

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140079/FO/2024

Date registered valid: 21 May 2024

Proposal: Elevational alterations including provision of access ramp and formation of a customer entrance to front

Address: 34 Wood Street, Bradford, Manchester, M11 2FB

Ward(s): Clayton & Openshaw Ward

Applicant: Euro Car Parts Ltd

Agent (if any): Adam Graham, Robertson Simpson Ltd

Case officer: Ellie Knowles
Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 July 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 28 June 2024

Standard consultations:

Printed: 31 May 2024 Expired: 21 June 2024

Neighbour notifications

Printed: 31 May 2024 Expired: 21 June 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/area

This planning application relates to one of three industrial / warehouse buildings located in a site enclosed with palisade fencing and bounded by Parkhouse Street (North), Bartlett Street (East), South Street (South) and Wood Street (West). Each unit presents its entrance to an integral car park and the Wood Street boundary beyond. The application property is the end unit (no.3) positioned adjacent to the Parkhouse Street boundary. The property is currently vacant and was last used by Sheldon's Wholesale Bakers Ltd (Class B8 – storage & distribution). The neighbouring units are in use as an indoor climbing centre (no.1) and for warehouse purposes (no.2).

The application building comprises of a high level roof with a mezzanine floor. Externally the building comprises of a pitched roof that would be partially screened by 2 sections of brickwork rising to form a parapet positioned to each side of the central pitched roof feature with a light grey metal profile cladding feature. The brickwork and cladding details are replicated to the northern and eastern elevations. The principal elevation comprises a roller shutter loading bay door, windows and a separated canopied pedestrian entrance to the building.

The surrounding area is mixed use in character comprising commercial, light industrial and residential properties.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

The application seeks permission to install a new customer entrance with sliding glazed doors and new modular access ramp to the front elevation.

Consultations & Notification Responses

Local responses

None

Consultee responses

Highway Services –

CONTEXT

The application seeks consent for elevational alterations including provision of access ramp and formation of a customer entrance at 34 Wood Street, Bradford, Manchester, M11 2FB.

The site is located adjacent to the adopted highway of Wood Street. A 20mph speed limit and School Entrance Marking (Mon-Fri, 8am-5pm - No Stopping) are in place along Wood Street.

HIGHWAYS RESPONSE

The proposed access ramp to the front of the property extends only within the red-line

boundary of the site and as such, does not impinge upon the adopted highway.

It should be ensured that all aspects of the ramp including the gradient, resting/ landing platform and handrailing is DDA compliant, as referenced within Design for Access 2 documents.

Cadent Gas – No objection, informative required.

Relevant Planning History

At the application site –
140080/AO/2024 – Pending consideration.

History of negotiations

The planning officer requested revised floor plans showing the full extent of the proposed access ramp, in order to assess DDA compliancy. The agent submitted an additional plan 17/07/2024 showing the proposed ramped access, this was considered sufficient, and the application was assessed accordingly.

Local Planning Policies

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

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

JP-S1 – Sustainable Development
JP-P1 – Sustainable Places

The relevant **Core Strategy** policies for this application are as follows:

DM 1 – Development Management
SP 1 – Spatial Principles (partially superseded by PfE)

The relevant saved **UDP** policies for this application are:

DC14 – Shop fronts and related signs

The relevant supplementary planning guidance documents for this application are:

- The Guide to Development in Manchester SPD (2007)
Chapter 3 - Accessibility: Design for Access 2
- Design for Access 2 – December 2003
Chapter 6 - Ramps
Chapter 9 - Handrails (Ramps, Stairs and Steps)

National Planning Policy Framework

The NPPF (2023) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 2 – Achieving sustainable development
- Section 8 – Promoting healthy and safe communities
- Section 12 – Achieving well-designed places

Issues

Principle of development:

The principle of the proposal, to install a new customer entrance with sliding glazed doors and new modular access ramp to the front elevation, so as to improve the site's accessibility is acceptable given that this would provide a more comfortable and satisfactory experience for members of the public utilising the facility, whilst also being in line with Council policy.

Impact on visual amenity and the streetscene:

Along the building's principal elevation, adjacent to its main entrance (north), one ground floor window is to be replaced with a new customer entrance with sliding glazed doors (3.8m width x 2.1m height).

A new modular access ramp is proposed. The ramp to the original main entrance (staff entrance) and new customer entrance would facilitate pedestrian access from the parking forecourt and would project westwards from the building's principal elevation. A level landing measuring to 2m depth by 8m width by 0.160m height would be situated immediately outside of the main pedestrian entrances, featuring a step down to its northern edge. This would connect with a sloped ramp measuring to approx. 3.61m length by 1.5m width (with a max gradient in accordance with Diagram 2.1 of Approved Document M/ no more than 1:60 gradient) which would lead onto the existing tarmac forecourt. The ramp would be constructed with a non-slip surface and be designed with 150mm upstands and 900-1000mm handrails to the sides.

The proposed concrete ramp and associated galvanised steel handrails are relatively standard in terms of its scale and design for these types of developments and would be set a considerable distance away from the public highway (Wood Street/ Parkhouse Street) and main pedestrian thoroughfare. As such, they should not form prominent visual features within the street scene or result in significant visual harm.

These external alterations are considered acceptable given their minimal impact upon visual and residential amenity, thus acting in accordance with policies SP1 and DM1 of the Core Strategy.

Impact on residential amenity:

The nearest neighbouring residential properties are sited along Bartlett Street, due east of the application property. The proposed alterations are wholly contained to the principal elevation of the application property, which is sited 95m away from these properties. As such the proposal would not give rise to any undue residential impacts on these neighbouring properties, given these distances involved.

Highways:

The proposed development would not interfere with the existing parking provision, as such is considered acceptable in this regard.

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/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, additional information was requested regarding the proposed ramp to ensure

accessibility standards were achieved, this was submitted by the agent. The scheme is now considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy, chapters 2, 8, and 12 of the NPPF, chapters 3 and 4 of the Guide to Development in Manchester, and the Design for Access 2.

Condition(s) to be attached to decision for approval

1. 3 Year Time Limit

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. Specified drawings

The development hereby approved shall be carried out in accordance with the documents labelled:

- 'Proposed Plans and Elevations', numbered '110 REV B', stamped as received by the City Council as Local Planning Authority on the 21/05/2024.
- 'Existing and Proposed Site Plans', numbered '101 REV A', stamped as received by the City Council as Local Planning Authority on the 21/05/2024.
- 'Proposed Ramp', numbered '112', stamped as received by the City Council as Local Planning Authority on the 17/07/2024.

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Policies SP1 and DM1 of the Core Strategy.

3. Matching materials

The materials to be used on the external surfaces of the works hereby permitted shall be as stated within the submitted application form.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to policy DM1 of the Manchester Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

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

Appendix 1 – List of consultees & neighbours notified

Highway Services

42 Bartlett Street, Manchester, M11 2EU
30 Bartlett Street, Manchester, M11 2EU
Greggs North West, 31 Greenside Street, Manchester, M11 2HW
30 Wood Street, Bradford, Manchester, M11 2FB
32 Wood Street, Bradford, Manchester, M11 2FB
44 Bartlett Street, Manchester, M11 2EU
38 Bartlett Street, Manchester, M11 2EU
36 Bartlett Street, Manchester, M11 2EU
28 Bartlett Street, Manchester, M11 2EU
34 Bartlett Street, Manchester, M11 2EU
32 Bartlett Street, Manchester, M11 2EU
40 Bartlett Street, Manchester, M11 2EU

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA