

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140997/FO/2024
Date registered valid: 26 March 2025
Proposal: Creation of car wash and erection of associated canopy.
Address: Land At 144 Bradford Road, Manchester, M40 7AS
Ward(s): Ancoats & Beswick Ward

Applicant: Mr Mohammed Haseeb AL Distribution (Mcr) Limited
Agent (if any): Mr Rashid Mehmood I. Planning Services
Case officer: Emily Booth
Tel: 0161 234 4193
Email: emily.booth@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 21 May 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 14 April 2025

Standard consultations:

Printed: 31 March 2025 Expired: 23 April 2025

Neighbour notifications

Printed: 31 March 2025 Expired: 23 April 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: Not applicable

Tree Preservation Order: Not applicable

Description of area

This application relates to a site at 144 Bradford Road. It contains an existing single storey modern industrial building constructed of brick and corrugated metal and yard that fronts Bradford Road and is adjacent to a pub at 112 Bradford Road and another industrial unit. The site has not been used for industrial purposes for a number of years but has been used for car parking.

It is within a mixed industrial and residential area that is relatively close to the Etihad Stadium complex. A number of new homes have been constructed on the opposite side of Bradford Road and the closest residential accommodation is opposite the site on Charnley Close and on Bradford Road. There are also some older homes in the location including those on Charnley Close.

The industrial unit subject of this application is one of a few industrial units and is adjacent the former gas works.

The site is not in a conservation area and the building is not listed.

Bradford Road provides access between the A6610 and the Eastern Gateway Area of the City Centre.

Description of development

Planning permission is sought to operate a hand car wash within the yard of the site, including a canopy for valeting.

Consultations & Notification Responses

Publicity - A site notice was displayed on site and letters were sent to surrounding occupiers. 2no. objections were received and are summarised as follows:

This is a residential area, with many people and cars in and out during daytime.

The use could cause pollution problems, such as air, noise, drainage etc.

The oily water of car wash could leak onto the streets causing children and elderly people to slip.

They have been using the space for parking and leave rubbish outside their space during football matches.

Traffic will be created by the use traffic and having a car wash where children are playing outside near our houses is unsafe.

Highway Services - Commented as follows:

Evidence is required to ensure that the site can accommodate peak levels of queuing to ensure queuing does not back-up onto the site access road or Bradford Road.

Highways request that the internal route for queuing vehicles awaiting servicing is clearly demarcated in order to ensure maximum internal stacking capacity. Please submit drawings to demonstrate this.

Please submit an internal swept-path assessment for a large car within the curtilage of the application site to demonstrate that cars can comfortably manoeuvre within the site and egress.

Please confirm that management is in place to ensure queuing vehicles do not impinge on HGV movements.

Please submit amended drawings to demonstrate that there is sufficient space to access, manoeuvre and egress the site.

On-site cycle parking provision should also be made available for staff.

Environmental Health - Recommended conditions to require agreement of the hours of operation, restrict the hours of servicing, require the agreement of lighting details, require the submission and agreement of acoustic measures and the submission and agreement of waste management scheme.

MCC Flood Risk Management - Recommended a condition to require the submission and agreement of a surface water draining layout.

Greater Manchester Police - No comments received.

United Utilities Water PLC - Advised that as this is a Full application, we request that the applicant provides a detailed drainage plan, and that United Utilities has the opportunity to review and comment on this plan prior to the determination of this application.

Mining Remediation Authority - Recommended an informative with relevant advice on coal mining features.

Issues

Issues and Policy

The Adopted Core Strategy for the City of Manchester

CC10 (A Place for Everyone) states that development that promotes high standards of accessibility to buildings and across spaces in the City Centre.

Policy SP1 (Spatial Principles) advises that development in all parts of the City should make a positive contribution to the health, safety and wellbeing of residents.

Policy DM1 (Development Management) advises that all development should consider the 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.

Policy T1 (Sustainable Transport) states that the City Council supports proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy EN8 (Adaptation to Climate Change) - measures would be incorporated into the scheme to minimise its impact on the climate.

Policy EN14 (Flood Risk) - States that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

The Unitary Development Plan for the City of Manchester

Saved Policy DC26 (Development and Noise) states that 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.

Places for Everyone -

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The following policies are considered relevant to this application.

Policy JP-P 1 (Sustainable Places) aims to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be distinctive, with a clear identity, visually stimulating, socially inclusive, resilient, adaptable, durable, resource efficient,

safe, supported by critical infrastructure, functional and convenient, incorporating accessibility, legible easy to move around, well connected, comfortable and inviting, incorporating high quality and well managed green infrastructure and public realm, well served by local shops, services and amenities.

Policy JP-P 6 (Health) Health advises that to help tackle health inequality new development will be required, as far as practicable, to maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development, support healthy lifestyles and be supported by a Health Impact Assessment for relevant developments. Improvements in health facilities will be supported including through requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand, enabling the continued enhancement and successful operation of our hospitals; and facilitating greater integration of health and social care, and the provision of integrated wellness hubs.

JP-S4 (Resilience) states that development will be managed so as to increase considerably the capacity of its citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges, including climate change. One key measure is supporting healthier lifestyles and minimising potential negative impacts on health including air pollution.

JP-S5 (Flood Risk and the Water Environment) details measures to protect the quantity and quality of water bodies and manage flood risk.

JP-C5 (Streets for All) states that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

National Policy

Decisions should accord with the requirements of the National Planning Policy Framework (NPPF) (2024), which sets out the Government's Planning Policies for England and how these are expected to be applied.

The following sections are of relevance to this application:

Section 8 (Promoting healthy and safe communities) outlines how planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings. Paragraph 92 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

(a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other - for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

(b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and

(c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs - for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and Issues and Policy

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- (b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and
- (c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs - for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 12 (Achieving Well Designed Places) advises that the government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making

places better for people. It promotes the creation of places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users 52; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change) advises that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Under these criteria the acceptability of the proposal has been considered:

Residential Amenity and the amenity of surrounding occupiers -

This is a critical issue, as amongst other things, it examines the impact that the scheme would have on nearby and adjoining occupiers. It includes the consideration of issues such as impact on noise and disturbance. The closest residential accommodation is located on the opposite side of Bradford Road.

No details of the hours of operation have been provided meaning that there is no way of fully understanding how this will affect the residential accommodation. It could be assumed to be 24-hour operation, and this would be unacceptable given how close the residential accommodation is located and the need to minimise hours so that disturbance is minimised in the nighttime and early morning.

The acoustic report is also deficient as noise monitoring was not undertaken at the weekend in addition to no hours of operation being proposed. If the car wash is to operate at the weekends, then an addendum to the noise impact assessment would have needed to be provided.

The deficient information that has been submitted strongly indicates that the proposal would cause unacceptable noise levels in the location detrimentally affecting residential amenity and the proposed use is therefore unacceptable.

No allowance has been made for recycling on site or the disposal of any surplus car cleaning chemicals. Given this, it is unknown whether there is space and collection available for these types of waste. Not providing space for recycling is highly deficient and contrary to the City Council's Waste Hierarchy.

Unacceptably high noise levels and late opening would cause disturbance to residents nearby and would cause issues for surrounding occupiers including sleep problems and concentration problems.

Deficient waste proposals not only create poor environments and encourage vermin, but no proposals for recycling also do not have the long-term benefits in improving the environment and co-location with other employment uses where appropriate.

The use as currently proposed would work against the creation of sustainable communities and places for the reasons.

Given the above the proposals are considered to be contrary to Policies SP1, CC10, EN8 and DM1 of the Adopted Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester in relation to the impact on residential amenity and Policy JP-P1, JP-P6, JP-S4 and JP-C5 of Greater Manchester's Places for

Everyone Guidance and Government Guidance contained in Section 8 (Promoting healthy and safe communities), Section 12 (Achieving Well Designed Places) and Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change).

Highway Impacts -

The site is located adjacent to adopted highway on Bradford Road. There is a service yard in front of the industrial unit, but the application doesn't include a clearly demarcated queuing route or an internal swept path to demonstrate that the cars could be contained within the site and safely manoeuvre within the site without backing up onto the site access and/or Bradford Road blocking traffic. There is no evidence to demonstrate that the site can accommodate peak levels of queuing and no operational management for this.

There is no information on whether secure cycle parking spaces would be provided for staff showing a lack of consideration for how staff could access the site via sustainable transport methods.

The application is wholly deficient in information to demonstrate that these issues have been considered and does not include any evidence to prove that the proposal will not cause traffic issues on Bradford Road and prevent danger for pedestrians.

Given the above the proposals are considered to be contrary to Policies SP1, CC10, T1 and DM1 of the Adopted Core Strategy for the City of Manchester in relation to the impact on highway safety and traffic congestion and Policy JP-P1, JP-P6 and JP-C5 of Greater Manchester's Places for Everyone Guidance and Government Guidance contained in Section 8 (Promoting healthy and safe communities) and Section 12 (Achieving Well Designed Places).

Drainage -

The application is not supported by a detailed drainage plan showing that the consideration of the provision on sustainable drainage has not been fully considered. This is again deficient information and given the type of use where additional water and chemicals could be washed onto surrounding streets causing issues for pedestrians, traffic and residents it is critical that the application contains this, and it doesn't.

Given the above the proposals are considered to be contrary to Policies SP1, CC10, EN8, EN14 and DM1 of the Adopted Core Strategy for the City of Manchester in relation to the sustainable drainage of the site and Policy JP-P1, JP-P6, JP-S4, JP-S5 and JP-C5 of Greater Manchester's Places for Everyone Guidance and Government Guidance contained in Section 8 (Promoting healthy and safe communities), Section 12 (Achieving Well Designed Places) and Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change).

Visual Amenity -

There are no details of the finishes of the site, the appearance of the canopy or the boundary treatment.

These details could have been sought by condition should it have been possible to approve this application.

Given the above the proposals are considered to be contrary to Policies SP1, CC10, EN8, EN14 and DM1 of the Adopted Core Strategy for the City of Manchester in relation to the impact on visual amenity and Policy JP-P1, JP-P6, JP-S4, JP-S5 and JP-C5 of Greater Manchester's Places for Everyone Guidance and Government Guidance contained in Section 8 (Promoting

healthy and safe communities), Section 12 (Achieving Well Designed Places) and Section 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change).

Disabled Access -

Level access existing into and throughout the site. There are no details of a parking bay for disabled people, which again shows a lack of consideration.

Given the above the proposals are considered to be contrary to Policies SP1, CC10, T1 and DM1 of the Adopted Core Strategy for the City of Manchester in relation to the provision of an accessible use and Policy JP-P1, JP-P6 and JP-C5 of Greater Manchester's Places for Everyone Guidance and Government Guidance contained in Section 8 (Promoting healthy and safe communities) and Section 12 (Achieving Well Designed Places).

Other matters -

The applicant was given chance to withdraw this application but didn't do so. They have been given clear communication of the issues to address. The 2no. objection received were taken into account in determining this application.

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

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the

application. In this instance this has included advice about the information required to be submitted to support the application and advice and support and ultimately insufficient information submitted to address consultation comments.

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

1) There is insufficient evidence to demonstrate that the use of the site as a car wash could operate safely in relation to the highway and means of access, provide sustainable drainage, manage waste sustainably, be fully accessible for disabled people and not cause any unduly harmful impact to residential amenity due to the noise generated and hours of operation particularly to properties on the opposite the site on Charnley Close and on Bradford Road. The proposal would therefore be contrary to policies CC10 (A Place for Everyone), T1 (Sustainable Transport), EN8 (Adaption to Climate Change), EN14 (Flood Risk), DM1 (Development Management) and SP1 (Spatial Principles) of the Core Strategy and saved policy DC26 (Development and Noise) of the Unitary Development Plan, Policy JP-P 1 (Sustainable Places), JP-S4 (Resilience), JP-S5 (Flood Risk and the Water Environment) and JP-C5 (Streets for All) of Greater Manchester's Places for Everyone Guidance, Government Guidance contained in Section 8 (Promoting healthy and safe communities).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Mining Remediation Authority

207 Varley Street, Manchester, M40 7EJ
205 Varley Street, Manchester, M40 7EJ
201 Varley Street, Manchester, M40 7EJ
197 Varley Street, Manchester, M40 7EJ
213 Bradford Road, Manchester, M40 7AF
211 Bradford Road, Manchester, M40 7AF
209 Bradford Road, Manchester, M40 7AF
207 Bradford Road, Manchester, M40 7AF
205 Bradford Road, Manchester, M40 7AF
203 Bradford Road, Manchester, M40 7AF
201 Bradford Road, Manchester, M40 7AF
2 Charnley Close, Manchester, M40 7AT
6 Charnley Close, Manchester, M40 7AT
Flat At, Bradford Inn, 112 Bradford Road, Manchester, M40 7AS
9 Sabden Close, Manchester, M40 7AR
3 Sabden Close, Manchester, M40 7AR
106 Bradford Road, Manchester, M40 7AZ
146 Bradford Road, Manchester, M40 7AS
Moonlight House, 182 Bradford Road, Manchester, M40 7AS
Bradford Inn, 112 Bradford Road, Manchester, M40 7AS
8 Charnley Close, Manchester, M40 7AT
4 Charnley Close, Manchester, M40 7AT
12 Charnley Close, Manchester, M40 7AT
10 Charnley Close, Manchester, M40 7AT
7 Sabden Close, Manchester, M40 7AR
5 Sabden Close, Manchester, M40 7AR
110 Bradford Road, Manchester, M40 7AZ
108 Bradford Road, Manchester, M40 7AZ
1 Sabden Close, Manchester, M40 7AR
104 Bradford Road, Manchester, M40 7AZ
16 Charnley Close, Manchester, M40 7AT
14 Charnley Close, Manchester, M40 7AT

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Hazard - Bradford Road Gas Works
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL