

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143035/FO/2025

Date registered valid: 18 August 2025

Proposal: Change of use from B8 (Storage and Distribution) to F1 (Learning and Non-Residential Institution) to create a multi-functional community facility comprising a ground floor multi-purpose hall, training and education workshop, kitchen with foodbank, WCs and storage; and a first floor administrative office, two classrooms, waiting area and additional WCs, together with new first floor windows to rear and elevational alterations to the rear elevation.

Address: 1 Worrall Street, Manchester, M40 2ED

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Ms Dorcas Olowoyo

Agent (if any): Mr V Alyas, Architek UK

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 8 October 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 August 2025

Standard consultations:

Printed: 19 August 2025 Expired: 10 September 2025

Neighbour notifications

Printed: 19 August 2025 Expired: 10 September 2025

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to 1 Worrall Street within the north Manchester ward of Miles Platting & Newton Heath. The site relates to an existing part single storey, part two storey, red brick, B8 storage unit building sited to the north of the site. To the south of the site and in front of the building consists of hardstanding/ overgrown grass. At the time of the site visit, this area was in a state of disrepair. The front of the site was bounded by red brick boundary treatment, although again, at the time of the site visit this was also in a state of disrepair. Access into the site is available by an existing dropped kerb off Worrall Street. Buildings relating to the now derelict public house to the west of the site bound the front amenity space connected to the applicant site. The open amenity space connected with the unit sits close to the junction of Worrall Street and the classified 'A' road of Oldham Road. See Figure 1 for site context.



Figure 1, Site photos taken 26 August 2025

Description of area

The surrounding area is mixed. The building to the west of the site, previously a public house has stood empty for several years, according to Google imagery. 4 residential properties face onto Worrall Street. To the north of the site and further west sit industrial uses. Other residential properties are sited along Oldham Road. The church of RCCG Strong Tower Manchester sits further east of the applicant site.

Description of development

The application seeks planning consent for the change of use from B8 (Storage and Distribution) to F1 (Learning and Non-Residential Institution) to create a multi-functional community facility comprising a ground floor multi-purpose hall, training and education workshop, kitchen with foodbank, WCs and storage; and a first floor administrative office, two classrooms, waiting area and additional WCs, together with new first floor windows to rear and elevational alterations to the rear elevation.

The building would be divided as follows:

Ground Floor:

- Learning hall for structured faith-based tuition (39 sqm)
- Training and Education Workshop to support skills development (19 sqm)
- Kitchen (ancillary to learning use), WCs, storage, and circulation space

First Floor:

- Administrative office
- Two small classrooms
- Waiting area, lobby, and WCs

The applicant has applied for the following opening hours:

Monday to Saturday – 9:00am to 6:00pm

Elevational alterations would take the form of new first floor windows to rear. The existing shutter to the rear elevation at ground floor level would be replaced for a window and door.

A car park would be created within the front amenity space which would be accessed by the existing dropped kerb of Worrall Street (see Figure 2). Two spaces would be created as well as a place for turning.

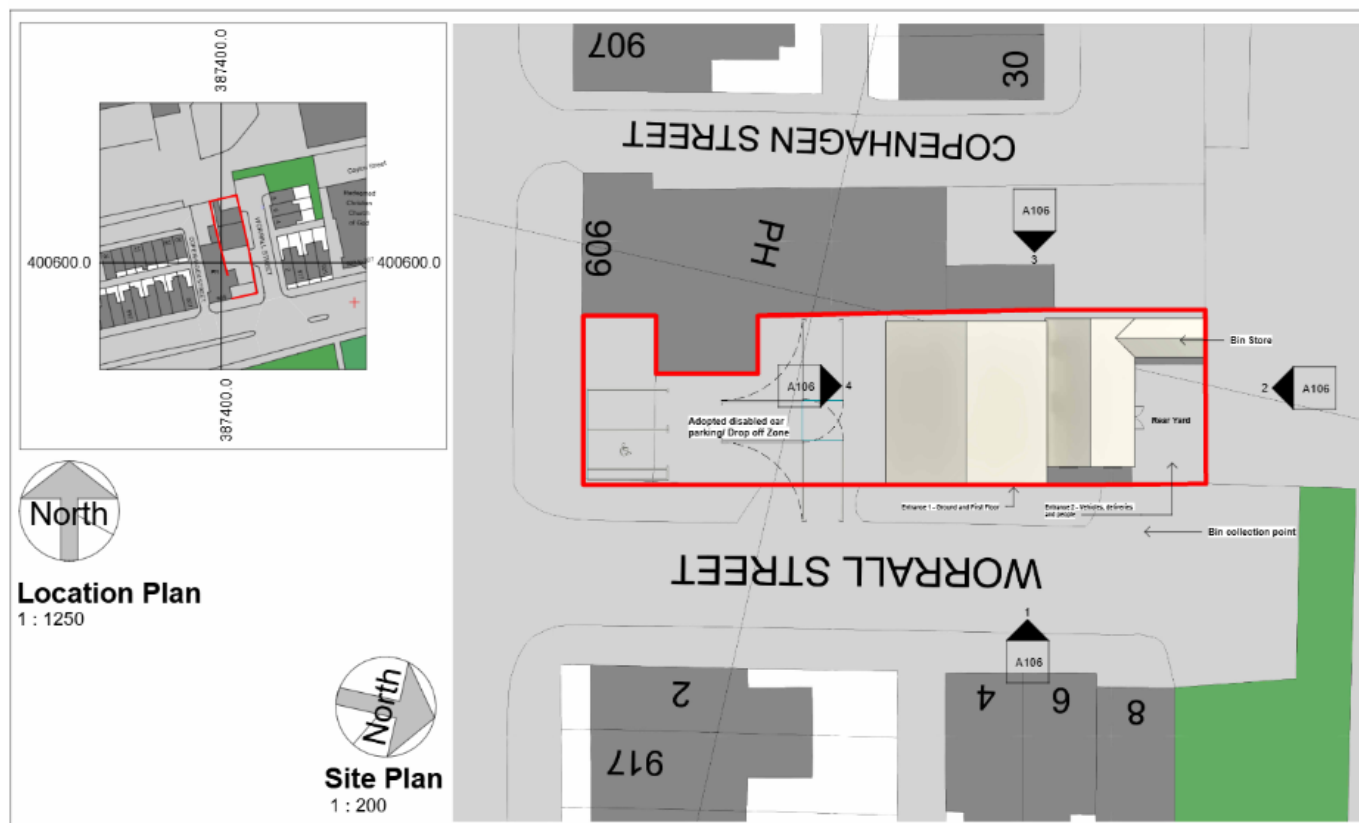


Figure 2, Location Plan and Proposed Site Plan

Further information was provided in respect of the occupancy levels of the proposed use:

- Learning Hall: 10-15 max users (Structured tuition)
- Workshop: 6-8 Skills max users (Training or discussion groups)
- Classrooms (x2): 6-8 max each (Rotational use, low background noise)
- Admin Office: 2-3 max staff (Administrative use only)
- Max building occupancy: approximately 40-55 (Not simultaneous - staggered sessions)

Further information was provided in respect of catchment and travel modes, and trip generation and traffic impact (see Figure 3).

Mode of Travel	Estimated %	Commentary
Walking	45-55%	Most users within 10-15 min walk; local footpath infrastructure
Public Transport	25-30%	Bus stops on Oldham Road; Metrolink station within 5 min walk
Drop-off (private car)	15-20%	Parents/carers for youth learners; short-stay drop-off only
Cycling	<5%	Potential increase with cycle provision (see Section 8)

4. Trip Generation and Traffic Impact

Typical daily vehicle trips: 13-21 total, spread throughout the day.

Time Slot	Type of Movement	Est. Vehicle Trips
8:45 - 9:15am	Morning drop-off	4-6
12:00 - 1:00pm	Midday changeover	2-4
3:30 - 4:30pm	Afternoon session	4-6
5:45 - 6:15pm	End of day pick-up	3-5

Trips will be generated by a rotating schedule; full occupancy is not simultaneous. No HGVs or commercial vans are expected.

Figure 3, Supporting highways information provided by the agent

Negotiations during the Course of the Application

During the course of the application, the agent was advised that the scheme gave rise to concern in relation to residential amenity.

Concern raised by colleagues in Highway Services were raised to the agent, who responded with a Supplementary Highways, Transport and Access Statement for review.

Elevational alterations would occur to the rear elevation at ground floor level. Such development was added into the description of development.

Planning History

124441/FO/2019- Erection of single storey side extension to storage unit (Class B8) together with elevational alterations to existing building.
Approved 06.12.2019

045659/FO/NORTH2/94- Vacant land opposite 4 and 6 Worrall Street- Erection of a single storey industrial unit (B1).
Approved 30.09.1994

035951- Site opposite 4 and 6, Worrall Street- Erection of 2m high wall and use of yard for storage of concrete panels, post and timber fencing (Retrospective).
Approved 22.02.1990

F13173- Site end of Worrall Street- Use of site for the storage and repair of wooden pallets and office accommodation.
Refused 03.12.1980

Consultations & Notification Responses

Local Residents

No responses were received from local residents.

Highway Services

Initial comments dated 2 September 2025:

Highways require further information of attendee and staff numbers. Also for the applicant to offer a better description of the uses of the building, to include information on the catchment area and modes of transport.

The applicant needs to present evidence by comparison and by calculation of how many student / attendees the building can accommodate. Also the predicted number of vehicle trips set out over a typical day for each of the described events. Then set out whether any vehicle management will be in place and how it could benefit the movement of traffic.

Provide the numbers of staff / attendees expected to walk, cycle or arrive by public transport is also required. Providing the requested information will allow for a better understanding of the traffic impact on Worrall Street and its junction with the A62 Oldham Road.

It is advised that the applicant is sent the contents of this document. Until the above

information is provided, a final informed Highway assessment cannot be provided.

Highways response:

Trip generation and junction capacity:

The existing B8 use would have generated some traffic trips but, given its size, it was never considered there would be more than a few vehicles at the property at any one time. Also that the vehicles would arrive and leave generally at different times.

It is understood that there are regular bus and Metrolink services available within walking distances of the site, however, journeys by car can be expected for the proposed use.

This development would not normally be expected to generate sufficient trips to be of concern, However, due to its location in a short culs-de-sac off a dual carriageway, there may be a problem with the use of the building for the workshops, seminars, events, or gatherings. These are events that have advertised start times, when people are expected to arrive and leave around the same time.

No staff or visitor numbers have been provided. This information is necessary to allow for a better understanding of the traffic impact.

Worrall Street is a culs-de-sac without a formal turning head at its end. There is an informal space at the end of the street that could be used as a turning head however, it is using private land and as such cannot be relied upon. The assumption is that all vehicles turning in off Oldham Road will have to return back onto Oldham Road using the same junction.

At an event it can only be expected that there would basically be a difficult scenario on Worrall Street as car drivers attempt to enter off Oldham Road, then either drop off and then turn around and then either park or leave. This could mean vehicle reversing out on to Oldham Road or vehicles being delayed on Oldham Road when trying to enter Worrall Street, this due to other vehicles dropping off or waiting to turn around etc.

There is concern that highway safety could regularly be a problem on the street and in particular at the junction on to Oldham Road. The solution to this is unclear, however Highways would like to give the applicant an opportunity to respond to the highway concerns laid out in this document.

Site Accessibility & Parking:

The site can easily be accessed by pedestrians, cyclists and motorists. It is suggested that adopted parking bays adjacent to 909 Oldham Road provide parent drop-off/pick-up space. This space is within the red line however it is understood to have formed part of the public house area nearby.

Drawing A100 rev 1 sets out the use of the vacant land. Offering one parking space plus one disabled parking space and a turn around area for a car.

Concern is expressed as the vacant land area is only able to accommodate two parked vehicles with one of those a space for people with disabilities.

Worrall Street has four residential properties on it. It can be expected that there will be a need for parking space on the street for these residents or their visitors. Additionally, for the immediate residential houses on Oldham Road, these residents would also use Worrall Street to park on.

It is recommended that the surface of the parking areas and the turning area be made up

to with a bound material with painted lines set out to allow drivers to understand the use of the area. If the application is successful then it is recommended this work is completed before 1st occupation.

EV charging:

No EV charging is offered

Cycle parking:

No cycle parking is being offered.

It is recommended that four cycle spaces should be provided for the staff and visitors. The cycle parking for any long stays (the staff) should offer cover and a means to secure the cycle. All cycle parking should be overlooked or in a CCTV zone or both. Cycle storage within a building is acceptable but it must not obstruct a corridor or access point.

Refuse and servicing:

As described, it will have no detrimental impact on the highway.

Travel Plan:

A Travel Plan is not required for this application.

Construction Management Plan:

A Construction Management Plan should be conditioned.

Further Highway comments dated 6 October 2025:

Lack of Supporting Information:

Highways consider that the information provided fails to offer sufficient supporting evidence on the modal split.

Highway Safety:

Highways have safety concerns for the following reasons:

- That as a result of the change of use, there will be an unacceptable increase in the number of vehicles having to carry out about turn manoeuvres or reversing manoeuvres in the street. This may lead to delaying vehicles that are entering the street from the A62 dual carriageway; this in turn resulting in stationary vehicles on the A62 dual carriageway with the potential of rear-shunt collisions.

- Lack of parking – Drawing A100 rev P1 sets out that there will be two off-road parking spaces. One that will be allocated for people with disabilities and one that will be for staff or the public.

Note: this will have an EV charger provided. A vehicle being charged can occupy a parking space over a long period. A lack of onsite parking spaces can lead to indiscriminate parking on the street, which could have a safety impact for drivers entering and also then having to leave because of a lack of parking space available.

Highways response:

Trip Generation and Junction Capacity:

In addition to the response above, the following new comments were made:

Staff and visitor numbers have been provided within the Supplementary Transport Statement. With a potential maximum of 40 to 55 people being on site, this could lead to highway access and parking difficulties. It is understood that this may be just on some occasions. Insufficient information has been provided to support the modal split figure offered that suggests 15 to 20% of trips will be by car.

Worrall Street is a Cul de sac without a formal turning head at its end. In addition to the points above raised, Highways note this is an area that can attract existing parking.

At any event or happening, it can only be expected that there would be a difficult highway scenario on Worrall Street as vehicle drivers attempt to enter from Oldham Road, then either drop off and then turn around, park or leave. This could lead to vehicles reversing out on to Oldham Road or vehicles being delayed on Oldham Road when trying to enter Worrall Street. The issue amplified by additional on-street parking demand associated with the proposals.

There is concern that highway safety could regularly be an issue on the street or in particular at the junction with the A62 Oldham Road. The applicant has offered a raft of measures to help reduce the recognised potential highway impact

These measures include:

- Staggered scheduling to prevent clustering of arrivals
- Strict user limits on building capacity
- Advance drop-off instructions to discourage informal turning
- Provision of on-site turning area to prevent reversing
- Alternative parking and public transport strategy
- Cycle and EV infrastructure to reduce car dependency

While the proposed measures can be seen to assist, they are reliant on willing participation and cannot be guaranteed.

Parking:

In addition to the response above, the following new comments were made:

Concern is expressed that the vacant land area is only able to accommodate two parked vehicles with one of those a space for people with disabilities, the other having an EV charger. Highways concerns that insufficient car parking will be provided for staff and users.

EV Charging:

One EV charging facility is offered

Cycle parking:

Four cycle spaces are to be provided for the staff and visitors. The cycle parking for any long stays (the staff) should offer cover as well as a means to secure the cycles. All cycle parking should be overlooked, in a CCTV zone or both. Cycle storage within a building is acceptable but it must not obstruct a corridor or access point.

It will be recommended that details of the cycle storage location/s, the method to offer cycle security and the type of structure should be subject to a planning condition.

Recommended conditions:

1. Construction method and details of the car park / turning space including drainage to be submitted to and approved by the Council. The car park and turning area to be completed on site prior to the opening of the facility for public use.
2. Cycle storage condition The cycle storage details to be submitted and approved by the Council and installed prior to the opening of the facility for public use.
3. CMP details.

Environmental Health

Environmental Health were consulted and requested the following conditions be attached to any approval granted:

- Construction hours condition

- Fumes- fumes/ odours condition
- Hours1- premises opening hours condition
- Hours 2- deliveries to commercial premises condition
- NSE1 (noise break out scheme) condition- Environmental Health commented that the information submitted in respect of noise break out was not acceptable
- NSE6 External plant/equipment/servicing condition
- Refuse condition- Environmental Health reviewed the information submitted and noted the information was acceptable to discharge part a of the condition.
- Air Quality 2 (EVC and boilers etc) condition

MCC Flood Risk Management

The following comments were received:

The applicant has confirmed that “no external enlargement or alterations are proposed” and the proposed change of use includes internal re-configuration only.

The development is within Flood Zone 1; however, the northern area of the site is shown to be at high risk of surface water flooding. The proposed change of use has a vulnerability classification of ‘Less Vulnerable’. In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities, a Flood Risk Assessment is required.

The LPA should assess the FRA under the Standing Advice.

Condition 1: No development shall take place until a Flood Risk Assessment in accordance with NPPG Standing Advice or any subsequent replacement national standards has been submitted to and approved in writing by the Local Planning Authority. This shall include:

- Assessment of sources of flood risk.
- Details of Finished Floor Levels set in accordance with Standing Advice (either no lower than existing floor levels or 300mm above the estimated flood level).
- If floor levels cannot be raised in line with Standing Advice, details of flood resistance and resilience measures to be implemented in accordance with Standing Advice.

Reason: To promote sustainable development and manage the risk of flooding. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

Informative: Culvert:

MCC records highlight that the underground Shooters Brook is located within close proximity to the site (approximately 70 m to the north of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage> .

Greater Manchester Police

The following comments were received from Greater Manchester Police:

GMP consider the proposed use to be reasonable and offer cautious support for the proposals. However, there are several shortcomings in the application, particularly relating to the security of the proposed new doors and windows, the treatment of the car park at the southern end of the building and the provision of secure cycle parking. GMP would be happy to support the application if these and other security matters can be addressed.

GMP requested a crime prevention plan prior to determination of the application.

The Crime Prevention Plan should include:

- Reference to the security qualities of the new doors and windows (BS PAS 24 or similar, each fitted with laminate glazing) to be installed on the north elevation;
- The provision of security-rated, roller shutters to the new doors and windows (at both ground and upper floor levels);
- A suitable treatment of the car park surface and its boundaries and, ideally, installation of a gate to secure the car park entrance;
- Provision of lighting to the car park;
- Provision of secure cycle parking;
- Installation of a CCTV system with cameras monitoring activity around the doors, and exterior of the building generally, and the car and cycle parking;
- Installation of an intruder alarm.

Manchester Cathedral

No comments were received from Manchester Cathedral.

Cadent Gas

After receiving the details of the planning application at Worrall Street, Cadent Gas confirmed they had no objection to the proposal from a planning perspective.

Detailed information was provided for review.

Cadent Gas requested an informative note be attached into the decision notice:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development.

Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective, b) a social, and c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

Chapter 8. Promoting healthy and safe communities
Chapter 9. Promoting sustainable transport
Chapter 11. Making effective use of land
Chapter 12. Achieving well-designed places
Chapter 14. Meeting the challenge of climate change, flooding and coastal change

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 201, updated March 2024 following adoption of Places for Everyone Joint Development Plan

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

Policy DM1 (Development Management);
Policy SP1 (Spatial Principles);
Policy EC5 (East Manchester);
Policy EN1 (Design Principles and Strategic Character Areas);
Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development);
Policy EN 8 (Adaptation to Climate Change);
Policy EN9 (Green Infrastructure);
Policy EN14 (Flood Risk);
Policy EN15 (Biodiversity and Geological Conservation);
Policy EN 16 (Air Quality);
Policy EN18 (Contaminated Land and Ground Stability);
Policy EN19 (Waste);
Policy T1 (Sustainable Transport).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods. Of relevance are paragraphs 2.3, 2.7, 2.14 and 2.16.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:
JP- S1- Sustainable development

ISSUES

Principle of Development

The application seeks planning permission for the change of use from B8 (Storage and Distribution) to F1 (Learning and Non-Residential Institution) to create a multi-functional community facility comprising a ground floor multi-purpose hall, training and education workshop, kitchen with foodbank, WCs and storage; and a first floor administrative office, two classrooms, waiting area and additional WCs, together with new first floor windows to rear and elevational alterations to the rear elevation.

The surrounding area is mixed. The building to the west of the site, previously a public house has stood empty for several years, according to Google imagery. 4 residential properties face onto Worrall Street. To the north of the site and further west sit industrial uses. Other residential properties are sited along Oldham Road. The church of RCGG Strong Tower Manchester sits further east of the applicant site. Whilst it is acknowledged the surrounding site is mixed, in this instance, such proposed use cannot be supported. The proposal would result in the intensification of the existing property. In this instance, the LPA do not consider the proposed use can be successfully accommodated within the site without resulting in adverse residential amenity implications to the properties of Worrall Street, and without giving rise to concerns on the grounds of highway and pedestrian safety.

In short, the benefits to the applicant do not outweigh the potential harm in relation to residential amenity. Such issues will now be discussed.

Impact on the Highway

During the course of the application, colleagues in Highway Services requested further information to be able to make an informed assessment on the site. The agent supplied a Supplementary Highways, Transport and Access Statement for review. Colleagues in Highway Services reviewed the additional information.

Highway Services raised concern the submission offered a lack of supporting information. Whilst the supplementary statement offered a modal split of the users of the community facility (see Figure 3 for details), no evidence was supplied to understand the source of data used. Such statement suggests 15 to 20% of trips will be by car. It is unclear whether such figures are based off evidence or reflect an aspiration for the facility. Policy DM1 of the Core Strategy states, "all development should have regard to the following specific issues; (including)...Effects on road safety and traffic generation". In this case, the issue of traffic generation has not been fully considered by means of sufficient supporting evidence on the modal split.

Highway Services also raised concern that the proposal would give rise to highway safety implications. The developer supplied a break down of the expected number of visitors to the premise. Within section 4 of the Supplementary Transport Statement, it estimates 13-21 vehicle trips, spread throughout the day. A potential maximum of 40 to 55 people are recorded to be on site at any one time. Worrall Street is a Cul de sac without a formal turning head at its end. It is considered that this would result in an unacceptable increase in the number of vehicles having to carry out about turn manoeuvres or reversing manoeuvres in the street. This may lead to delaying vehicles that are entering the street from the A62 dual carriageway; this in turn resulting in stationary vehicles on the A62 dual carriageway with the potential of rear-shunt collisions.

Drawing A100 rev P1 sets out that there will be two off-road parking spaces. One that will be allocated for people with disabilities and one that will be for staff or the public. The standard car park would have an EV charger provided. A vehicle being charged can occupy a parking space over a long period. Highways have concern insufficient car parking will be provided for staff and users.

There is concern that highway safety could regularly be an issue on the street or in particular at the junction with the A62 Oldham Road. The applicant has offered a raft of measures to help reduce the recognised potential highway impact. These measures include:

- Staggered scheduling to prevent clustering of arrivals
- Strict user limits on building capacity
- Advance drop-off instructions to discourage informal turning

- Provision of on-site turning area to prevent reversing
- Alternative parking and public transport strategy
- Cycle and EV infrastructure to reduce car dependency

While the proposed measures can be seen to assist, they are reliant on willing participation and cannot be guaranteed. Such measures in this instance, cannot be supported by colleagues in Highway Services.

Policy T1 of the Core Strategy states, 'developments should take into consideration vehicular access and car parking and should reduce the negative impacts of road traffic and road accident casualties'. In this case, the proposal is considered to be contrary to policy T1, as the applicant has failed to demonstrate that the car parking proposed and existing parking opportunities would be sufficient and that the proposal would not have an adverse impact on highway safety implications.

In short, insufficient information has been provided to provide comfort and assurance that the proposed development can be conducted without giving rise to the detriment of highway and pedestrian safety, contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy.

Residential Amenity

During the course of the application, further information was supplied in relation to the number of users to the community facilities. A break down of the building occupancy was provided:

Learning Hall: 10-15 max users (Structured tuition)

Workshop: 6-8 Skills max users (Training or discussion groups)

Classrooms (x2): 6-8 max each (Rotational use, low background noise)

Admin Office: 2-3 max staff (Administrative use only)

Max building occupancy: approximately 40-55 (Not simultaneous - staggered sessions)

Further it is noted that 13-21 vehicle trips throughout the day can be expected. For specific events up to 30 people may be expected.

As existing, 4 residential properties sit along Worrall Street and face into Worrall Street. Such properties do not have their own front driveways and so use the parking in connection with Worrall Street. As existing, such street, except for being sited along Oldham Road is relatively quiet as it does not offer any through route.

As a result of the proposal, the use of the existing building would be intensified. The existing residents could experience up to 21 vehicle trips a day, up to 40-55 people attending the building at any one point and up to 30 users at a given time for a certain event. As a result, this would result in additional comings and goings, and associated noise disturbance. This level would greatly exceed the levels of activity that the residents could reasonably expect to enjoy and would give rise to increased levels of disamenity to local residents.

Further, such residents would be adversely impacted by the proposed vehicles attending the property and could result in conflicts between cars coming to the applicant site and the off street parking provision available on Worrall Street.

Such additional comings and goings as listed above would in turn have an adverse impact upon the living conditions of neighbouring residential occupiers, to the detriment of their amenity. Such would be contrary to policies SP1 and DM1 of the Core Strategy and UDP policy DC26.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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: Refuse

Article 35 Declaration

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a proactive manner, but in this instance the scheme is not acceptable and the application is refused in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The proposal would have a detrimental impact upon the current levels of residential amenity enjoyed by the occupants of neighbouring residential accommodation, by reason of the increased noise and movements associated with the comings and goings to the premises, contrary to policy DM1 of the Core Strategy and saved policy DC26 in the Unitary Development Plan for the City of Manchester.

2) The applicant has failed to provide sufficient details to fully assess the proposal. The information provided fails to offer sufficient supporting evidence on the modal split. The information suggests 15 to 20% of trips will be by car, however the data source of such calculations are unknown. The applicant has failed to supply sufficient supporting evidence, to the detriment of highway and pedestrian safety. This is contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy, and provisions within the NPPF.

3) The proposal is considered to result in an unacceptable increase in the number of vehicles having to carry out about turn manoeuvres or reversing manoeuvres in the street. This would lead to delaying vehicles that are entering the street from the A62 dual carriageway; this in turn resulting in stationary vehicles on the A62 dual carriageway with the potential of rear-shunt collisions. The proposal fails to offer sufficient car parking for staff and users. The proposal is considered to give rise to highway and pedestrian safety concerns and so the proposal is contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy, and provisions within the NPPF.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Manchester Cathedral

119 Troydale Drive, Manchester, M40 2AP
117 Troydale Drive, Manchester, M40 2AP
113 Troydale Drive, Manchester, M40 2AP
909 Oldham Road, Manchester, M40 2EE
901 Oldham Road, Manchester, M40 2EE
895 Oldham Road, Manchester, M40 2EE
97 Troydale Drive, Manchester, M40 2ES
6 Worrall Street, Manchester, M40 2ED
921 Oldham Road, Manchester, M40 2EB
917 Oldham Road, Manchester, M40 2EB
30 Cutland Street, Manchester, M40 2EA
28 Cutland Street, Manchester, M40 2EA
26 Cutland Street, Manchester, M40 2EA
22 Cutland Street, Manchester, M40 2EA
18 Cutland Street, Manchester, M40 2EA
16 Cutland Street, Manchester, M40 2EA
107 Troydale Drive, Manchester, M40 2ES
903 Oldham Road, Manchester, M40 2EE
899 Oldham Road, Manchester, M40 2EE
893 Oldham Road, Manchester, M40 2EE
891 Oldham Road, Manchester, M40 2EE
887 Oldham Road, Manchester, M40 2EE
885 Oldham Road, Manchester, M40 2EE
101 Troydale Drive, Manchester, M40 2ES
24 Cutland Street, Manchester, M40 2EA
8 Worrall Street, Manchester, M40 2ED
1 Thorp Road, Manchester, M40 5BJ
Unit 1, 1 Thorp Road, Manchester, M40 5BJ
Redeemed Christian Church Of God, 923 - 927 Oldham Road, Manchester, M40 2EB
Flat B, 897 Oldham Road, Manchester, M40 2EE
Flat A, 897 Oldham Road, Manchester, M40 2EE
127 Troydale Drive, Manchester, M40 2AP
115 Troydale Drive, Manchester, M40 2AP
905 Oldham Road, Manchester, M40 2EE
889 Oldham Road, Manchester, M40 2EE

95 Troydale Drive, Manchester, M40 2ES
4 Worrall Street, Manchester, M40 2ED
20 Cutland Street, Manchester, M40 2EA
Kids Choice Day Nursery, 929 Oldham Road, Manchester, M40 2EB
2 Worrall Street, Manchester, M40 2ED
2 Kerswell Walk, Manchester, M40 2AH
129 Troydale Drive, Manchester, M40 2AP
121 Troydale Drive, Manchester, M40 2AP
6 Kerswell Walk, Manchester, M40 2AH
4 Kerswell Walk, Manchester, M40 2AH
907 Oldham Road, Manchester, M40 2EE
111 Troydale Drive, Manchester, M40 2ES
109 Troydale Drive, Manchester, M40 2ES
105 Troydale Drive, Manchester, M40 2ES
103 Troydale Drive, Manchester, M40 2ES
99 Troydale Drive, Manchester, M40 2ES
93 Troydale Drive, Manchester, M40 2ES
919 Oldham Road, Manchester, M40 2EB
125 Troydale Drive, Manchester, M40 2AP
123 Troydale Drive, Manchester, M40 2AP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Manchester Cathedral Ownership - Manchester Cathedral Newton Heath Manor
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA