

## **Planning**

## **Growth & Development**

### **Delegated officer report for planning application**

**Application no.** 138173/FO/2023  
**Date registered valid:** 12 December 2023  
**Proposal:** Erection of 2 x light industrial units ('E' class)  
**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](mailto:katie.raw@manchester.gov.uk)

**Recommendation:** Refuse  
**Date of recommendation:** 11 March 2024

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Major Office

**Date of site visit:** 9 January 2024

### **Standard consultations:**

Printed: 18 December 2023      Expired: 11 January 2024

### **Neighbour notifications**

Printed: 18 December 2023      Expired: 11 January 2024

### **Site notice**

Posted: 9 January 2024      Expired: 30 January 2024

### **Press advert**

Published: 2 January 2024      Expired: 23 January 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

## **Description of area**

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 was 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.

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 x light industrial units ('E' class). 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 side of the site. Bin routes are proposed along the northern and southern sides of the site. 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.

Within the application form the use was recorded as B1c- light industrial. The opening times would be as followed: Monday to Friday- 8am- 6pm, Saturday- 8am to 5pm and no opening on Sunday. 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:

- aluminum cladding roof with vertical emphasis
- aluminum cladding walls with horizontal emphasis
- plinth brickwork to 450mm high
- aluminum access doors
- steel roller shutter doors.

### *Planning History*

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*

Local residents were consulted and two objections were received. The following concerns were raised:

- Lack of certainty about the proposed use of the two units- no specifics of Class E confirmed- which could lead to issues with car parking provision.
- Concern the level of activity proposed (which is unclear) would lead to heavy traffic being generated.

### *Environmental Health*

Environmental Health were consulted and provided the following comments:

- Requested a construction hours condition is attached to any approval granted
- Requested a hours of opening condition be attached to any approval granted
- Requested a hours for deliveries for commercial premises condition be attached to any approval granted
- Requested a NSE6 External plant/equipment/servicing condition be attached to any approval granted

- Requested a waste management proforma be submitted and a refuse condition be attached to any approval granted
- Requested an Air Quality 2 condition be attached to any approval granted
- Requested a contaminated land condition be attached to any approval granted

### *Highway Services*

Highway Services were consulted on the application and provided the following response: Insufficient information has been submitted in relation to highways and transport. Highways request that a Transport Statement/Highways Technical Note is submitted to provide further information/clarification on Highways comments detailed herein.

#### TRIP GENERATION AND JUNCTION CAPACITY:

Highways request submission of a weekday AM/PM peak-hour vehicle trip generation assessment in order to determine whether operational assessments are necessary. Such trips should take into consideration all anticipated staff/visitor and delivery/servicing movements.

#### SITE ACCESSIBILITY:

Highways request further detail on staff access by sustainable modes.

#### ACCESS:

Plans appear to show retention of the existing vehicular access from Clifton Street although this should be confirmed and supported by swept-path assessments for the largest vehicle expected to access the site. A significant level of on-street parking also frequently takes place within the vicinity of the site access and so a visibility splay assessment should be undertaken, also in consideration of on-street parking. 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 applicant should demonstrate that the proposed level of car parking provision is sufficient to serve the proposed development and any other operations which will continue on-site.

Submitted plans show that parking spaces align with MCC minimum dimensions (2.4m x 4.8m).

No disabled provision is currently shown. Highways request at least 2no. disabled bays are provided which will need to include 1.2m hatched clearance to the side and rear.

Highways also request a minimum of 1no. 7Kw Electric Vehicle (EV) charging bay per 1000sqm development floor area.

#### OFF-SITE HIGHWAYS WORKS:

It is unclear whether off-site highways works are proposed although such works will be identified following further assessments as identified herein.

Highways note that the Clifton Street footway along the site boundary is in poor condition and no tactile paving is provided the site access. Highways request that the proposals include footway resurfacing and tactile paving provision as part of a S278 Agreement in order to enhance pedestrian accessibility to/from the site.

#### CYCLE PARKING:

No details on cycle parking have been provided. Highways request that sheltered and secured cycle parking spaces are provided in alignment with Core Strategy standards.

#### REFUSE AND DELIVERIES:

No details on refuse or delivery/servicing operations have been provided. Further operational information is therefore requested along with supporting swept-path assessments.

#### TRAVEL PLAN:

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

#### CONSTRUCTION MANAGEMENT:

A construction management plan should be provided and a condition to this effect be attached to any approval granted. .

#### *Flood Risk Management Team*

The Flood Risk Management Team were consulted on the above application and provided the following comments:

A pre-commencement surface water drainage condition should be attached to any approval granted.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, the Team suggested a construction and maintenance condition to attached to any approval granted.

The Team also requested an informative related to an underground culverted watercourse (Shooters Brook) be attached to any approval granted.

#### *Greater Manchester Police*

Greater Manchester Police were consulted on the application and provided the following comments:

The Police noted the application should have been supported with a Crime Impact Statement. The Team requested a Secured by Design condition is attached to any planning permission if granted.

#### *Network Rail*

Network Rail were consulted on the application and provided the following comments:

With reference to the protection of the railway, Network Rail has no objection in principle to the proposal, but requirements which MUST be met as the proposal includes works within 10m of the railway boundary and an interface with the railway boundary.

A long set of guidance notes were provided for the developer's review.

#### *Cadent Gas*

Although not consulted on the application, Cadent Gas provided comments in relation to the scheme during the course of the application. Whilst first objecting to the scheme, Cadent Gas since lifted their holding objection.

Cadent Gas requested the following informative be attached to any approval granted:  
Cadent Gas Ltd own and operate the gas infrastructure within the area of your development.  
Prior to carrying out works, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to.

### *United Utilities*

Although not consulted on the application, United Utilities provided comments in relation to the scheme during the course of the application.

Noting 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 DETERMINATION of this application.

Should planning permission be granted without the provision of this information, United Utilities request the following a prior to commencement condition in relation to a sustainable surface water drainage scheme and a foul water drainage scheme shall be attached to any approval granted.

United Utilities also requested a prior to occupation condition also be attached to any approval granted.

A long set of guidance notes were provided for the developer's review.

## **Issues**

### **POLICY**

#### *The National Planning Policy Framework (NPPF) (December 2023)*

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 and beautiful 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 2012.*

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 CABI 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*

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. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone, with the plan going to the Full Council meeting in Manchester on 20 March 2024. The first Council meetings to approve the plan will be Salford and Wigan (28 February).

There will be a period of six-week post adoption (i.e. from 21 March) when a judicial review challenge may be made. This will trigger a process of consideration by the Courts as to whether a JR is sufficient grounds to be heard (there is a one-step oral hearing appeal process if a Judge decides to reject the ground for a JR from the outset).

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant 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 x light industrial units ('E' class) at the site. Within the application form the use is recorded as B1c- light industrial, however as B1 no longer exists, the applicant has not confirmed which part of Class E the use relates to. Whilst the application form refers to a design and access statement, the document could not be found. This was requested during the course of the application and no document was received. For the purpose of this assessment, it is assumed the Class E use relates to part G(iii) of Class E- (iii) any industrial process. The business to occupy the two units is unknown.

However, the principle of two Class E 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, given further information relating to the use be provided. However, other considerations are taken into account such as impact on the highway design, visual/ residential amenity, design and appearance, and flood risk and drainage. In this instance the applicant has failed to demonstrate how the proposed use would impact the existing highway network and not cause adverse implications and justify and provide further information in relation to the use of the two buildings.

### *Impact on the Highway*

No Transport Statement/Highways Technical Note was provided in a timely manner for Highway Services to be able to fully assess the proposal. Highway Services requested the following information to understand the impact of the proposal to the existing highway network:

- Trip Generation and Junction Capacity: Highways request submission of a weekday AM/PM peak-hour vehicle trip generation assessment in order to determine whether operational assessments are necessary. Such trips should take into consideration all anticipated staff/visitor and delivery/servicing movements.
- Site Accessibility: Highways request further detail on staff access by sustainable modes.
- Plans: Plans appear to show retention of the existing vehicular access from Clifton Street although this should be confirmed and supported by swept-path assessments for the largest vehicle expected to access the site. A significant level of on-street parking also frequently takes place within the vicinity of the site access and so a visibility splay assessment should be undertaken, also in consideration of on-street parking. 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 applicant should demonstrate that the proposed level of car parking provision is sufficient to serve the proposed development and any other operations which will continue on-site.
- Refuse and deliveries: No details on refuse or delivery/servicing operations have been provided. Further operational information is therefore requested along with supporting swept-path assessments.

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.

### *Visual/ Residential Amenity*

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise. It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

This part of Miles Platting and Newton Heath is dominated by similar businesses and is identified within policy as being suitable for such businesses. Given only doors and shutter doors would be inserted in the elevations of the proposal close to the neighbouring industrial uses, together with the commercial context of the site's immediate surroundings, it is not believed that there would be any significant, adverse effect upon the conditions of nearby occupiers in terms of loss of privacy or creating an overbearing feature from the proposed units to the other industrial units.

During the course of the application, two neighbour objections were received. As no design and access statement was submitted and no further details surrounding the specifics of the use, concern is raised regarding the proposed use of the two units which could lead to increased noise and disturbance. This information is considered necessary given the enforcement history linked to the site. Whilst the hours of operation proposed were acceptable to Environmental Health, the number of comings and goings is not known due to the lack of Transport Plan/ Design and Access statement which could lead to an adverse impact to noise and disturbance, as well as heavy traffic to the detriment of the surrounding occupying units.

### *Design and Appearance*

The two units would be attached to one another- unit 1 would run along the eastern side of the site and unit 2 would run along the northern side of the site. 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. Given the surrounding neighbouring industrial units of a single/ two storey heights, the proposal in terms of massing and scale is considered appropriate.

The materials to be used have been noted as:

- aluminum cladding roof with vertical emphasis
- aluminum cladding walls with horizontal emphasis
- plinth brickwork to 450mm high
- aluminum access doors
- steel roller shutter doors.

During the course of the application, the agent was requested to provide further details of the materials to be used including the colouration and sample specifications, to be able to understand what the units would look like. No further details were supplied. Whilst the lack of details does not help understand the proposal, the materials listed above could be acceptable given the use of aluminum cladding for the surrounding uses and it is acknowledged that if the application were to be approved, a condition requesting material information could be attached to any approval granted.

Further, details relating to boundary treatment were also requested during the course of the application process however no details were received. It is unclear whether the existing boundary treatment would remain/ be upgraded. However, it is acknowledged that if the application were to be approved, a condition requesting boundary treatment details could be attached to any approval granted.

### *Flood Risk and Drainage*

Whilst the LLFA did not raise any objection to the proposal from a flood risk/ surface water drainage perspective, United Utilities requested that the applicant provides a detailed drainage plan, and that United Utilities has the opportunity to review and comment on this plan prior to determination of this application. No further details were received from the agent during the course of the application. Whilst United Utilities did not lodge a formal objection on the application and they did suggest they would allow the scheme to be determined without the basis of additional information given conditions were placed on any approval granted, the lack of information does lead to uncertainty in regard to measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14.

## **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**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. 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) The applicant has failed to provide sufficient details to fully assess the proposal. A Transport Statement/Highways Technical Note is required to provide further information/clarification on the impact of the development on the existing highway network. The Transport Statement/ Highways Technical Note shall include the following:
  - Trip Generation and Junction Capacity: Including submission of a weekday AM/PM peak-hour vehicle trip generation assessment in order to determine whether operational assessments are necessary. Such trips should take into consideration all anticipated staff/visitor and delivery/servicing movements.
  - Site Accessibility: Request further detail on staff access by sustainable modes.
  - Plans: Plans appear to show retention of the existing vehicular access from Clifton Street although this should be confirmed and supported by swept-path assessments for

the largest vehicle expected to access the site. A significant level of on-street parking also frequently takes place within the vicinity of the site access and so a visibility splay assessment should be undertaken, also in consideration of on-street parking. 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 applicant should demonstrate that the proposed level of car parking provision is sufficient to serve the proposed development and any other operations which will continue on-site.

-Refuse and deliveries: No details on refuse or delivery/servicing operations have been provided. Further operational information is therefore requested along with supporting swept-path assessments.

The applicant has failed to provide details relating to the serving 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.

- 2) The applicant has failed to provide sufficient details to fully assess the proposal. A Design and Access Statement is required to provide further details on the use of the two industrial units and should include:

-The statement should explain why a development of this size and character is consistent with its urban design setting, particularly in terms of the application site, the immediate surroundings and street scene, and the wider City Centre context.

-The statement should also include a justification for the scale and design of the development proposed.

The applicant has failed to provide details relating to the design, access and use of the proposal, which is contrary to policies EN1 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  
Network Rail

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  
Malcolm Clarke Steel, Clifton Street, Manchester, M40 8HN  
Victoria Works, Clifton Street, Manchester, M40 8HN  
Units 1 To 10, Clifton Street, Manchester, M40 8HF

## **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