

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140500/FO/2024
Date registered valid: 22 August 2024
Proposal: Change of use to form one unit for garment manufacturing (Class B2)
Address: 13 Lockett Street, Manchester, M8 8EE
Ward(s): Cheetham Ward

Applicant: Mr Mohammed Anwar, Imatex Ltd
Agent (if any): Mr Darren Pomfret, Manchester Building Design Ltd
Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 1 October 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 20 September 2024

Standard consultations:

Printed: 29 August 2024 Expired: 19 September 2024

Neighbour notifications

Printed: 29 August 2024 Expired: 19 September 2024

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

The application site relates to vacant, detached, two-storey building currently divided into 5 units and previously occupied by wholesale businesses associated with the textile/fashion industry.



View of the frontage of the premises from Lockett Street

The building which immediately adjoins the back of pavement, incorporates a steeply sloped dual pitched roof and is of predominantly of masonry construction, with the western elevation having been rendered.

The building includes roller shuttered windows and doors to the ground floor and windows enclosed by metal grilles to the upper floor, including that of a central arched window.

To the eastern side of the building is a yard area enclosed by a pair of dilapidated gates with barbed wire above.



View of the side of the building from Lockett Street

Due to the constraints of the site, the site does not allow for off-road parking.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

It is located within busy cluster of low-rise commercial premises just off the main arterial route of Bury New Road. The immediate area predominantly consists of a mix of wholesalers, retail units and distributors primarily focusing on textiles, clothing and information technology. HMP Manchester is located a short distance to the east. The city centre is located approximately 1km to the south.

The Council's strategic document – The Strangeway Local Plan defines the area as the 'workshop village' which located on each side of Bury New Road, characterised by a mixture of large and small premises occupied by wholesalers and distributors.

Description of development

Planning permission is sought to convert the existing building from 5 established wholesale units to a single general industrial unit (Class B2) for garment manufacturing. No external changes are proposed as part of this application. The side yard would be used to accommodate bins and for servicing requirements.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions are advised in relation to waste management, servicing hours, hours of use and acoustic insulation.

Flood Risk Management - The development is in Flood Zone 3 and the proposed use would have a vulnerability classification of Less Vulnerable. In accordance with the Flood Risk

Assessment Guidance for Local Planning Authorities, the application should be assessed under the Standing Advice.

An 'informative' relating to a nearby underground tributary is requested.

Highway Services - Highways accept that the proposed change of use is unlikely to result in an increase in peak-period vehicle trips. As such, no further assessments are required.

The main entrance points to the building will remain from Lockett Street. The proposed doors are shown to open internally which is considered acceptable.

In alignment with the existing building/operations, no dedicated on-site car parking is proposed. It is accepted that the proposed change of use is unlikely to result in a significant uplift in on-street parking demands in comparison to existing operations.

The existing bin store located within the site curtilage would be retained with the proposed change of use, and on-road refuse servicing will continue as existing.

Any deliveries will also be taken on-street in alignment with the existing situation.

It is accepted that the proposals are unlikely to give rise a significant increase in servicing and delivery activities and so retention of the current arrangements is acceptable.

It is requested that conditions are included to ensure staff are issued with a 'Travel Pack' to provide information to encourage access by sustainable modes, as well as to ensure cycle storage provision and a construction fi-out plan. Appropriate conditions are suggested.

Planning History

None.

Policy

The below policy and guidance is considered relevant to the consideration of this application

- Saved policies DC26 and CC10 of the Unitary Development Plan for the City of Manchester;
- Policies DM1, EC1, SP1 of the Manchester Core Strategy;
- Places for Everyone Joint Development Plan;
- National Planning Policy Framework (NPPF).

Issues

Principle

The principle of the proposed use is considered acceptable in this location and would make effective use of a vacant building shows signs of dilapidation.

Development plan policy and in particular, the Strangeways Local Plan, recognise the site as being within the 'workshop village' and therefore further businesses which support economic growth and the retention of employment in the area is generally welcomed.

Saved Policy CC10 of the UDP also encourages the continued high level of economic activity in Strangeways and lower Cheetham Hill Rd areas, recognising particularly the needs of the wholesale, manufacturing and distribution trades which dominate these areas.

Given the overarching policy context, it is considered that the general principle of the proposed use would be acceptable in this location.

Specific issues are outlined further below.

Residential Amenity

There are no residential properties within immediate proximity of the application premises.

The site is located just off a busy, main arterial route and within a vibrant area dominated by commercial activity and vehicular traffic. The levels of activity anticipated to arise from the proposed would not be too dissimilar to those associated with the uses that predominate in the area.

As a safeguard, conditions have included relating to acoustic insulation, the use of any external equipment, hours of use, servicing hours and waste management.

Visual Amenity

No external changes are proposed as part of this application. It is anticipated that however that the re-use of the building would lead to repairs to its external fabric which would ultimately lead to an improvement to the building's appearance.

Impact to the Highway

It is not believed that the proposed use would generate any material harm to the operation of the local highway.

Highway Services consider that the proposed change of use is unlikely to result in an increase in peak-period vehicle trips and that when compared to previous operations, the proposed change of use is unlikely to result in a significant uplift in on-street parking demands.

The existing bin store located within the site curtilage would be retained and on-road refuse servicing would continue as existing. On this basis the impact to the highway is considered satisfactory.

Waste Management

The side yard shows that there is sufficient space within the side yard area for the number of bins anticipated to be required. Bins would be collected by a private waste contractor and would be screened from the public domain by the existing gates. Environmental Health and Highways Services consider the proposed arrangement satisfactory.

BNG

There are no ecological concerns. The site entirely comprises of a single building and hardstanding and therefore given the characteristics of the site would be unlikely to result in any significant or undue harm to local ecology.

The proposed development is also exempt from legislative bio-diversity net gain requirements.

Climate Change

As the proposal relates to a change of use to for single industrial unit compared to 5 wholesale warehouses previously in use, it is not considered that within the context of a busy commercial area, adjacent to a main radial route, that there would be any significant impact to air quality, particularly given that the proposed use would not involve any construction impacts, does not allow for any off road parking and would likely generate less vehicular trips. Any impact would be further off set by conditions requiring cycle storage and the provision of travel packs to employees, in order to promote travel by means other than private car.

Construction Management

To ensure the fit-out of the building is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

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 to resolve any problems arising in relation to dealing with the planning 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 documents:

Location plan and drawing referenced 81/24/02/C (proposed floor plan), received by the City Council as Local Planning Authority on 12 July 2024 and 29 September 2024 respectively.

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) a) A scheme for acoustically insulating the premises to limit the breakout of noise, shall be submitted to and approved in writing by the City Council as Local planning authority. The agreed scheme shall be implemented in full before the use hereby approved commences

b) Prior to use hereby approved becoming operational a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria

Reason - In order to safeguard the amenity of nearby occupiers, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

4) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as Local Planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the apartments are occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

5) The development hereby approved shall only be implemented in accordance with the submitted waste management arrangements shown on the submitted proforma and drawing referenced 81/24/02/C, received by the City Council as Local Planning Authority on 29

September 2024. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
10.00 to 18.00 hrs Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

7) Prior to the commencement of development, a fit-out plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

8) The use hereby approved shall not become operational until space and facilities for staff bicycle parking has been provided, as detailed on drawing referenced 81/24/02/C, received by the City Council as Local Planning Authority on 29 September 2024. The approved space and facilities shall then be retained and permanently reserved for bicycle parking so long as the use is in operation.

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.

9) Details of a Travel Pack to be issued to employees shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Pack means a document which includes:

- The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- Mechanisms for the implementation of the measures to reduce dependency on the private car.

The development shall only be implemented in accordance with the approved details and shall continue to be issued to future employees thereafter.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) City Council records highlight that the underground Broughton Brook Tributary is located within close proximity to the site (approximately 72 m to the West of the site) and River Irwell Tributary (Strangeways) is located within close proximity to the site (approximately 93 m to the East of the site), and while the Council's records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, it is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during any excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following

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

2) The applicant is encouraged to consider signing up for Environment Agency Flood Warnings - <https://www.gov.uk/sign-up-for-flood-warnings>

The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system

3) New signage may require a separate application for advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

14A Lockett Street, Manchester, M8 8EE
Second Floor, 16 Lockett Street, Manchester, M8 8EG
First Floor, 16 Lockett Street, Manchester, M8 8EG
8 Moulton Street, Manchester, M8 8FQ
Ground Floor And Basement, 61 Bury New Road, Manchester, M8 8FX
First Floor, 61 Bury New Road, Manchester, M8 8FQ
14 Lockett Street, Manchester, M8 8EE
12 Lockett Street, Manchester, M8 8EE
First Floor, 51 Bury New Road, Manchester, M8 8EF
16 Lockett Street, Manchester, M8 8EG
61 Bury New Road, Manchester, M8 8FQ
49 Bury New Road, Manchester, M8 8EF
57 - 59 Bury New Road, Manchester, M8 8FX
53 Bury New Road, Manchester, M8 8FX
51 Bury New Road, Manchester, M8 8EF
47 Bury New Road, Manchester, M8 8EF
10A Lockett Street, Manchester, M8 8EE
10 Lockett Street, Manchester, M8 8EE
11 Lockett Street, Manchester, M8 8EE
9 Lockett Street, Manchester, M8 8EE
47A Bury New Road, Manchester, M8 8EF
Vacant Area Ground Floor, 57 - 59 Bury New Road, Manchester, M8 8FX
Vacant Area Second Floor, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit H, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit G, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit F, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit E, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit D, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit C, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit B, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit A, 57 - 59 Bury New Road, Manchester, M8 8FX
55C Bury New Road, Manchester, M8 8FX
55B Bury New Road, Manchester, M8 8FX
55A Bury New Road, Manchester, M8 8FX
49A Bury New Road, Manchester, M8 8EF

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Benefitting From Flood Defences -

Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA