

DESIGN AND ACCESS STATEMENT

for

**PROPOSED CHANGE-OF-USE AND ALTERATIONS TO EXISTING
CAR SHOWROOM (Sui Generis) TO FORM A NON-FOOD RETAIL UNIT (A1)**

at:

218 BURY NEW ROAD, MANCHESTER M8 8DY

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1.0 THE SITE AND ITS SURROUNDING

Located approximately one mile to the north of Manchester city centre, the application site lies east of the boundary with Salford Council at 218 Bury New Road which is an established motor trade and retail area and is one of the main arterial routes linking Manchester city centre to Bury, Whitefield, Prestwich and Junction 17 of the M60 which is approximately three miles to the north. Nearby owner/occupiers include, PureGym, Machine Mart, Halfords, Northgate Vehicle Hire and Triumph Motor Cycles

The site has a purpose-built single storey steel framed building which once formed part of the former Mitsubishi Car Dealership. Last occupied by a used car sales business (Car Finance UK), the building is currently vacant and has a GIA of approx. 288 sq m, comprising of a car display area, a garage workshop, an office, reception space and basic amenities.

The site's vehicular access is off Ashworth Street, which is immediately after its junction with Bury New Road and its pedestrian access is off the public footpath along Bury New Road. Ashworth Street leads to a small car park owned by the former Mitsubishi Car Dealership and vehicular access to this area is currently restricted and controlled by a locked barrier.

The building is surrounded on three sides with a macadam surfaced car park. The western section of this comprises of a small car sales display area located directly opposite the main frontage facing Bury New Road. The rest of the L-shaped car park surrounding the building is line marked in the main, with the exception of an area at the rear, next to the boundary fence with Pure Gym's car park, where line markings are eroded /absent.

Along the rear of the site lies a densely landscaped buffer zone that separates the fenced north-eastern boundary from the back gardens of residential properties along Fairy Lane which are built on higher ground and the presence of tall mature trees in this buffer zone offers good visual screening to these residents.

2.0 IMAGES OF THE SITE



An aerial view of the site



The front elevation facing Bury New Road



The south elevation that overlooks Pure Gym's car park



The rear elevation with the L-shaped car park in the foreground



The north elevation facing the site's vehicular entrance



View of the site's vehicular access off Bury New Rd, via Ashworth St



The south elevation that overlooks Pure Gym's car park

3.0 THE DESIGN PROPOSALS

3.1 The proposed use

This planning application seeks to change the use of the existing “sui generis” car showroom/workshop use to a non-food retail outlet (Use Class A1) and the design proposals put forward involve the reuse of the existing available floor space without undertaking any major alterations.

3.2 Proposed external alterations

(a) Replacement signage

All existing internally illuminated fascia signs that are located above the glazed shopfront assemblies in the front and two side elevations of the building are to be removed and replaced with new similar internally illuminated signage assemblies, details of which are to be the subject of a separate planning application.

(b) New security shutters

All existing doors and glazed shopfront assemblies in the front, side and rear elevations are to be safeguarded with new external security roller shutter assemblies comprising of profiled polyester powder coated galv. steel shutter boxes, curved perforated shutter laths and associated vertical guides, all as illustrated on the proposed elevations on Drawing No 20.19-PL-03 Rev A. The projecting shutter boxes are to be interlinked at the two external corners of the front facade facing Bury New Road, thereby offering a streamlined appearance that is in keeping with the general character of the building. The shutter boxes, guides and laths are all to be polyester powder coated in a bright silver finish which will match the colour of the building's cladding material over the shopfront assemblies.

(c) New security fencing

As referred to in the accompanying crime impact statement, the need to safeguard the current open site boundaries to the west and east has become necessary and the design proposals include the introduction of new security fencing/gates along these two boundaries. Along the western boundary with Bury New Road, a new 1.2m high dark green PPC coated wire mesh fence is proposed, which will match with the height/type of the existing fence along the southern boundary with the adjacent car park owned by PureGym. Along the northern boundary where there is less public surveillance, the proposed fence height is raised to 1.8m and this will contain twin gates across the 6m wide vehicular entrance. From thereon, the new fence line will merge and climb over the line of an existing low brick wall, to link up with the end of the existing 3m high metal palisade fence that runs along the eastern site boundary along the landscaped buffer zone.

3.3 Amount

The following table shows the changes proposed to the areas within the building which are minimal and illustrated on the proposed floor plan (Drawing No 20.19-PL-03 Rev A);

EXISTING ROOM	Floor area (m ²)	PROPOSED ROOM
CAR DISPLAY AREA	180.08	RETAIL SALES AREA
GARAGE	71.72	STORAGE
RECEPTION DESK	6.18	SALES DESK
OFFICE	8.32	OFFICE
UNISEX DISAB. WC	3.65	UNISEX DISAB. WC
MALE TOILET	4.13	MALE TOILET
TOILET	2.97	TOILET
STORE 1	1.94	STORE 1
STORE 2	2.19	STORE 2
SERVER	0.64	SERVER
Total GIA	281.82	

The principle change made is to the Garage area and here, all internal equipment, fixtures and fittings are to be removed to make way for an open plan storage area that will also contain facilities for the internal storage of refuse.

3.4 Car Parking proposal

Guidance on car parking in the council's adopted document "Guide to Development in Manchester Supplementary Planning Document and Planning Guidance" has been followed. It is assumed that the council's policy for the provision of car parking spaces for non-food retail uses will equate to the following minimum standard;

	Assumed min. planning requirement	Proposed car parking & cycle spaces
Customer parking spaces	One parking bay for every 15m ² of the proposed retail floor space. 180 ² non-food retail space is proposed, requiring a minimum of 12no car parking bays	26
Staff parking spaces	One parking bay for every full time member of staff. 3no full-time staff are envisaged. 2no part-time staff envisaged would travel via public transport	3
Disabled person's parking spaces	10% of the customer car park capacity (i.e. 10% x 26)	2
Cycle parking	10% of the customer car park capacity (i.e. 10% x 26)	3

The design proposals follows the general guidance on car parking in the council's foregoing SPD and the 29 spaces provided for the proposed non-food retail use is deemed to be ample and adequate.

4.0 PLANNING POLICY

4.1 The National Planning Policy Framework (NPPF) emphasises the economic, social and environmental role of the planning system and includes a presumption in favour of sustainable development. Planning applications in out-of-centre locations such as this site are subject to sequential and impact tests.

For the sequential test, the NPPF requires planning authorities to apply a sequential test to applications for main town centre uses such as retail, that are not located within an existing centre, or in accordance with a Local Plan. The sequential test seeks to direct such development to available and suitable sites within town centres and edge-of-centre locations, before considering out-of-centre sites. Where in-centre sites are not available, preference would be given to accessible sites that are well connected to town centre(s).

As this application site is located within an area comprising of more than 5 employment uses, it is deemed to be located within an established employment area and the proposed non-food retail use (A1) would be considered appropriate as it would be in keeping with surrounding uses.

4.2 For the impact assessment, paragraph 26 of the NPPF states that planning applications for retail, leisure and office development outside town centres should be supported by an impact assessment, but only where the proposed floor space would exceed 2,500 sq. m. This change-of-use application for the proposed non-food retail use only involves the creation of 180 sq m of retail space and it is therefore not necessary to undertake an impact assessment.

4.3 The proposed development would offer significant benefits that would support the City Council's wider strategies as contained within the Strategic Regeneration Framework for North Manchester. The development would deliver economic, social and environmental benefits that weigh strongly in its favour and demonstrate its sustainability.

5.0 TRANSPORT STATEMENT

- 5.1** This planning application is supported by a Transport Statement (TS) which has been prepared by the local specialist transport consultant SCP of Manchester. The statement demonstrates that the site is highly accessible via sustainable modes of transport and that the trip generation associated with the proposed use (using current TRICS data) is likely to be lower than the current consented use.
- 5.2** The statement concludes that the proposed change of use to non-food retail will result in no adverse impacts on the existing highway infrastructure.

6.0 WASTE STORAGE & MANAGEMENT STRATEGY

In accordance with the council's policy on waste storage and collection guidance for new developments (GD04), a completed pro forma in Appendix E of this guidance accompanies this planning application where the following information on waste storage and management is provided;

6.1 Existing facilities

The site presently does not have a dedicated external storage area for waste bins and it is assumed that these would have been a couple of 1100 litre capacity Euro waste bins stored over the hardstanding area adjacent to the rear exit door of the garage.

6.2 Type of waste to dispose

The type of waste generated by the proposed non-retail use is non-hazardous and will generally comprise of the following;

- Recyclable cardboard packaging
- Polythene/plastic packaging
- General waste from office and amenity areas

6.3 Waste storage proposals

(a) External storage

A dedicated external fenced and gated bins storage compound area is proposed in the northern section of the car park as shown on "Drawing No "2119-PL-01 Rev A - Proposed Site Layout".

This area will accommodate the following waste bins;

- 1no 1100 Litre Eurobins (coloured Blue for pulpable waste)
- 1no 1100 Litre Eurobins (coloured Brown for plastic waste)
- 1no 240 Litre wheeled Black bin (for general waste)

(b) Internal storage

Internally, two propriety wheeled waste cages are to be located in the Storage area. These are be used to store collapsed cardboard/pulpable recyclable packaging waste in one and polythene/plastic waste packaging waste in the other. For general waste, there will be a standard 240 litre domestic type wheeled bin to store general waste.

(c) Site management

The waste cages and waste bin stored internally would be wheeled out to the external bins store where the cages would be emptied into the colour coded 1100 litre Euro Bins (one for plastics and one for recyclable pulpable waste). The general waste bin (black 240 litre) would be swapped with an empty one stored in the compound area and wheeled back into the premises. This process will be undertaken once every two weeks, to suit the bins collection day of the appointed waste collection service

(d) Waste collection

On bin collection days, waste bins would be wheeled out from the storage compound in the car park to an area of hardstanding adjacent to the site's vehicular entrance area at the junction of Ashworth Street and Bury New Road which is identified on "Drawing No 20.19-PL-03 Rev A – Proposed Site Layout". This would also avoid the need for waste collection vehicles to enter into the car park.

7.0 AIR QUALITY ASSESSMENT

7.1 In accordance with the National Planning Policy Framework (NPPF), new developments should not create or be adversely affected by unacceptable levels of air pollution. This is particularly important if:

- the development is proposed inside or adjacent to an area with a current action plan
- the development could result in the need for an action plan
- the granting of planning permission would conflict with an existing action plan.

The application site is located within the designated Air Quality Management Area (AQMA) of Greater Manchester and in accordance with the Greater Manchester Air Quality action plan 2016. (Core Strategy Policy EN16), all planning applications for new developments within this zone are required to provide an assessment on the development's impact on the air quality of the locality.

7.2 In this abnormal Covid-19 lockdown period, the movement of traffic along Bury New Road is clearly much lower than normal and therefore an air quality test undertaken as this would clearly result in readings that would be non-representative and a wasteful exercise.

7.3 In the absence of an air quality test, this particular assessment relies on the data contained in the council's dedicated website at <https://cleanairgm.com/which-roads-are-affected/> where recent data on air quality in the locality is available. This shows all roads within the AQMA zone that have so far been identified as breaching legal NO₂ limits without action.

7.4 Below is an extract of the findings from this site which shows that the predicted Nitrogen Dioxide level in 2021 along the stretch of Bury New Road where the site is located is less than 35.1 ug/m³ (the level defined to be at risk of exceeding the legal limit)



7.5 It is also worth noting that in December 2016, Salford City Council granted planning permission (ref: 16/68835/FUL) for a car hire premises (sui generis) to “Enterprise Rent A Car” at 229 -241 Bury New Road, Salford, M8 8DY which is located directly opposite this application site. Here, a consultation with the council’s Environment Team on matters concerning air quality stated the following

The change of use building is partially inside the City Council’s Air Quality Management Area, but I do not consider this to be a constraint to development and no specific mitigation measures are required.

7.6 Impact of the development on air quality

- (a) The construction work proposed is minimal and confined to internal alterations, new signage, security shutter installation, fencing work and line marking of the car park. These activities will not generate gaseous pollutants and mitigation measures are therefore not necessary
- (b) Based on the trip net trip generation information contained in the accompanying Transport Statement (TS) prepared by SCP of Manchester, the proposed development would result in a decrease of 3 two-way vehicle trips during the AM peak hour and an increase of 7 two-way vehicle trips during the PM peak hour at the site. Volumetrically, this equates to an additional vehicle movement once every 8.5 minutes or so in the PM peak hour. The effect of this additional traffic on the local highway network will be barely perceptible during peak hours and will therefore not have an adverse effect to the existing air quality
- (c) It should be noted that the applicant plans to undertake the following mitigating measures;
 - Staff employed will be local, thereby avoiding the use of vehicles and when this is not possible, staff would not only be encouraged to utilise public transport but also encouraged to share vehicle journeys when possible or utilise cycles for which a parking facility is proposed

7.7 Given the foregoing, it is expected that a consultation with the council’s environmental protection officer will result in no concerns raised over the impact of this development on air quality, thereby avoiding the need for a further air quality assessment by way of a planning condition, if the application was approved, which has been suggested by the planning officer in recent correspondence.

8.0 FLOOD RISK ASSESSMENT

8.1 An examination of the flood risk map at the Environment Agency’s web site shows that the site is located within Flood Zone 1, which is an area with a low probability of flooding. A copy of the Environment Agency search result accompanies this planning application.

8.2 On this note, and given that the site area is less than 1 hectare, the Environment Agency advises that a flood risk assessment is not deemed necessary to support this planning application.

9.0 CRIME IMPACT

9.1 In Section 8 of the council’s adopted document “Guide to Development in Manchester Supplementary Planning Document and Planning Guidance” applicants are expected to demonstrate how crime prevention measures have been considered in the design of the proposal. (DCLG Circular1/2006)

9.2 In accordance with paragraph 127 of the National Planning Policy Framework and the council’s Core Strategy Policy DM1, below is a short crime impact statement that is proportionate to the scale and nature of the minor development proposed. This seeks to ensure that:

- informal site surveillance is incorporated
- crime prevention measures are included in design proposals
- internal design promotes safety and security
- vehicle parking areas are safely designed

9.3 Surveillance

The retained shopfront glazing along the building's front and side elevations will offer adequate surveillance of activity along Bury New Road, the site's vehicular entrance area and the car parking area to the north which is already monitored by a CCTV camera.

The existing CCTV surveillance system is proposed to be extended to provide continuous informal surveillance of the premises, with cameras covering all external and internal areas including the car parking area at the rear of the building which is currently not covered. The system is planned to be continuously monitored by a suitable local security company.

Internally, fire exit doors would be protected by mag locks that would only release by activation of the fire alarm system's emergency break glass unit, thereby warning staff of any unauthorised exits.

9.4 Security fencing

The site has remained disused for a number of years and the building has suffered from vandalism/theft on a number of occasions. The need to safeguard the current open site boundaries to the west and east has therefore become necessary and the design proposals include the introduction of new security fencing/gates along these two boundaries. Along the western boundary with Bury New Road, a new 1.2m high dark green PPC coated wire mesh fence is proposed, which will link up and match the height/type of the existing fence along the southern boundary with the adjacent owner of PureGym. Along the northern boundary where there is less public surveillance, the proposed fence height is raised to 1.8m and this will contain twin gates across the 6m wide vehicular entrance. From thereon, the proposed new fence line will merge and climb over the line of an existing low brick wall, to link up with the end of the existing 3m high metal palisade fence that runs along the eastern site boundary along the landscaped buffer zone.

9.5 Security shutters

To further safeguard the premises, which is likely to be a stringent requirement by insurance companies, all existing glazing and doors in the building's facades are to be guarded by new electrically operated security shutters comprising of perforated metal laths. The design of the existing building does not permit the use of recessed shutters so the proposals put forward are for externally mounted shutter boxes that incorporate a slim splayed profile that are neatly fitted below the building's signage assemblies. The shutter boxes and their external metal guides are to be finished with a polyester powder coating in a silver colour which is in keeping with the building's silver coloured metal clad façades. The proposed mesh fencing is visually permeable, allowing views into and out of the site, thereby maximising natural surveillance.

9.6 GMP's "Secured by Design status"

The foregoing measures put forward would significantly reduce opportunities for crime that are currently present at the vacant and vulnerable site. In accordance with the council's Core Strategy Policy DM1, the applicant has consulted the Greater Manchester Police (GMP) with a view to securing their 'Secured by Design' accreditation award. The GMP's crime prevention officer's report & guidance dated 06/08/20 concurs with the foregoing and a copy accompanies this planning application.

10.0 CONCLUSION

The proposed use, its layout, scale and appearance of the proposed development would be appropriate to the site's location and its relationship with adjoining development. It would result in an improvement in the appearance of the application site and would support the City Council's objectives to achieve physical regeneration in north Manchester and, in particular, improvements to main arterial routes such as Bury New Road. The mitigation measures on site security will reduce crime and improve safety within the site.

In conclusion, the redevelopment would bring a vacant site back into use and would extend the life of an existing building within the site and the planning application put forward is worthy of the Council's full support.