

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142489/FO/2025
Date registered valid:	20 March 2025
Proposal:	Erection of single storey glazed entrance pod, new shopfront and associated elevational alterations; widening of footpath facing the car park and installation of roof mounted solar panels.
Address:	35 Copson Street, Manchester, M20 3HB
Ward(s):	Old Moat Ward
Applicant:	Starcrester Properties Limited
Agent (if any):	Mr Robert Knowles, Knowles & Co
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	APPROVE
Date of recommendation:	8 July 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 2 May 2025

Standard consultations:

Printed: 15 April 2025 Expired: 9 May 2025

Neighbour notifications

Printed: 15 April 2025 Expired: 9 May 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/area

Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicants are proposing the following in association with the sub-division of the property into two units:

- Erection of single storey glazed entrance pod to the Copson Street frontage.
- Installation of a new shopfront to the car park frontage.
- Associated elevational alterations – fire doors to the Hill Street elevation; fire doors and delivery door to the service yard elevation.
- Widening of footpath facing the car park.
- Installation of roof mounted solar panels.

Consultations & Notification Responses

Local Residents – No comments received.

Ward Members – Joint correspondence has been received from the three ward members:

- We welcome the investment in this retail site in Old Moat ward in Withington Village, and support the rooftop PV panels and new entrance on Copson Street.
- We would have concerns about the narrow pavement width for the new shopfront and pavement area off the rear car park and feel that this should be at least 1.5m wide. The adjoining public realm between Copson Street and the car park would also benefit from some tree planting or planters as it is and will be more of a well used route with the introduction of a new unit that is accessed directly off the car park.
- If a roller shutter is needed on the new shopfront, we would ask that it is internally mounted or perforated to prevent ASB and graffiti tagging on it.
- Whilst not directly a planning matter, we would be keen to see the Coop remain in one of the new units in this location and a strict condition on use Class E for the other unit here too.

Highway Services – Have made the following comments:

- The replacement entrance pod at Copson Street will be located on private forecourt and will not extend beyond the footprint of the existing entrance pod. New doors are included which will open internally providing access to Unit A only. A new (recessed) fire door is proposed at the Hill Street elevation. This is considered acceptable by Highways.
- A new pedestrian access doorway is proposed to Unit B from within the internal car-park area. The doors are inward opening, and pedestrian access is enhanced by widening of the internal footway to 1.2m. Sufficient car-park aisle width will be retained.
- Given that pedestrian movement along the southern/south-eastern elevations of the building is likely to increase due to the location of Unit B access point, Highways

recommend that appropriate dropped-kerbs are implemented along the widened footway to enable wheelchair/buggy access from the car-park.

- Dropped-kerbs and tactile paving should be provided across the service yard access. Tactile paving should also be provided at the existing dropped-kerb crossing point across the car-park access at Brownacre Street (unadopted).
- The level and configuration of on-site parking will remain as existing, which includes disabled and Parent & child provision. The quantum of provision is considered suitable to serve both stores, although a minimum of 10. EV parking space should be provided.
- Sheltered and secure staff cycle parking will need to be provided for each unit in alignment with MCC Core Strategy standards. Whilst short-stay customer provision is also welcomed, the 3no. new 'Sheffield' type cycle stands located on the footway area adjacent to the service yard access are likely to hinder pedestrian movement once cycles are parked. Highways request that these are relocated.
- The existing internal serving yard will be retained to serve both units which will also house a bin store. A service corridor will be provided to enable connectivity between the service yard and Unit A. Servicing and refuse collections will remain as existing. This arrangement is considered acceptable by Highways.
- Highways request that a construction Management Plan is conditioned with any approval.

Environmental Health – Suggests a number of conditions designed to protect residential amenity and public health.

Withington Civic Society – Have made the following comments:

- The Society would much prefer the premises to remain as a full supermarket. It is a substantial benefit to Withington and the proposal to split the premises into two retail units would be a significant detriment.
- If the premises are to be subdivided, then we consider the present approach to subdividing the existing unit is disappointing. The rear unit has no footfall and is accessed from the car park edge. It has no frontage to Copson Street other than an oblique view down the tired pedestrian paved area linking the car park to Copson Street. We consider the applicants should be refreshing the hard landscaping to this area if they want to create an attractive entrance to the proposed new unit.
- Further, the proposed (rear unit) new shop front has a minimal 1200mm wide footpath along its frontage, not even wide enough to turn a wheelchair around; 1500mm is required to do that. All new pavements should be a minimum of 2m wide. The parent parking spaces opposite have undersized reversing space under 6m depth, so will be awkward to access. This does not demonstrate a competent design solution.
- Generally, we believe there would be greater value in subdividing the unit the other way to get shop windows on the Copson Street elevation. We would like this to be suggested to the applicants to see if they are prepared to amend the plans.
- However the subdivision is carried out, it is essential that windows are not blocked with manifestation, and we therefore suggest the following condition should be applied to any planning permission granted: *"All windows hereby approved shall be maintained in clear glass at all times. Nothing shall be affixed to the window which would obscure the glazing at any time."*
- We consider the elevations for the entrance pod are rudimentary. More detailed elevations should be provided showing the profile of the aluminium frames.
- The details of the materials for the fire escape doors are on the planning application form rather than the plans. Any planning permission granted should contain a condition to secure those details.

- There should also be a condition to prevent the display of goods outside the shop on the car park frontage (as well as the Copson Street frontage) as this could be an obstruction as well as being unsightly.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas’ town centres and its other key assets.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of:
 - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
 - ii. Adequately mitigating any harm to biodiversity, then
 - iii. Adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%

- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below

Policy SP1, *Spatial Principles*, - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

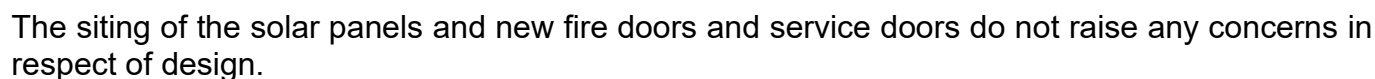
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Issues

Principle of the Proposal – There is no objection in principle to the proposed works, however the impact on existing levels of residential and visual amenity, along with pedestrian and highway safety, must be assessed.

In terms of the sub-division of the property into two units, this itself does not require planning permission and as such there is no control over who operates from either unit. Nor is there any ability to restrict use classes or hours of operation.

RAL 7016



UNIT B GIA 332m² (3573ft²)

Shell unit for tenant fit out
Walls formed with 215mm
brick concrete blockwork.
Main drain point provided.
Bearing water and
electric provided

UNIT A GIA 380m² (4099ft²)

Shell unit for tenant fit out
Walls formed with 215mm
brick concrete blockwork.
Main drain point provided.
Bearing water and
electric provided

**COMMUNAL SERVICE
YARD AREA 188m²
(2023ft²)**

1100 litre waste bins 2 each for units
A&B. One of each for collection
of recyclable waste.
2No on space canal stack shelter with
soak water gully and polyethylene
surround and panels (estimated expenditure
around £10000 in a £10000 to £12000)

**GROSS INTERNAL
FLOOR SPACE
806m² (8675ft²)**

1:1000

Visual Amenity – Given the design of the new shop front and entrance pod, along with the introduction of the planters, it is not considered that the proposal would have a detrimental impact upon the current levels of visual amenity enjoyed along Copson Street or from within the existing car parking area.

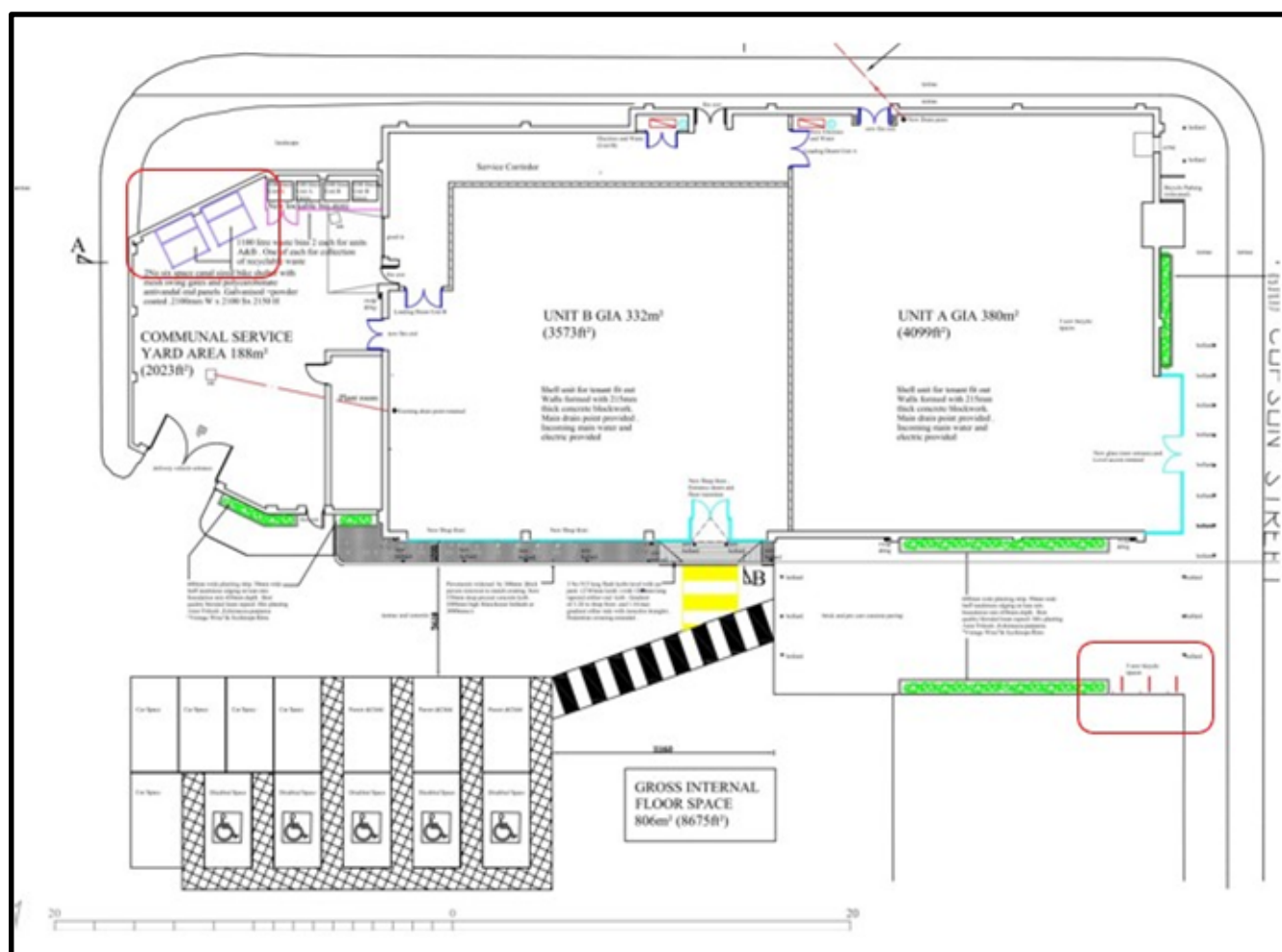
Residential Amenity – The proposed elevational alterations would not result in increased instances of overlooking or lead to overshadowing of any of the nearest residential properties.

As this application is only for those matters listed in *Description of development* above there is no justification for imposing the conditions requested by Environmental Health.

Car Parking – The existing car parking provision remains unaltered and it is considered sufficient for the two units that would operate from the site.

In terms of the ability to access the parking spaces themselves, following the widening of the footpath, no objections have been raised by Highway Services.

Cycle Parking – Cycle parking for staff and customers is to be provided and this is welcomed. Concerns were raised that the cycle provision in the service yard would hinder deliveries but the applicant has confirmed that this would not be the case and the service yard would still be fully functional.



Pedestrian and Highway Safety – The proposed works would not result in an undue increase in the number of vehicular trips to and from the site. Furthermore, the provision of a zebra crossing in the car park, as well as the widening of the access footpath would ensure that pedestrians could access the new unit in safety. The applicant has also incorporated dropped kerbs following receipt of the comments of Highway Services.

In terms of the impact on Copson Street pavement widths, the entrance canopy would be contained within the existing forecourt so the existing pavement width would remain unchanged.

Overall, it is not considered that the proposed works would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site and also within the car parking area itself.

Waste Storage and Collection – The existing storage and collection arrangements for refuse would remain unaltered and as such is considered acceptable.

Other Matters Raised by Objectors – It is not considered appropriate to impose conditions regarding the display of goods, either within the premises or on the Copson Street forecourt. If it transpires that operator of the premises blocks the pavement with any display then Highway Services colleagues will be able to investigate any right of way contraventions.

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: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and supporting information received on 20 March 2025:

- a) Drawing 52978-04 SECTIONS AA AND BB
- b) Drawing 52978-09 PROPOSED ELEVATIONS
- c) Drawing 52978-11 PROPOSED ROOF PLAN
- d) Drawing 52978-12 PROPOSED SITE PLAN
- e) Drawing 52978-13 LOCATION PLAN

and the following drawings received on 13 May 2025:

- f) Drawing 52978-07A PROPOSED GROUND FLOOR
- g) Drawing 52978-08A PROPOSED FRONT AND SIDE ELEVATION
- h) Drawing 52978-10A PROPOSED SECTIONS A-A AND B-B

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) No above ground works, except demolition works, shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) The cycle storage facilities shown on Drawing 52978-07A , received on 13 May 2025, shall be made ready for use prior to the operational phase of the development hereby approved. The approved facilities shall then be retained and permanently reserved for cycle parking.

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

5) The works to the car park, as shown on Drawing 52978-07A, received on 13 May 2025, shall be implemented and thereafter retained prior to the commencement of the operational phase of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of an electric vehicle charging point(s) have been submitted to and approved by the City Council as Local Planning Authority. The approved charging point shall be provided prior to first occupation and retained thereafter.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

7) No above ground works, except demolition works, shall commence unless and until detailed drawings of the planters shown on Drawing 52978-07A, received on 13 May 2025, have been

submitted to and approved in writing by the City Council as local planning authority. The approved planters shall be installed and thereafter retained in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

8) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff;
- o Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Withington Civic Society

Flat 4, Sakina House, 3 Hill Street, Manchester, M20 3GR

Flat 3, Sakina House, 3 Hill Street, Manchester, M20 3GR

Flat 2, Sakina House, 3 Hill Street, Manchester, M20 3GR

Flat 1, Sakina House, 3 Hill Street, Manchester, M20 3GR

2A Old Moat Lane, Manchester, M20 3GF

24 - 26 Copson Street, Manchester, M20 3HB

28A Copson Street, Manchester, M20 3HB

Flat Above, 14 Burton Road, Manchester, M20 3ED

Mydentist, Constable House, Morris Street, Manchester, M20 3BG

16A Burton Road, Manchester, M20 3ED

Flat Above, 8 Burton Road, Manchester, M20 3ED

Unit 2, Site Of 27 To 29, Copson Street, Manchester, M20 3HE

Unit 3, 27 - 29 Copson Street, Manchester, M20 3HE

12 Burton Road, Manchester, M20 3ED

18 Burton Road, Manchester, M20 3ED

14 Burton Road, Manchester, M20 3ED

20 Burton Road, Manchester, M20 3ED

Constable House, 2 Hill Street, Manchester, M20 3HL

Flat 5, 6 Old Moat Lane, Manchester, M20 3GF

Flat 4, 6 Old Moat Lane, Manchester, M20 3GF

Flat 3, 6 Old Moat Lane, Manchester, M20 3GF

Flat 2, 6 Old Moat Lane, Manchester, M20 3GF

Flat 1, 6 Old Moat Lane, Manchester, M20 3GF

33 Copson Street, Manchester, M20 3HE

Constable House, Copson Street, Manchester, M20 3HB

Flat 2, Constable House, 2 Hill Street, Manchester, M20 3HL
Flat 1, Constable House, 2 Hill Street, Manchester, M20 3HL
Flat 4, Constable House, 2 Hill Street, Manchester, M20 3HL
Flat 5, Constable House, 2 Hill Street, Manchester, M20 3HL
3 Patten Street, Manchester, M20 3HD
13 Patten Street, Manchester, M20 3HD
16 Burton Road, Manchester, M20 3ED
20A Burton Road, Manchester, M20 3ED
18A Burton Road, Manchester, M20 3ED
Flat 6, Constable House, 2 Hill Street, Manchester, M20 3HL
Flat 3, Constable House, 2 Hill Street, Manchester, M20 3HL
26A Copson Street, Manchester, M20 3HB
Site Of 27 To 29, Copson Street, Manchester, M20 3HE
1 Brownacre Street, Manchester, M20 3GW
William Hill, 27 - 29 Copson Street, Manchester, M20 3HE
8 Hopelea Street, Manchester, M20 3FD
5 Hopelea Street, Manchester, M20 3FD
7 Patten Street, Manchester, M20 3HD
5 Patten Street, Manchester, M20 3HD
1 Patten Street, Manchester, M20 3HD
30A Copson Street, Manchester, M20 3HB
28 Copson Street, Manchester, M20 3HB
25 Copson Street, Manchester, M20 3HE
331 Yew Tree Road, Manchester, M20 3FP
7 Hill Street, Manchester, M20 3GR
30 Copson Street, Manchester, M20 3HB
32A Copson Street, Manchester, M20 3HB
9 Patten Street, Manchester, M20 3HD
15 Patten Street, Manchester, M20 3HD
11 Patten Street, Manchester, M20 3HD
32 Copson Street, Manchester, M20 3HB
5 Hill Street, Manchester, M20 3GR
17 Patten Street, Manchester, M20 3HD
19 Patten Street, Manchester, M20 3HD
21 Patten Street, Manchester, M20 3HD
8 Burton Road, Manchester, M20 3ED

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Regulation 7 Direction (Control Advert) - Control Of To Let Boards (Yew Tree Road/Mauldeth Road West)
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA