MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139600/FO/2024
Date registered valid:	9 September 2024
Proposal:	Erection of 2 no. light industrial units (Class E (g))
Address:	Jubilee Works, Clifton Street, Manchester, M40 8HN
Ward(s):	Miles Platting & Newton Heath Ward
Applicant:	Mr Zulfiqar Ali
Agent (if any):	Philip Holmes, PHA Architects Ltd
Case officer:	Katie Raw Tel: 0161 234 4164 Email: katie.raw@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	**2 January 2025**

Application details

Type of application: Full Application Consent

Development type: Major Office

Date of site visit: 7 October 2024

Standard consultations:
Printed: 4 December 2024 Expired: 18 December 2024

Neighbour notifications
Printed: 4 December 2024 Expired: 18 December 2024

Site notice
Posted: 7 October 2024 Expired: 28 October 2024

Press advert
Published: 1 October 2024 Expired: 15 October 2024

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 Jubilee Works, Clifton Street within the north Manchester ward of Miles Platting & Newton Heath. At the time of the site visit much of the land appeared to be cleared except one outbuilding to the south of the site. Previously the site was subject to industrial units which had been removed due to fire damage and are recorded within the submitted application form as being a Class E/ light industrial use (last known use 17 June 2023). The site is accessible off Clifton Street off a set of high steel gates and is bounded by brick walls with steel railings above.

Description of area

The surrounding area is one of a mix of industrial and commercial uses and as a result Clifton Street is a busy access road. Surrounding businesses include the Alloy Bodies manufacturer to the north of the site and Malcolm Clarke Steel to the south of the site.

Description of development

The application seeks planning consent for the erection of 2 no. light industrial units (Class E (g)). The two units would be for a Class E (g iii)- (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

The proposal would comprise of two units in a ‘L’ shaped formation. The two units would be attached to each other- unit 1 would run along the eastern side of the site and unit 2 would run along the northern side of the site. Access to the units would be possible from the existing entrance off Clifton Street with car parking available in front of unit 1, to the south side of the site and to the west site of the site. Bin routes are proposed along the northern and southern sides of the site. The structure would be sited approximately 3.7 metres from the eastern boundary of the site in line with Network Rail comments.

At the highest point the units would have a height of 7.4 metres. Floor plans show the units open in nature with a small kitchenette and toilet in each unit. The proposal would involve the insertion of 11 doors and 6 roller shutters.

The opening times would be as followed:
Monday to Friday- 8am- 6pm
Saturday- 8am to 5pm
Sunday- closed.

15 car parking spaces would be available as a result of the proposal and 10 full time employees would be employed by the proposed business.

The materials to be used have been noted as:
-alumimum cladding roof with vertical emphasis- Kingspan RAL7016- Quad Core
-alumimum cladding walls with horizontal emphasis- Kingspan RAL 7016- QuadCore AWP LEC Wall Panel
-plinth brickwork to 450mm high- Old Weatherfieldblend 73MM (Front Elevation) Wienerberger Sandown Smooth Red Perforated Class B engineering brick (L)215mm (W)102.5mm (H)73mm (All elevations below cladding)
-alumimum access doors- steel hinged personnel door- Lathams- RAL7016
-steel roller shutter doors- colour: van dyke brown
-rainwater goods- gutters and RWPs- Kingspan RAL 7016.
-canopy- skyline CA90 canopy kit.

Detailed information and specifications of the proposed materials were provided for review.

Negotiations during the Course of the Application

During the course of the application, Network Rail requested that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. The developer provided a revised scheme with an approximate 3.7 metre gap to overcome concerns raised. Further information was supplied by the agent in terms of discrepancies with the application form, further information on the boundary treatment, confirmation of the use within Class E (G), and further information in relation to the proposed materials.

A Transport Statement was provided for review. Highway Services reviewed the statement and requested further details. A response, dated 1 December 2024, was supplied by the traffic consultant for review. Highways reviewed this information and provided a further response on 13 December 2024. This response was supplied to the agent for review. Whilst the agent was able to provide an updated site plan, no updated transport statement was received in a timely manner before the determination of the application. As such, no further review was conducted by Highway Services.

Planning History

The current application is a re-submission for the previously refused scheme. The previous application was determined as a refusal based on a lack of sufficient detail to assess the application:
138173/FO/2023- Erection of 2 x light industrial units ('E' class).
Refused 13 March 2024.

099806/FO/2012/N1-Construction of new vehicular access from Clifton Street, new access ramp and associated works, installation of new gates and new roller shutter door opening to existing building. Approved 17 September 2012.

Further planning history exists prior to the current policy plan of 2012. It is understood the site is known to the LPA's Enforcement Team in regard to unlawful development on the site and a previous unauthorised change of use of the previous industrial buildings to a church.

Consultations & Notification Responses

Local Residents

One neutral comment was received during the course of the application questioning when they would receive a letter regarding the proposal.

Highway Services

Highway Services reviewed the application and provided the following response:
Trip Generation and Safety:
A Transport Statement (TS) has been submitted which provides a trip generation assessment based on the TRICS database. The assessment shows that the unit would generate circa. 4no. two-way vehicle trips in the AM and PM peak periods respectively.

However, Highways have concerns regarding the TRICS assessment methodology taken forward as the survey sites are not fully representative of the proposed development. For example, there appears to have been very limited filtering of site parameters in relation to floor area and location. Furthermore, it appears that the output does not utilise the most recent TRICS data. A number of surveys were also undertaken in 2020 when COVID restrictions were in place.

Based on the above, Highways request that an updated TRICS trip generation assessment is provided. This will determine whether further assessments are necessary.

Highways would expect that the TS includes an assessment of local collision data, although this has not been provided. This should be submitted as part of a TS Addendum, along with the additional requests as identified herein.

Site Accessibility:
The site is located within a reasonably accessible location. Bus stops located along Hulme Hall Lane and Briscoe Lane although these are located around 500m from the site. The Rochdale Canal Towpath located just north of the site form part of the National Cycle Network (Route No. 66).

Access:
The site will be accessed via the existing access junction off Clifton Street. A dimensioned plan should be provided with supporting swept-path assessment which demonstrates that

the existing junction geometry can safely accommodate two-way movement. Acceptable levels of vehicular visibility should also be confirmed by a visibility splay assessment. Site boundary features should also be of permeable construction above 600mm in height in the vicinity of the site access to ensure safe levels of pedestrian visibility.
A significant level of on-street parking frequently takes place within the vicinity of the site.

Double-yellow parking restrictions will be required in order to maintain safe levels of visibility for egressing vehicles.

As part of the development, Highways request that the Clifton Street footway along the site boundary is resurfaced with dropped-kerbs/tactile paving at the site access junction in order to enhance pedestrian amenity.

Highways request that the site layout includes a safe pedestrian route to the building entrance points from Clifton Street.

Parking:
Plans show 15no. on-site parking spaces. The TS states that this includes of 2no. disabled bays and 1no. Electric Vehicle charging bay. Highways request an updated plan which shows provision of disabled and EV bays.

The TS provides no justification for the proposed level of car parking provision. This is required to ensure that the proposals cater for the parking demands of the site, in consideration of both staff and visitors/customers.

Standard parking spaces will need to align with MCC minimum dimensions (2.4m x 4.8m). Disabled bays will need to include 1.2m hatched clearance to the side and rear. An updated dimensioned plan is required.

Highways also request a minimum of 1no. 7Kw Electric Vehicle (EV) charging bay per 1000sqm development floor area. In this case, Highways feel that the provision of 2no. EV bays would be more appropriate - particularly given that the proposals will comprise two separate buildings.

A plan should also clearly demonstrate how the proposed parking bays interact with the building loading areas. It is noted that no loading bays are demarcated.

Off Site Highway Works:
Highways note that the Clifton Street footway along the site boundary is in poor condition and no tactile paving is provided the site access. As a minimum, Highways request that the proposals include footway resurfacing and tactile paving provision at the site access as a minimum. Double-yellow kerbside restriction TROs will also be required to protect junction visibility.

At this stage, it is unclear whether any modifications will be required to the site access junction geometry. This will be agreed following further assessment.

Following any approval, the applicant will be required to enter into Section 278 Agreement for the agreed highway alterations which will require agreement/technical approval with MCC's Highways Statutory Approvals Teams (to be conditioned with any approval). The applicant should note that discharge of the S278 condition will only be approved following a formal S278 Application and when the design is at an advanced stage in the technical review process. The applicant should note that There will also be a commuted sum charged for any materials used over and above MCC standard materials palette.

Cycle Parking:
The TS states that sheltered and secured cycle parking spaces are to be provided in alignment with Core Strategy standards although the level of provision/assessment with regard to Core Strategy standards has not been provided. In addition, cycle parking provision is not shown on submitted plans. Highways request further details and justification on the proposed level of provision. Short-stay customer/visitor parking should also be made available.

Refuse and Deliveries:
Two bin stores are proposed, with one located adjacent to each building.
The TS makes reference to refuse vehicle access although no swept-path assessment is provided. Furthermore, no details regarding other delivery/servicing vehicles (including HGVs) have been provided. Given the proposed land-use, and proposed 6no. loading areas associated with the building, Highways would expect further details of such vehicle movements along with associated swept-path assessment.

Travel Plan:
It is recommended that the development, submission, implementation and monitoring of a Full Travel Plan is provided within 6 months of occupation and attached as a condition to any planning consent.

Construction Management:
Highways requested sight of a Construction Management Plan.

Further Highways comments, dated 13 December 2024:
Trip Generation and Safety:
A revised TRICs assessment has been undertaken by the applicant. 'Employment - Industrial Unit' has been utilised during this assessment. The TRICs Parameter have been widened in terms of floor area and location. Surveys carried out during the Covid Pandemic have been deselected.

The assessment shows that the unit would generate 10no. two-way vehicle trips in the AM peak and 5no. two-way vehicle trips in the PM peak. It is therefore accepted by Highways that the adjacent highway network can facilitate such additional demands with no highway capacity concerns.

The Crashmap accident database has been reviewed for the most recent five-year period. The database indicates there have been no personal injury accidents on Clifton Street. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

ACCESS:
Drawing No. 4325-01 within the TN demonstrates that the access off Clifton Street will have a width of 6 metres.

Highways requests that the dropped kerb cover the extent of the site access as part of the S278 agreement. There is an existing Telecommunication Pole which may require removal and relocation therefore the applicant should discuss with the relevant Telecoms provider. Based on the Proposed Site Access Plan, there appears to be a car parking bay located immediately adjacent the site access. This end bay may affect the two-way movement of vehicles associated with the site. Highways request that this end bay is relocated to maintain two-way movement. A new dimensioned plan should be provided to demonstrate

the above.

Highways requested double-yellow parking restrictions to maintain safe levels of visibility of egressing vehicles. The applicant has noted that the provision of double-yellow parking restriction can form part of the S278 highway works and conditioned should planning be consented.

A 2.4m x 43m vehicular visibility splay has been demonstrated at the site access junction with Clifton Street. The Left-Hand visibility splay is achievable subject to TROs implemented on Clifton Road to prevent on-street parking. However, the Right-Hand vehicular visibility splay is not achievable as it appears to pass through the front boundary wall. The applicant is required to address this and ensure vehicular visibility is maintained. Site boundary features should be of permeable construction above 600mm in height in the vicinity of the site access to ensure safe levels of pedestrian visibility.

After reviewing Drawing No. F1/CS/03F and Drawing No. 4325-01 the pedestrian route to the building entrance points from Clifton Street is unclear. A new plan is required to demonstrate a safe pedestrian route to the building entrance points.

No swept path analysis assessment has been provided to demonstrate that a large car can access and egress the site at the same time as well as a car manoeuvring in/out of the car parking spaces. A swept path analysis assessment demonstrating the above particularly at the end bays is requested by Highways and should include the vehicle profile used.

Parking:
The TN states that the proposed site will provide 15no. car parking spaces including 2no. disabled bays and 2no. EV charging bays.

However, Drawing No. F01/CS/03 illustrates that 3no. (min 7kW) EV charging bays will be provided - Clarification is required on the total number of EV charging bays to be provided.

Confirmation on staff number at the proposed units is required as well as justification for the provision of 15no. car parking spaces at the site.

It is noted by applicant that the parking dimensions will accord with MCC's standards.

However, based on Drawing No. F01/CS/03 it appears that the 2no. disabled parking bays may have a dimension of 2.3m X 4.8m with a 1.2m hatched clearance given that the width between the hatched clearance is noted to be 3.5m.

Standard parking spaces will need to align with MCC minimum dimensions (2.4m x 4.8m).

Disabled bays will need to include 1.2m hatched clearance to the side and rear. Highways request that an updated plan is provided demonstrating the dimensions of the car parking bays.

The interaction between the parking bay and the building loading areas is unclear based on the revised site layout.

An updated plan is requested and should clearly demonstrate how the proposed parking bays interact with the building loading areas and should include the location of the 6no. loading areas.

Off-site Highways works:
The applicant has confirmed that tactile paving and dropped crossing will be provided at the site access and can form part of the S278 agreement should planning be consented.
We expect the following to be included in the S278 highways works:
o Resurfacing of the footway on Clifton Street along site boundary
o Dropped kerbs covering extent of site access
o Dropped kerbs and tactile paving at the site access
o Double-yellow parking restriction
o Double-yellow kerbside restriction TROs

Cycle Parking:
A secure and sheltered cycle parking is to be provided within the curtilage of the site.
For B2 land use the provision is a minimum of 1 space per 450 square metres of gross floor area based on the MCC's Core Strategy.

Therefore, the development would require a minimum of 4 cycle spaces which is acceptable from a Highways perspective subject to monitoring of cycle parking as part of the Travel Plan and provision of additional spaces where necessary.
Short-stay customer/visitor parking should also be made available.

Refuse and Deliveries:
Drawing No. 4325-SP01 provides a swept path analysis of an 11.3m length MCC refuse vehicle accessing the site safely, manoeuvring and exiting in a forward gear.
The applicant has acknowledged that the refuse vehicle will likely be the largest vehicle to visit the site.
Highways requests that further detail on the delivery servicing arrangement for the site is provided. This should include frequency of deliveries as well as a plan demonstrating the location of the proposed 6no. loading areas and an associated swept-path assessment.

Travel Plan:
The applicant has acknowledged that a Travel plan can form part of the condition should planning be consented.

Environmental Health

Environmental Health were consulted and requested the following conditions were attached to any approval granted:
-CLAND01 (1) New applications, no previous contaminated land condition
-Additional contaminated land condition- PFAS
-HOURS1 condition: Premises opening hours
-HOURS2 condition: Deliveries to commercial premises
-Construction Hours condition
-NSE1 condition: acoustically insulated scheme
-NSE6 condition: External plant/equipment/servicing
-Refuse condition
-Air Quality 1 condition: AQ Impact Assessment
-Air Quality 2 condition: EVC and Boilers etc condition

The consultee confirmed they had no further comments to make during the re-notification period.

MCC Flood Risk Management

The MCC Flood Risk Management Team reviewed the application and requested the following:
-Prior to the commencement of development condition for a surface water drainage scheme
-Informative for the Shooters Brook culvert (sited 90m west of the site).

The consultee confirmed they had no further comments to make during the re-notification period.

Greater Manchester Police

Greater Manchester Police reviewed the application and whilst they would like to have sight of a CIS, the consultee raised no concerns with the application and recommend a Secured by Design condition be attached to any approval granted.

The consultee confirmed they had no further comments to make during the re-notification period.

Environment Agency

The Environment Agency were consulted on the application and had no objection in principle to the proposed development. Contaminated land commentary was provided for review.

The consultee confirmed they had no further comments to make during the re-notification period.

Network Rail

Network Rail were consulted on the application and provided a detailed response, with reference made to:
-Obligations
-RAMS
-Encroachment
-Scaffolding
-Drainage proposals and Network Rail land
- Excavation and Earthworks and Network Rail land
-Demolition
-Basement/ deep excavation works
-Lighting
-Access to Railway
-Boundary Treatments
-3 metre gap with Network Rail requiring that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary.
-Trees
-BAPA (Basic Asset Protection Agreement)

No comments/ contact was received during the re-notification period.

United Utilities

Although not consulted during the course of the application, United Utilities made contact during the course of the application with the following comments:

Following the review of the submitted drainage documents; Drainage Plan, the plans are not acceptable to United Utilities. This is because we have not seen robust evidence that that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems.
UU requested a prior to commencement and a prior to occupation condition be attached to any approval granted.
Detailed guidance notes were provided for the applicant's review.

No comments/ contact was received during the re-notification period.

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:
i. Chapter 9. Promoting sustainable transport
ii. Chapter 11. Making effective use of land
iii. Chapter 12. Achieving well-designed places
iv. 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.

DC26.4 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 CABE 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:
i.JP- S1- Sustainable development
ii.JP- S2 – Carbon and energy
iii.JP- S5 – Flood risk and the water environment
v. JP-C1- An integrated network
vi. JP- G9- A net enhancement of biodiversity and geodiversity
vii. JP- S6- Clean Air.

ISSUES

Principle of Development

The application seeks planning permission of the Erection of 2 no. light industrial units (Class E (g)) at the site. The business to occupy the two units is unknown, however the Design & Access statement confirms the proposal is to re-build the buildings following a fire which destroyed the existing buildings.

The principle of two Class E (g) units is considered acceptable in this location. Development plan policy recognises the suitability of this location including Policy EC5 East Manchester of the 2012 Core Strategy as East Manchester is expected to provide approximately 80-85ha of employment land. East Manchester is considered a sustainable area of employment opportunities due to its proximity to the City Centre, a relatively low cost base, availability of large flexible sites, access to the M60 motorway and the extension of the Metrolink system. The proposed use would be sympathetic with the surrounding uses present around Clifton Street including Alloy Bodies manufacturer to the north of the site and Malcolm Clarke Steel to the south of the site. Given the overarching policy context, it is considered that the general principle of the proposed use would be acceptable in this location.

Matters arising from consultee comments are considered to be mainly addressed during the course of the application. Environmental Health raised no concern and requested several conditions be attached to any approval granted. Flood Risk Manegement Team and United Utilities requested conditions relating to surface water drainage to be attached to any approval granted. Similarly, GMP raised no concern and requested a Secure By Design condition be attached to any approval granted. The Environment Agency had no objection in principle. Network Rail provided detailed guidance. Following the guidance, the scheme was amended to leave over a 3 metre gap between the proposed building and the network rail land. A re-notification was undertaken for the consultee to review the changes however no further comments were received by the date of determination.

Further materials information was provided during the course of the application to ensure the external appearance of the building was presented as a high quality development and would not give rise to any adverse visual/ residential amenity implications.

Whilst detailed drawings of the boundary treatment surrounding the site could not be provided during the course of the application, the details could be conditioned within the decision notice of any approval granted.

However, in this instance the applicant has failed to fully demonstrate how the proposed use would impact the existing highway network and not cause adverse implications. Whilst there has been a dialogue and further information received from the agent dated 1 December 2024 (response from transport consultant) and an updated site plan received 18 December 2024, Highways request further information and plans which have not been provided in time for the determination date.

Impact on the Highway

A Transport Statement was provided for review. Highway Services reviewed the statement and requested further details. A response, dated 1 December 2024, was supplied by the traffic consultant for review. Highways reviewed this information and provided a further response on 13 December 2024. This response was supplied to the agent for review. Whilst the agent was able to provide an updated site plan, no updated transport statement was received in a timely manner for the determination of the application. As such, no further review was conducted by Highway Services.

Following concerns raised by Highway Services, a revised TRICs assessment has been undertaken by the applicant. 'Employment -Industrial Unit' has been utilised during this assessment. The TRICs Parameter have been widened in terms of floor area and location. Surveys carried out during the Covid Pandemic have been deselected. The assessment shows that the unit would generate 10no. two-way vehicle trips in the AM peak and 5no. two-way vehicle trips in the PM peak. It is therefore accepted by Highways that the adjacent highway network can facilitate such additional demands with no highway capacity concerns.

The Crashmap accident database has been reviewed for the most recent five-year period. The database indicates there have been no personal injury accidents on Clifton Street. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

Highways comments dated 13 December 2024 request a s278 agreement to include the following works:
-Highways requests that the dropped kerb cover the extent of the site access as part of the S278 agreement
-Highways requested double-yellow parking restrictions to maintain safe levels of visibility of egressing vehicles
-Tactile paving
-Resurfacing of the footway on Clifton Street along site boundary
-Double-yellow parking restriction
-Double-yellow kerbside restriction TROs
This information could be conditioned within an off site highways works condition within any approval granted.

Drawing No. F01/CS/03 illustrates that 3no. (min 7kW) EV charging bays will be Provided. Clarification is required on the total number of EV charging bays to be provided. However, it is to be noted that this information could be dealt with via a condition within any approval granted.

A secure and sheltered cycle parking is to be provided within the curtilage of the site.

For B2 land use the provision is a minimum of 1 space per 450 square metres of gross floor area based on the MCC's Core Strategy. Therefore, the development would require a minimum of 4 cycle spaces which is acceptable from a Highways perspective subject to monitoring of cycle parking as part of the Travel Plan and provision of additional spaces where necessary. Short-stay customer/visitor parking should also be made available.

The applicant has acknowledged that a Travel plan can form part of the condition should planning be consented. This can be conditioned within any approval granted.

However, the following points remain outstanding for Highways to make a full assessment on the application.

Drawing No. 4325-01 within the TN demonstrates that the access off Clifton Street will have a width of 6 metres. Based on the Proposed Site Access Plan, there appears to be a car parking bay located immediately adjacent the site access. This end bay may affect the two-way movement of vehicles associated with the site. Highways request that this end bay is relocated to maintain two-way movement. A new dimensioned plan should be provided to demonstrate the above.

A 2.4m x 43m vehicular visibility splay has been demonstrated at the site access junction with Clifton Street. The Left-Hand visibility splay is achievable subject to TROs implemented on Clifton Road to prevent on-street parking. However, the Right-Hand vehicular visibility splay is not achievable as it appears to pass through the front boundary wall. The applicant is required to address this and ensure vehicular visibility is maintained. Site boundary features should be of permeable construction above 600mm in height in the vicinity of the site access to ensure safe levels of pedestrian visibility.

After reviewing Drawing No. F1/CS/03F and Drawing No. 4325-01 the pedestrian route to the building entrance points from Clifton Street is unclear. A new plan is required to demonstrate a safe pedestrian route to the building entrance points.

No swept path analysis assessment has been provided to demonstrate that a large car can access and egress the site at the same time as well as a car manoeuvring in/out of the car parking spaces. A swept path analysis assessment demonstrating the above particularly at the end bays is requested by Highways and should include the vehicle profile used.

The TN states that the proposed site will provide 15no. car parking spaces including 2no. disabled bays and 2no. EV charging bays. Confirmation on staff number at the proposed units is required as well as justification for the provision of 15no. car parking spaces at the site.

It is noted by the applicant that the parking dimensions will accord with MCC's standards. However, based on Drawing No. F01/CS/03 it appears that the 2no. disabled parking bays may have a dimension of 2.3m X 4.8m with a 1.2m hatched clearance given that the width between the hatched clearance is noted to be 3.5m. Standard parking spaces will need to align with MCC minimum dimensions (2.4m x 4.8m). Disabled bays will need to include 1.2m hatched clearance to the side and rear. Highways request that an updated plan is provided demonstrating the dimensions of the car parking bays. The interaction between the parking bay and the building loading areas is unclear based on the revised site layout. An updated plan is requested and should clearly demonstrate how the proposed parking bays interact with the building loading areas and should include the location of the 6no. loading areas.

Drawing No. 4325-SP01 provides a swept path analysis of an 11.3m length MCC refuse

vehicle accessing the site safely, manoeuvring and exiting in a forward gear. The applicant has acknowledged that the refuse vehicle will likely be the largest vehicle to visit the site. Highways requests that further detail on the delivery servicing arrangement for the site is provided. This should include frequency of deliveries as well as a plan demonstrating the location of the proposed 6no. loading areas and an associated swept-path assessment.

The proposal does not include information relating to the servicing of the proposal and parking dimensions at the site, which may result in an unacceptable arrangement for accessing and egressing of the application site by vehicles, to the detriment of highway and pedestrian safety.

The lack of transport information is contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy. The proposal is contrary to the policies set out below.

Policy SP1 States, 'Development in all parts of the City should create well designed places that enhance or create character and make a positive contribution to the health, safety and wellbeing of residents'. The proposal is contrary to SP1, as the impact of the proposal in term of adequate service provision could impact on the safety of pedestrians in and around the site. Therefore, the proposal is considered to be unacceptable as the applicant has not demonstrated the proposal has adequate servicing arrangements.

Policy DM1 States, ' all development should have regard to the following specific issues; -
Appropriate siting, layout, scale, form, and massing.
-Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
-Effects on road safety and traffic generation.
-Community safety.
-Vehicular access and car parking'.

The proposal is contrary to policy DM1, as the applicant has failed to demonstrate the effectiveness of the layout of the development, and therefore, potentially, due to the scale of the development could hinder the effective operation of the light industrial units. Therefore, the current proposal may be unacceptable in terms of vehicular access and car parking, to the detriment of community safety.

Policy T1 States, 'developments should take into consideration vehicular access and car parking and should reduce the negative impacts of road traffic and road accident casualties'. The proposal is considered to be contrary to policy T1, as the applicant has failed to demonstrate how the site would safely operate in terms of servicing and whether the amount of space for the safe manoeuvrability of serving vehicles would impact on the proposed car parking provision.

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 polices 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

Officers have communicated the outstanding information required to the acting agent during the course of the planning application, but the information to overcome concerns have not been provided in a timely manner. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

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

1)Whilst a Transport Statement and further supporting information has been provided, the applicant has failed to provide sufficient details to fully assess the proposal. The following information is required:
-Based on the Proposed Site Access Plan, there appears to be a car parking bay located immediately adjacent to the site access. This end bay may affect the two-way movement of vehicles associated with the site. Highways request that this end bay is relocated to maintain two-way movement. A new dimensioned plan should be provided to demonstrate the above.
-A 2.4m x 43m vehicular visibility splay has been demonstrated at the site access junction with Clifton Street. The Right-Hand vehicular visibility splay is not achievable as it appears to pass through the front boundary wall. The applicant is required to address this and ensure vehicular visibility is maintained.
-The pedestrian route to the building entrance points from Clifton Street is unclear, as shown within Drawing No. F1/CS/03F and Drawing No. 4325-01. A new plan is required to demonstrate a safe pedestrian route to the building entrance points.
-No swept path analysis assessment has been provided to demonstrate that a large car can access and egress the site at the same time as well as a car manoeuvring in/out of the car parking spaces. A swept path analysis assessment demonstrating the above particularly at the end bays is requested by Highways and should include the vehicle profile used.
-Confirmation on staff number at the proposed units is required as well as justification for the provision of 15no. car parking spaces at the site.

-Based on Drawing No. F01/CS/03 it appears that the 2no. disabled parking bays may have a dimension of 2.3m X 4.8m with a 1.2m hatched clearance given that the width between the hatched clearance is noted to be 3.5m. Standard parking spaces will need to align with MCC minimum dimensions (2.4m x 4.8m). Disabled bays will need to include 1.2m hatched clearance to the side and rear. Highways request that an updated plan is provided demonstrating the dimensions of the car parking bays.
-The interaction between the parking bay and the building loading areas is unclear based on the revised site layout. An updated plan is requested and should clearly demonstrate how the proposed parking bays interact with the building loading areas and should include the location of the 6no. loading areas.
-Highways request further detail on the delivery servicing arrangement for the site. This should include frequency of deliveries as well as a plan demonstrating the location of the proposed 6no. loading areas and an associated swept-path assessment.

The applicant has failed to provide details relating to the servicing of the proposal and parking requirements at the site, which results in an unacceptable arrangement for accessing and egressing of the application site by vehicles, to the detriment of highway and pedestrian safety. This is contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Network Rail
Network Rail
Environmental Health
MCC Flood Risk Management
Highway Services
Environment Agency
Greater Manchester Police

Portacabin, Victoria Works, Clifton Street, Manchester, M40 8HN
Rear Annexe, Victoria Works, Clifton Street, Manchester, M40 8HN
Warehouse 1, Victoria Works, Clifton Street, Manchester, M40 8HN
Warehouse 2, Victoria Works, Clifton Street, Manchester, M40 8HN
Open Warehouse, Victoria Works, Clifton Street, Manchester, M40 8HN
Diamond Steel, Jubilee Works, Clifton Street, Manchester, M40 8HN
Mcconnell Smith And Co, Jubilee Works, Clifton Street, Manchester, M40 8HN
Alloy Bodies, Jubilee Works, Clifton Street, Manchester, M40 8HN
R And M DEVELOPMENTS, 55 Clifton Street, Manchester, M40 8HF
Mont Blanc Warehouse, Briscoe Lane, Manchester, M40 2XG
Malcolm Clarke Steel, Clifton Street, Manchester, M40 8HN
Victoria Works, Clifton Street, Manchester, M40 8HN
Units 1 To 10, Clifton Street, Manchester, M40 8HF
226 Briscoe Lane, Manchester, M40 2XG
228 Briscoe Lane, Manchester, M40 2XG

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
HSE COMAH Zone - H1485 OZ - Bradford Road Holder Station (East) Outer Zone
Area Team Boundary - Name: NORTH AREA