets out the relevant planning history for the site using Manchester City Councils Public Access Portal. Note that the table details planning history for the whole building, there is no specific planning history for the first floor of the building.

Table 1: Site Planning History

Description
Use of basement as a cafe to existing community centre and offices 1985
Change of Use from warehousing to offices with ancillary meeting rooms 1980
Use of premises as a Slimming & Health Club. 1978
Use of ground floor as showroom/entertainment. 1976

Proposal

This application seeks full planning permission for the flexible use of first floor, 61 Bloom Street pursuant to Schedule 2, part 3, class V of the General Permitted Development Order (2015). The uses include Office (Class B1) and Tattoo Parlour (sui generis). The proposal would not include any external alterations to the building and would not include any parking spaces.

3.0 Planning Policy

This section of the Planning Statement sets out the relevant planning policy context within which this planning application should be considered. Planning policies are reviewed at national and local levels. For both of these, the polices considered to be the most relevant are discussed below.

3.1 National Planning Policy Framework (2019)

In February 2019, the Government published the revised National Planning Policy Framework (NPPF), a document which sets out the Government's planning policies for England, and details how they should be applied. The NPPF places a clear emphasis on the presumption in favour of sustainable development, something which the Government see as being at the heart of the planning system. The NPPF defines the purpose of the planning system itself as being to contribute to the achievement of sustainable development.

To achieve sustainable development, the NPPF identifies three overarching objectives (economic, social and environmental), which should be delivered through the preparation and implementation of plans and the application of the policies in the Framework.

Paragraph 8(b) defines the social objective of sustainable development as *'to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being'.*

Paragraph 11 of the NPPF outlines the overarching 'presumption in favour of sustainable development' which, for planning decisions, means that development proposals which accord with an up-to-date development plan must be approved without delay.

With regards to decision making, the framework outlines in **paragraph 38** how Local planning authorities should approach decisions on proposed developments in a positive and creative way. Local Planning Authorities are encouraged to work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

At the heart of sustainable development and growth is the promotion of sustainable transport, and **paragraphs 102 and 103** emphasise the value of sustainable methods of transport and their ability to contribute to wider sustainability and health objectives.

In determining planning applications, **paragraphs 47 to 50** of the NPPF sets out the considerations that Local Authorities should take account of in the determination process with **paragraph 49** stating that Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise adding that decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Part 6 of the NPPF relates to the role of planning in building a strong competitive economy with **paragraph 80** being of particular relevance.

> *"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."*

Part 7 of the NPPF relates to the preservation of the vitality of town centres, focusing upon the role of the planning system in retaining Main town centre uses within town centres. Paragraph 86 states that Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Paragraph 110 of the NPPF sets out transportation and access considerations when considering new development proposals setting out a list of considerations that must be taken into account when proposing new development, they considerations are as follows:

> *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
>
> *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
>
> *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
>
> *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Part 16 of the NPPF sets out the role of planning in conserving and enhancing the historic environment with **paragraphs 200-201** relating to conservation areas specifically. Paragraph 200 encourages local authorities to look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance their significance. Proposals that preserve those elements of the setting should be treated favourably when making decisions.

3.2 Local Planning Policy

Manchester's Core Strategy was adopted on 11 July 2012 and is the key Development Plan document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan (UDP) as the document that sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

The relevant policies to the change of use application are set out below.

City Centre Policies

As the application site is located within the defined city centre boundary, city centre policies will be considered in the determination of the application.

Policy CC2 seeks to ensure the vitality of retail uses within the city centre is retained with the majority of retail development concentrated within the Primary shopping area (PSA)

Policy CC5 relates to transportation and states that Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

Policy CC9 seeks to preserve good design in an area of diverse built heritage. The policy states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings and conservation areas.

Policy CC10 seeks to achieve diversity in new development in terms of it being accessible to all. The policy supports uses which increase the diversity of activity in the City Centre and encourages high standards of accessibility to buildings and across spaces in the City Centre.

Policy EC1 sets out the parameters for employment and economic growth in Manchester. The policy states that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). 140ha will be developed exclusively for Offices (B1a).

Policy EC2 relates to existing employment space. The policy seeks to retain existing employment space and alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the ManchesterSalford - Trafford SFRA;
- or on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC3 , 'The Regional Centre' supports development for employment related uses including offices and other commercial uses.

Whitworth Street Conservation Area

The conservation area was designated by the City Council in September 1974, and was bounded by Oxford Street, Portland Street, Abingdon Street, Bloom Street, Chorlton Street, Cobourg Street and the Piccadilly to Oxford Road railway viaduct. It was extended in June 1985 to include an area bounded by Whitworth Street, London Road and the above viaduct.

Although there is no Conservation Area Character Appraisal, The Whitworth Street/Princess Street conservation area is described as being 'uniquely Mancunian' in character, its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city.

4.0 Key Planning Issues

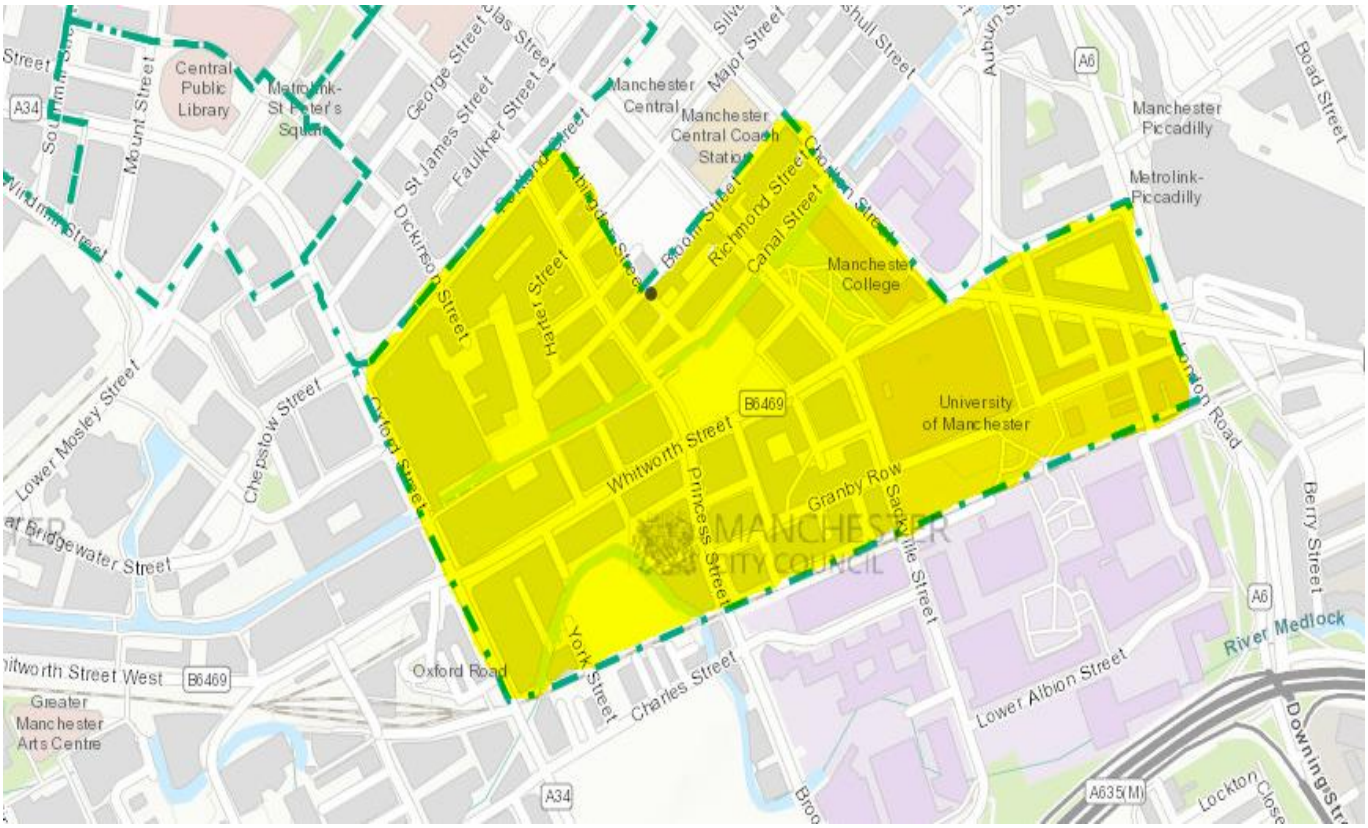
The National Planning Policy Framework (2019) supplemented by the Planning Practice Guidance, provides the overriding framework for assessing this application, and is supplemented by Local Planning Policy in the form of the Manchester Core Strategy. The key issues considered relevant to application for flexible use are set out below.

4.1 Heritage and conservation

The application property is located within the Whitworth Street conservation area. The highlighted image below shows the area of the City of Manchester (Whitworth Street) Conservation Area which was designated in 1985.The black dot shows the position of 61 Bloom Street just within the northern boundary of the conservation area. Policy CC9 of the Manchester Core Strategy seeks to preserve good design in an area of built heritage and states that development must preserve or enhance heritage assets including conservation areas.

As there are no external alterations to the building proposed as part of this flexible use application and no changes to current parking and refuse collection arrangements, it is considered that the proposal is in line with policy CC9 and would preserve both the setting of the Conservation Area and nearby listed buildings within the Whitworth Street Conservation Area.

Figure 1- Whitworth street Conservation Area boundary showing location of application site



4.2 Car parking and Sustainable Transportation

There are currently no car parking spaces associated with the properties existing B1 Use and it is not proposed to create any parking spaces as part of this flexible use application. There is a 119-space NCP public car park located across the road from 61 Bloom Street (Sackville Street Car Park) that is available should staff or clients require to travel to the studio by car.

National Planning policy prioritises the use of sustainable transport modes such as public transport, cycling and walking with paragraphs 102 and 103 emphasising the value of sustainable methods of transport and their ability to contribute to wider sustainability and health objectives. With the properties City centre location, the studio is widely accessible by public transport. There are several bus stops located along Princess Street and the City Centre bus station is located only 125 metres north of the property at Bloom Street. Additionally, the property connects well to existing city centre cycle routes, with a cycle lane (Abingdon street) bordering 61 Bloom Street to the West. The property is also within comfortable walking distance from all major transport hubs within the city.

It is not considered that with the flexible uses proposed, there would be a large amount of footfall generated by these uses, with entry being by appointment only via a buzzer system for the Tattoo Studio. If the property is in use as an office, the space will be primarily used by employees only, and a similar buzzer system would likely be used.

It is considered that the proposed flexible use application is in accordance with policy CC5 of the Manchester Core Strategy which relates to transportation as the proposals ensure that all users are able to access the property by sustainable means and the proposals do not encourage private car usage.

Bus and Tram

The metro tram links provide many suburbs of Manchester with easy and quick access to the city centre. Bus routes from these suburbs are also available to the city centre.

Coach Station

Manchester coach station on Chorlton Street is 0.1 miles away and a 3 minute walk. The station is open 24 hours with the ticket office open between 11am and 5pm.

Train Stations

Piccadilly Train Station - 0.4 miles (8 minute walk)

Victoria Train Station - 0.9 miles (17 minute walk)

Deansgate Train Station - 0.7 miles (13 minute walk)

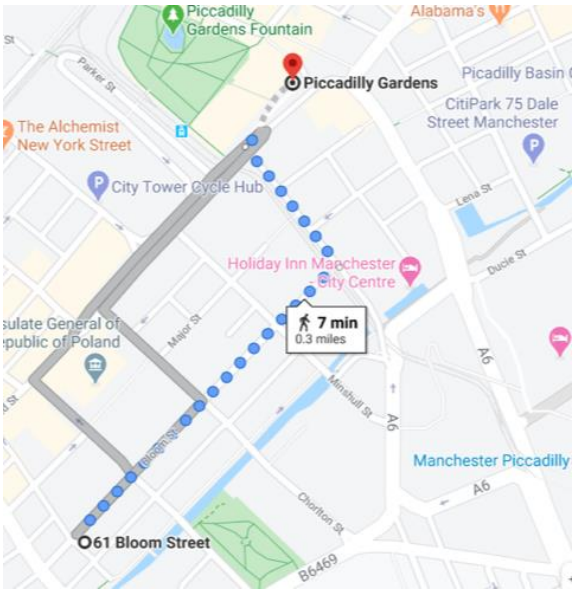
There is also a Greater Manchester Manchester Piccadilly train station, Victoria Train Station and Deansgate Train Station are close by and all have tram links to Piccadilly gardens.

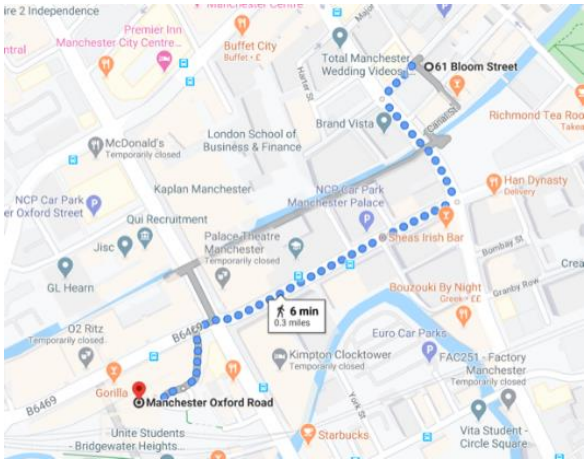
Oxford Road Train Station, does not have access to a tram line but is a short, 0.3 mile walk away from the property (Approximately 6 minutes walk).

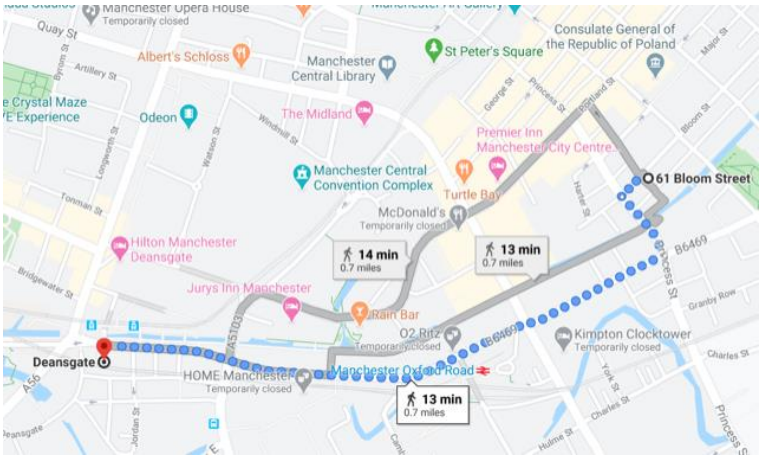
The maps below illustrate the walking distances to main destinations and transport hubs and show that each destination is within walking distance to 61 Bloom Street.

Figure 2: Maps showing walking distances to transport hubs and destinations from 61 Bloom Street









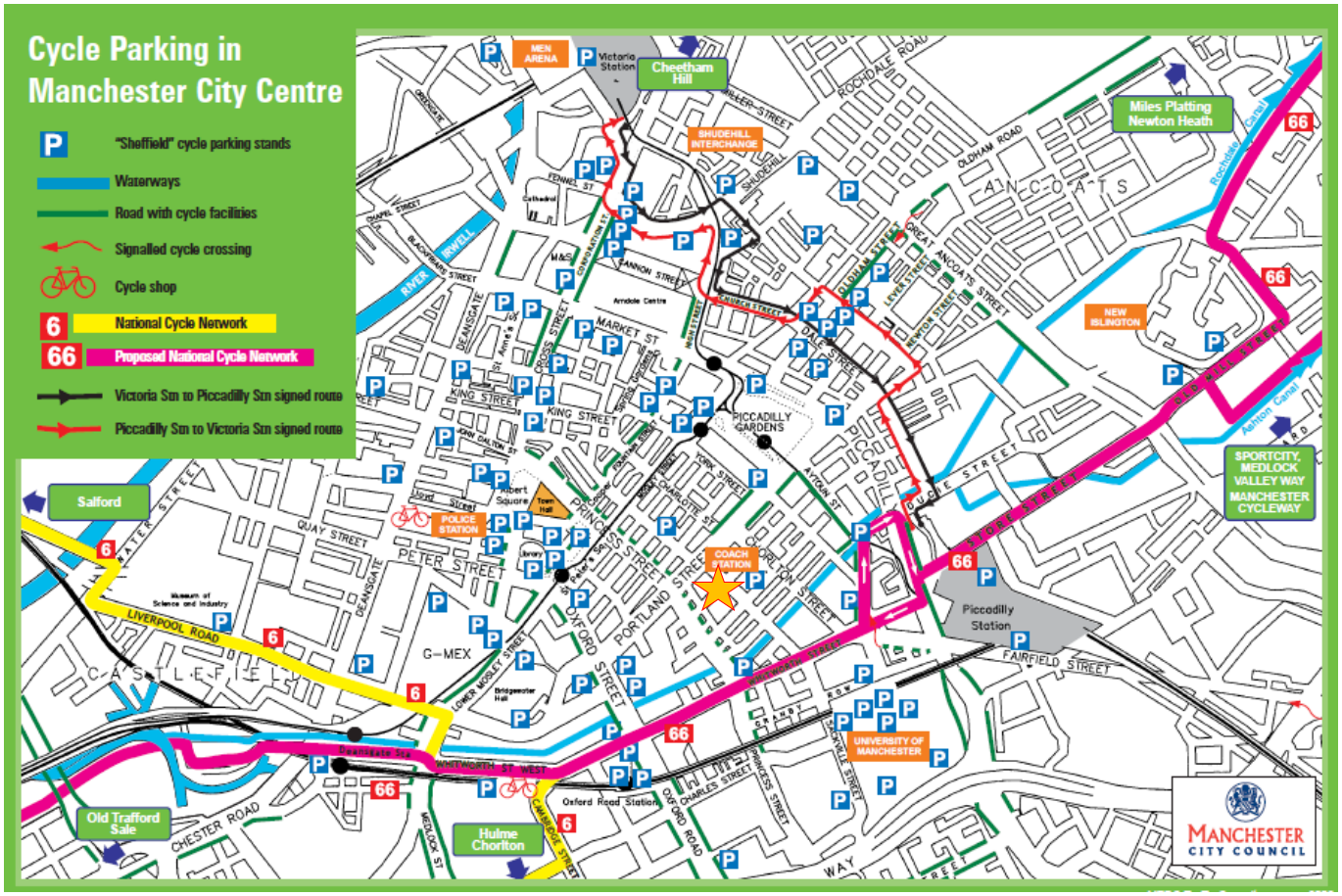
Cycle parking

There is currently no cycle parking associated with 61 Bloom Street, and with no communal ground floor space, it would not be viable to provide any cycle parking.

There is excellent provision of cycle parking and infrastructure in Manchester City Centre and Figure 3 below illustrates the infrastructure and parking facilities that are available.

The yellow star on the map below shows the approximate location of 61 Bloom Street. There are 'Sheffield' Cycle parking stands located 2 minutes from 61 Bloom Street at Manchester Coach station on Portland Street. There is also a 'Cycle Hub' located at Piccadilly station, which is located approximately 0.4 miles from 61 Bloom Street. Cycle Hubs are a safe and secure place to lock bikes under cover. The hubs are protected by CCTV and swipe-card entry systems.

Figure 3: Cycle Parking and Infrastructure in Manchester City Centre



It is not anticipated that the proposed flexible use of the building would increase demand for cycle parking as the footfall is anticipated to be minimal, as is the case with the existing lawful use of the building. However, should clients wish to travel by bicycle, it is illustrated above that the existing infrastructure and parking available within Manchester City Centre would facilitate this. It is therefore considered that the proposals accord with paragraph 110 of the NPPF and policy CC5 of the Manchester City Council Core Strategy.

4.3 Waste Management

As there is no communal refuse storage area for the building, the existing arrangement is that tenants purchase waste bags and leave them on the street for collection on specified days. This is very common in small multi-occupied buildings, particularly where shared facilities are minimal.

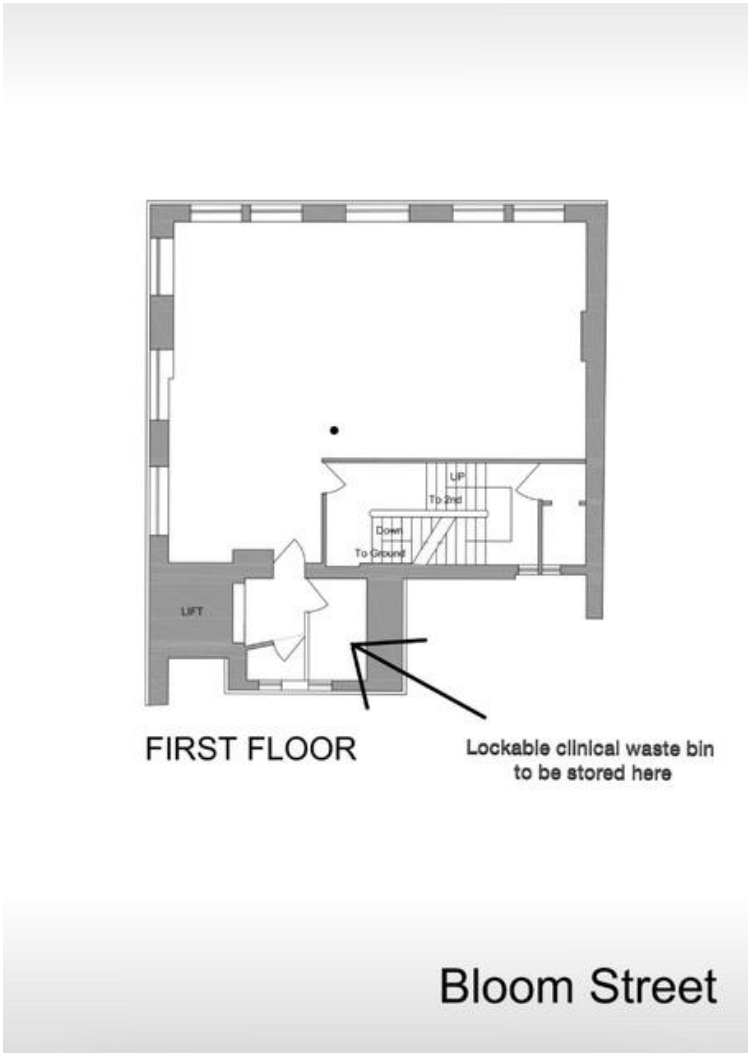
The building already has arrangements with providers for waste. Emerge collect rubbish, a box of bags is purchased by tenants and then once full the bags are left out on a specified collection day. STE are contracted to collect confidential waste.

It is not anticipated that an increase in waste generated by either uses specified on this application for flexible permission would result in these existing waste collection arrangements having to change or being increased. It is therefore considered that the refuse collection arrangements conform to policy EN19 of the Manchester Core Strategy.

Clinical Waste Management.

Subject to planning approval and the lease for the property being signed, a contract will be put in place to ensure the safe disposal and pickup of clinical waste resulting from the use of the property as a tattoo parlour. Clinical waste will be stored in a locked, clinical waste bin, in a locked room within the property. The plan below shows where the clinical waste bin is to be stored within the premises.

Figure 4: Floorplan showing the location of clinical waste bin



A contractor will be appointed to dispose of the clinical waste (Initial or Stericycle) and the waste will be collected once a week on the same day. It is not known the size of vehicle that will be used for clinical waste collection as this will be confirmed once the contractor is appointed. However, it is considered that waste collections will take no more than 5 minutes overall and the collection vehicle would be able to wait directly outside of the premises for this short time without causing a highway obstruction. Clinical waste bags will be handled by the driver of the collection vehicle and will be removed from the premises via the stairway, assisted by a member of staff to open any doorways to keep pickups in line with cross contamination requirements. The lift will not be used for removing clinical bags.

Deliveries

Deliveries to the premises are anticipated to be minimal for both uses proposed under this flexible use application. For the Tattoo Studio, the premises will likely accept small deliveries containing tattoo supplies and are delivered via DPD. The frequency of deliveries is anticipated to be 1-2 per week and the size of vehicle used will likely be a regular transit van. Deliveries from DPD are usually between 9am-6pm Monday- Saturday. Deliveries will take no more than 2 minutes and it is anticipated that the delivery vehicle would wait directly outside of the premises and could do so safely for this short period of time without causing a highway obstruction.

Servicing and Building Maintenance

It is not considered that significant refurbishment will be undertaken to facilitate any of the uses proposed within this flexible use application.

Servicing of the communal areas of the building is managed by the landlord with a service fee paid by tenants for maintenance of these areas. It is not known the frequency of cleaners or maintenance workers in the communal areas, but it is not considered that the proposed flexible use of the property for Office use and Tattoo parlour use would change the measures already in place for these parts of the building.

4.4 Principle of flexible use

B1 office use is the existing lawful use of the unit and therefore its acceptability under a 'dual use' permission (under permitted development Class V of Part 3 of Schedule 2 of the General Permitted Development (England) Order (2015) is established.

The owner of the property seeks permission for a flexible use to ensure that the unit is marketable and flexible in uncertain times and where tenants want more fluidity to adapt and reform their businesses, offering a space that better suits their changing needs is vital.

The sui generis use that will be sought within the flexible use permission is a tattoo parlour. Subject to this permission, the prospective tenant seeks to use the premises as such which will involve no external alterations to the building itself.

Marketing the property for B1 use

Prior to the prospective tenant's interest in the property for use as a tattoo parlour, the property was marketed in February 2020 after the previous tenant left. The space was marketed for approximately 3-4 months. Prior to agreeing terms of the letting for the prospective tenant, the owner had a total of 4 enquiries. Two enquiries were for use as a tattoo studio, one as a fashion showroom and one as office use. The office user and fashion showroom subsequently ruled the property out on location grounds, preferring to be in the Northern Quarter area with a more professional business location respectively.

The previous occupier used the space primarily as office space with the ability to use the space as a photography studio when required. The property has been in this use for 6 years.

Demand for office space in the area

A search of properties currently on the market within the immediate vicinity are office units which have been vacant for some time (Table 2 below), illustrating that there is no shortage of office accommodation within the area. This also suggests that there is not as much demand for office space in this location perhaps due to its mixed-use and less professional nature in comparison to other areas of the city such as the Northern Quarter.

Table 2: Search of office space on the market

Property Location	Description
Amazon House, Brazil Street 834sq ft @ £21/ sq. ft	Refurbished and available since July 2019. This building is a good option for office use as it has a fitted kitchen and raised floor. There have been 2 agents marketing this property for 12 months at a competitive price and it has not let.
Richmond house, Bloom Street 1056 sq. ft @ £16.50 /sq. ft	The full building was refurbished in 2017 and this space was vacated in December 2019. It has been on the market since this time at a competitive price and has not let.
113-115 Portland Street 859 sq. ft @ £22/ sq. ft	This is a very well-known office building within the area and has been consistently well let but enjoys a more prominent position on Portland Street. 2 agents have been marketing this space at a competitive price since February and has not let.
The Ironworks, 39 South King Street 848 sq. ft @ £21/ sq. ft	This property has been vacant since the space was refurbished in April 2017 and the landlord has been willing to offer very flexible terms and good incentives.

61 Bloom Street

61 Bloom Street is 823 sq. ft and at £18 per sq. ft it is considered to be a competitive rent in the area. However, when this space was marketed in 2013/2014 the landlord's agent struggled to attract a regular B1 user due to the micro location of the area within what has become a cultural area of Manchester. Since this point, it has been found that the area has become less desirable for professional business including office space.

The Landlord's agent for the property is predicting a difficult year for office demand and take-up in light of the covid-19 pandemic and predicts that there will be less demand for office space over time as more and more businesses adapt to more flexible and home-working arrangements. It is anticipated that there will be an increase in availability for smaller office spaces as occupiers look to increase the provision of home working and to save on accommodation related overheads in these uncertain times.

A flexible planning permission allows occupiers to switch between specified planning uses without the need for multiple planning permissions. The right to switch lasts for ten years and the use in operation at the end of the ten-year period becomes the lawful use of the property from that date onwards. This would result in the property being more marketable due to the flexibility and desirable to a wider range of potential future occupiers.

Paragraph 80 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity. It has been demonstrated above that permission for a flexible use of the property, would enable potential occupiers to adapt to their requirements whilst also ensuring the property is more marketable should the property remain vacant, giving the landlord greater assurance that the property could be suitably let in times of uncertainty.

It is considered that the proposals conform with policies EC1, EC2 and EC3 of the Manchester Core Strategy relating to employment space.

4.5 Accessibility

Manchester City Council Design for Access 2 Guidance

Design for Access 2 is Manchester City Council's best practice guidance of inclusive design standards. These standards are based upon the Social Model of Disability and as a result, in some areas, improve upon the current government guidance and regulations.

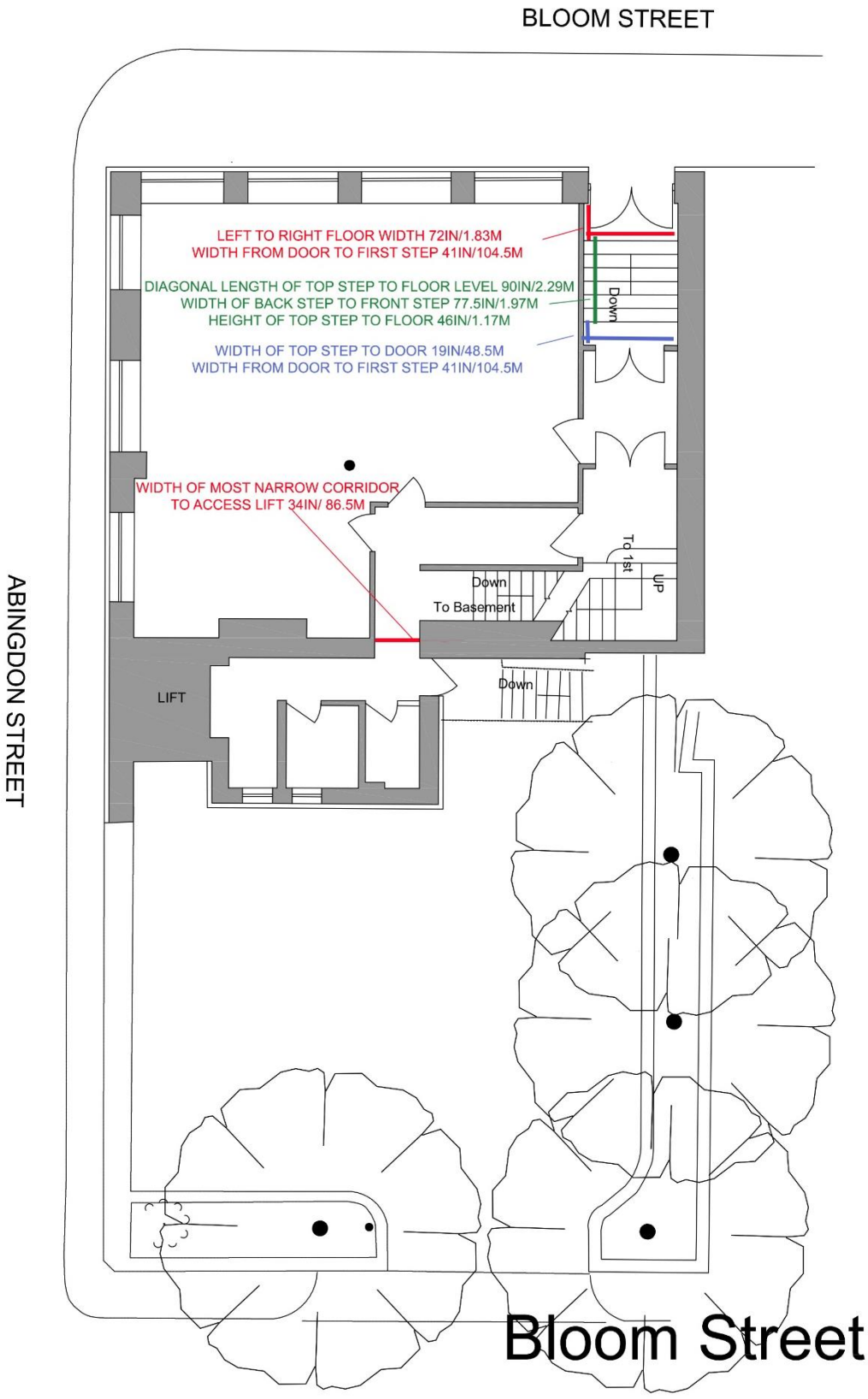
In addition to new developments the standards in Design for Access 2 should be applied, where practicable, to refurbishments and conversions of buildings, including listed buildings which Manchester City Council owns, has an interest in or delivers a service from.

As part of this application, accessibility to and from the property has been assessed in line with the Design for Access 2 Guidance.

The Council's Design for Access 2 Guidance states that Disabled people should be able to use the same entrance to a building as everyone else, therefore the approach to and from the building should ideally be level. If a change in level along the route is unavoidable, it will be necessary to provide a sloped surface for access to the building. The guidance sets out a range of requirements that must be met when installing a ramp, including that the ramp should not exceed a 5% gradient (1 in 20).

Below is a floorplan of the ground floor of 61 Bloom Street. The plan shows measurements that have been taken on the access route into the building and up to the first floor.

Figure 5: Ground floor plan with measurements



Building Access

There are 2 possible ways to access the first floor of 61 Bloom Street. Both are through the main entrance door to the building on Bloom Street. You can either walk up the first staircase from street level to ground floor then up a second set of stairs to first floor or up the first staircase to ground level, through communal corridors through two sets of double and one single door to a lift. However, the lift is very small and although is a person lift, is very small and could not comfortably accommodate a wheelchair with insufficient space at the entrance to the lift. As shown on the plan above, the corridors to get to the lift are very narrow at 86.5cm narrowest and the route to the lift would not be suitable for a wheelchair as the Design for Access 2 Guidance states that corridors should be a minimum of 180cm wide. Due to the layout of the ground floor, the plan does not allow a 2m turning circle at corridor corners and in front of doors so the layout would not be suitable for wheelchair use.

Ramp Assessment

Entering the building at street level, there is 1 small step up to the main door, followed by a small landing area of approximately 1.9m^2 and then a small set of seven stairs with a total height of 1.17m to reach ground level (The property being on first floor) . The staircase length from the top step to bottom step is 1.97m, making the steps fairly steep and calculating a gradient of approximately 59.4%. Due to the lack of internal space at the bottom of the staircase, it would not be possible to install a safe ramp at a gradient of 5% or less as the ramp would extend far into the outdoors and onto the highway.

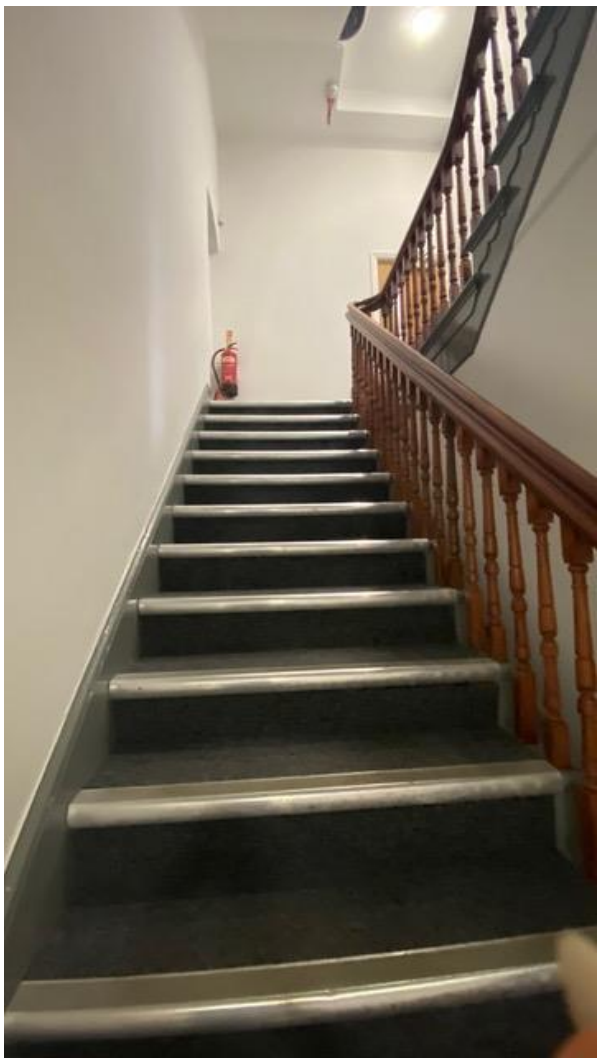
Figure 6: Staircase from Street level to ground floor



Stairlift

The Design for Access 2 Guidance documents states that stairlifts which follow the line of the stair, should not be used in buildings other than dwellings. Therefore, it would not be possible to install a stairlift on the main staircase leading to the first floor of the building. The staircase is not wide enough to accommodate a lift, should this have been a possibility.

Figure 7: Main staircase from ground floor to first floor



Passenger lift assessment

Section 16 of the 'Design for Access 2' guidance sets out the standards which must be met for passenger lifts within a building. The guidance states that Internal dimensions of a passenger lift should be a minimum of 200cm wide by 110cm deep by 200cm high with an unobstructed area in front of the lift entrance which must be a minimum of 180x180cm. The lift that is already installed within the building at ground floor level does not meet these requirements for size and does not provide the space needed for wheelchair access. The lift is only accessible by communal corridors from the main door to the building and the route from the main door to the lift is not suitable for wheelchairs and could not be viably adapted as such.

Corridors and internal spaces

The Councils guidance document states that corridors and internal spaces should be a minimum of 180cm wide with a 200cm turning circle at corners and doorways to facilitate safe use of wheelchairs within the building. The corridors in the building on the route to the lift do not meet these standards with the narrowest corridor being only 86.5cm wide. Unfortunately, it would not be viable to make the route to the lift wheelchair accessible due to the size constraints of the building and the lift would not be suitable for a wheelchair in any case.

Figure 8: Measurements taken from corridor to the lift on ground floor



Accessibility Conclusion

The above assessment has explored whether direct and level access can be achieved to the first floor of 61 Bloom Street into the building and throughout the building for disabled persons. Measurements have been taken of the existing dimensions of staircases, corridors and doors on route to the property within the building and it has been demonstrated that it is not possible to adapt the building to achieve wheelchair accessibility primarily due to the space constraints of the building. It has been considered whether a ramp could be installed, and this was discounted as a safe gradient cannot be achieved due to the steepness of the staircases. Even if a ramp could be installed, there is not space within the corridors and access doors to the lift area at the rear of the building to ensure a wheelchair user could move safely and freely around the building.

To conclude, although it has been demonstrated that it is not possible to provide wheelchair accessibility to the first floor of 61 Bloom Street. The client does have access to another studio within the City Centre with full accessibility, should this be required and will advertise as such.

5.0 Conclusion

This report has been written to support a full application for dual use of first floor 61 Bloom Street, Manchester, M1 3LY for B1 office and Sui Generis (Tattoo Studio) pursuant to Class V, part 3, Schedule 2 of the General Permitted Development (England) Order (2015) .

The report has set out the relevant planning history of the site, the relevant planning policy context and has provided an assessment of the proposed flexible use in terms of sustainable transportation, accessibility, waste management and Heritage and Conservation.

Class V of The General Permitted Development Order is a mechanism within planning legislation to create a flexible use planning permission enabling change of use to two separate planning uses that can then be used interchangeably over a 10-year period. After this time period, the authorised use will be last use on the relevant date.

A flexible use planning permission will allow much-needed flexibility at this time, particularly in the marketing of a property where it can assist in broaden the scope of potential users. A flexible use planning permission can also be helpful to businesses that are evolving or diversifying into new areas that fall within different planning uses but want to retain the flexibility of operation.

It has been demonstrated that permission for a flexible use of the property, would enable potential occupiers to adapt to their requirements whilst also ensuring the property is more marketable should the property remain vacant, giving the landlord greater assurance that the property could be suitably let in times of uncertainty. This accord with paragraph 80 of the NPPF which states that planning decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity.

For the reasons outlined above, planning permission for dual use of the first floor of 61 Bloom Street for B1 (office) and Sui Generis (Tattoo studio) (under permitted development Class V of Part 3 of Schedule 2 of the General Permitted Development (England) Order (2015), would maximise the units employment and adaptation potential. It is considered that the proposals accord with National Planning Policy and the Manchester Core strategy and it is therefore respectfully requested that the application be approved.

6.0 Appendix 1 – Photos – Accessibility





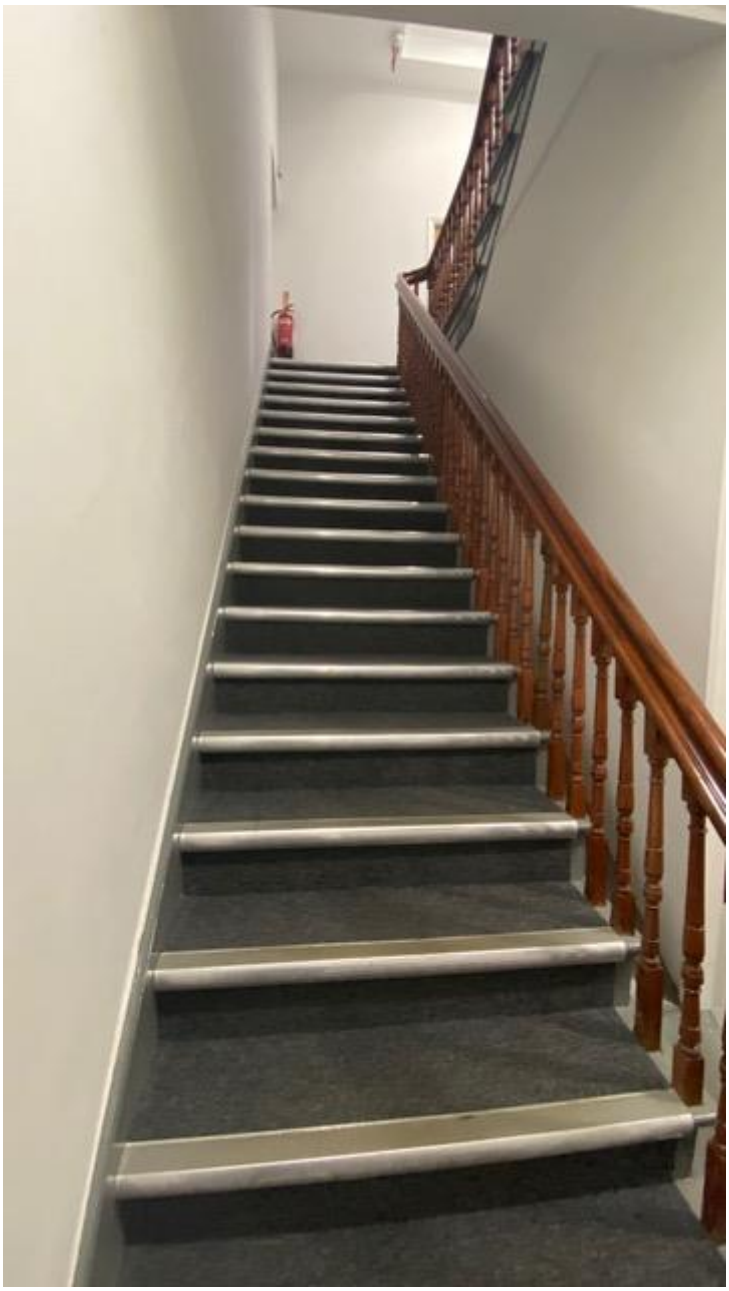
Staircase from Street level to ground floor of 61 Bloom Street





Measurements taken of corridors on route to the lift on ground floor.





Staircase from Ground to first floor

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