

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139182/FO/2024
Date registered valid: 5 February 2024
Proposal: Extension of existing self-storage warehouse (Use Class B8) and provision of external access storage units
Address: Safestore , 202-208 Cheetham Hill Road, Manchester, M8 8LW
Ward(s): Cheetham Ward

Applicant: Mr Jack Kempster Safestore Properties Limited
Agent (if any): Martin Friend Vincent and Gorbing
Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 28 March 2024

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit: 16th February 2024

Standard consultations:

Printed: 9 February 2024 Expired: 1 March 2024

Neighbour notifications

Printed: 9 February 2024 Expired: 1 March 2024

Site notice

Posted: 16 February 2024 Expired: 8 March 2024

Press advert

Published: 20 February 2024 Expired: 5 March 2024

Departure from Development Plan: No

Environmental Statement: Not required.

Description of site/building/area

Listed building: No

Conservation area: No

Tree Preservation Order: No

This application relates to a two storey / double height part brick part modular building located at 202-208 Cheetham Hill Road in the Cheetham area of North Manchester. In addition to the main buildings there is a block on the eastern boundary / Stock Street which contains 8 lock up external storage units. The site is bounded by Stock Street to the east and Cheetham Hill Road to the west. The building is occupied by a self-storage company called Safestore and the building is adjacent to a Grade II* listed building (lies to the south) occupied by the Jewish Museum.

The area surrounding the application site is predominantly commercial/industrial in nature. To the north of the site on land bounded by North Street and Cheetham Hill Road is a hand car wash and Elliots car hire. To the south and south- west lies the Grade II* Listed building together with the extension to that building which was granted planning permission in September 2017. These buildings form the Manchester Jewish Museum.

To the far west across Cheetham Hill Road are purpose-built units that are in warehouse/ wholesale retail units, with the fort shopping centre to the far north of the site.

Description of development

Planning permission as applied for is for the erection of an extension to the existing self -store building, and the installation of 22 external units which would also be used for storage. The proposed extension would be erected on the eastern side of the existing building facing onto the Stock Street side of the building, following removal of the existing external storage units.

There are 22 new external storage units proposed in two rows on an area of land being leased to a third party, that is currently occupied by vehicles, and which is located to the rear of the Manchester Jewish Museum. The extension to the existing building is one large open space, however the height of the unit has been designed to have the potential to create mezzanine floors within the space under permitted development allowances applicable for a use of this nature.

Consultations & Notification Responses

Local Residents and/or Businesses – were informed, no representations have been received.

Highway Services – Highway Services have made the following comments:

- The TRICS assessment and trip rates are acceptable to Highways. The number of vehicular trips associated with site is expected to not be significant.
- The site is well accessed by sustainable modes. Metrolink and bus services are available within close proximity of the development site.
- Swept path analysis has been undertaken of the new access. The submitted drawings demonstrates that a 7.5t box van can access, manoeuvre and egress safely from the site in forward gear. This is acceptable to Highways.
- A former access along Stocks Street will be fully closed and the dropped kerb reinstated. The applicant has confirmed that TROs will be reviewed and were necessary implemented. This is acceptable to Highways. It is requested that this is conditioned.
- A S278 agreement is required for works to the adopted highway.
- Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams.
- The parking accumulation demonstrates that the Safe Store proposals should be able to accommodate all associated parking within its car park. This is acceptable and welcomed to Highways. Highways are aware of on-street parking along Stocks Road and would have concerns of any on-street parking associated with Safe Store occurring here.
- The proposed extension will provide 4 cycle parking spaces adjacent to the main entrance of the building. It is requested that these cycle spaces are secure and sheltered.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- A refuse storage area is noted within the site. The proposed bin store will be located to the immediate south of the access from Stocks Street. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. It is requested that details on how the site will be serviced is requested. As per Highways pre-app comments it is also requested that swept path analysis is undertaken to show that the site can safely be serviced.

Environmental Health – Requests the imposition of a number of conditions worded to protect residential amenity and public health.

United Utilities – Request that the applicant provides a detailed drainage plan and that they have the opportunity to review and comment on this plan prior to determination. Should planning permission be granted without the provision of this information, United Utilities request the imposition of a condition requiring the submission of details of a sustainable surface water drainage scheme and a foul water drainage scheme.

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Section 6 (*Building a strong competitive economy*)- Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

Section 11 and - Making effective use of land'- Planning decisions are expected to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12 (*Achieving Well Designed Places*)- - Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

In addition to the above, Section 16 (*Conserving and enhancing the historic environment*) is of relevance:

Paragraph 196 in Section 16 states that in determining planning applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- c) the desirability of new development making a positive contribution to local character and distinctiveness; and
- d) opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 207 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy 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.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy EN1, *Design Principles and Strategic Character Areas* – All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy EC1 *Employment and Economic Growth* identifies a minimum of 200 ha of employment land to be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

Policy EC 2 *Existing Employment Space*. The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: The existing use is un-viable in terms of business operations, building age and format; The existing use is incompatible with adjacent uses; The existing use is unsuitable for employment having had regard to the ManchesterSalford - Trafford SFRA; or On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC 3 *The Regional Centre*. Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that:

- They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and
- The scale and type of office development does not undermine delivery of employment space within the City Centre. The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.

Saved UDP Policies The following saved policies are considered relevant in this instance.

Policy CC 4 - The Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality. Reason: To ensure improvements in the appearance of the City's major radial and orbital routes. To complement this policy, the Council will also take action to reduce the number of unauthorized signs and advertisements in the Cheetham Hill Road and Bury New Road/Great Ducie Street areas.

Policy CC 10 - The Council will encourage the continued high level of economic activity in Strangeways and lower Cheetham Hill Road areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses (notably wholesale cash and carry and bulk distributive trades), by environmental improvements and better parking and servicing. Permission will be granted for the redevelopment of buildings or sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements contained in policies expressed elsewhere in the Plan.

Policy DC19, *Listed Buildings* – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Policy E3.3- The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The objective is to enhance the City's environment.

To improve the appearance of the City's major road and rail routes both as an important element in improving the local environment for people living and working on or close to these major routes; to improve the image of the City in order to attract new investment and jobs; and make the City more attractive to tourists and visitors. The Council wishes to see green areas which are established alongside roads designed to a high quality and without the use of shrubs where these would form a litter trap. Where high quality open space cannot be provided then the Council will promote the site for built development.

Places for Everyone – GM Spatial 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 have now adopted the Plan following consideration of the Inspectors' Report.

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.

Relevant policies in this instance:

Policy JP-J2 Employment Sites and Premises

Policy JP-J1 'Supporting Long-term Economic Growth'

Policy JP-P2: Heritage

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

The current application proposals

Planning application ref 139182/FO/2024 was registered on the 5th of February 2024, and the description of the proposals provided by the applicants were: Extension of existing self-storage warehouse (Use Class B8) and provision of external access storage units. There was no reference made on the submitted application form to the increase in height of the original building, elevational alterations, re-cladding of the existing building and reconfiguration of access points and parking. The application was therefore given the title of Extension of existing self-storage warehouse (Use Class B8) and provision of external access storage units. The description was sent to the agent in an acknowledgement letter dated 9th of February 2024, no correspondence was received objecting to the use of the description of development or requesting amendments to it. However, for the purposes of determining the application the detail on the accompanying plans and within the submitted documents have been assessed as part of the overall assessment of the proposals.

The application was accompanied by completed application forms; Planting Layout 2302/P/100 Rev A; 4664-SK02(PL) Proposed Ground Floor Plan; 4664-SK03(PL) Proposed First Floor Plan; 4664-SK04(PL) Rev A; Proposed Roof Plan; 4664-SK05(PL) Proposed External Units Plan; 4664-SK06(PL) Rev A; 4664-SK07(PL) Proposed External Units Elevations; 4664-SK08(PL) Typical Section; 4664-SK09 Rev A Contextual Sections; 4664-02 Existing Ground Floor Plans; 4664-03 Existing First Floor Plans; 4664-04 Existing Roof Plan; 4664-05 Existing Elevations; 4664-06 Existing Contextual Sections; Location Plan; Tew and Smith Design and Access Statement; Ecology Solutions Biodiversity Net Gain Assessment; Monaghans Construction Management Plan; Synergy Building Services Energy Efficiency and Sustainable Development Report; Vincent and Goring Planning Statement: Synergy Building Services BREEAM Statement; 4664-01 Existing Site Plan; 4664-SK01(PL) B Proposed Site Plan; Ecology Solutions Ecological Assessment; 23101-SWD-DNG-01 C01 Stormwater Drainage Strategy; Heritage Statement; Glanville Transport Statement.

Principle of Development

The proposed development is set within an existing light industrial/ warehouse/ commercial area, with similar uses located within the vicinity of the site. However, to the south of the site sits the Grade II* Listed Building which is the Manchester Jewish Museum. Therefore, whilst the principle of some form of expansion may be considered acceptable, further consideration must be given to such issues as design, siting, scale, massing, materials, visual amenity and the impacts upon the listed building.

Benefits of the proposal

Both National and local policy supports economic growth ensuring that there is the availability of employment land to enable the introduction of new businesses and the expansion of existing ones. The provision for storage and distribution operations are expected to be considered as part of the decision- making process.

The application states that the growth of the need for this type of facility is outstripping the current provision, and as such the proposal would bring forward an extension to the existing building of an additional 907.88 sq metres, including the 22 external storage units.

The applicants' proposals are sited as being necessary to provide for the shortfall in demand for this type of use within the Manchester area. Given the nature of the use it is not a large employment provider, and in this case, there would be no increase in the provision of employees. The proposal would therefore have no positive impact on the local economy in terms of employment opportunities.

The applicant has indicated that they would be willing to upgrade the TRO's within the area with a view to improving the parking situation within the area. These improvements could be secured by way of an appropriately worded off site highways condition, together with other highways requirements identified.

Layout

The proposed layout of the site will involve the extension to the existing building which will be located on the eastern elevation. This will be accessed externally via two roller shutter doors. There are 22 external storage units which are proposed to be located to the southern end of the site on a piece of land that is currently sub let to a third party for vehicle storage. This land sits directly to the rear (south) of the Grade II* listed building which is the Manchester Jewish Museum. The two sites are separated by a narrow cobbled street identified as Molloy Place however are highly visible within each other's site lines. The External storage areas will be in 2 rows of 11 both presenting their front and rear elevations to the listed building.

Design

The current building is a combination of a rectangular brick block with a flat roof and a cobalt blue clad modular building with a dual pitched roof. The brick build faces onto Cheetham Hill Road, with the clad building facing onto Stock Street to the eastern side of the site. There is a blue detailing line running horizontally through the brick build. This is the part of the building that was historically in office use. There are windows within this elevation to both floors with the ground floor having been panelled over. The remainder of the building is of a modular build and utilitarian in appearance and is double height.

The proposed extension is of a triple height build and would be some 2.635m higher than the existing building that occupies the site. It is intended to replicate the materials that are proposed for the recladding of the existing building this being a silver- grey cladding with a cobalt blue horizontal detail line running through. The other material proposed is brickwork to match the existing section of building that presents to Cheetham Hill Road. When viewed from Cheetham Hill Road, the proposal presents as two large blocks and is incongruous and overly dominant when read in the context of the neighbouring properties.

The 22 external storage units that are to be located on the site that sits directly behind the rear of the Manchester Jewish Museum would also be in the same colours of blue and silver with a shallow brick base, with automatic roller shutter doors. Given that these are viewed in the same street scene as the listed building, there is very little by way of considered design that links these 22 units to their context. In their current form, both the extension to the existing building and the 22 external units present as a poor- quality development, that having been designed to solely relate to the context of the existing buildings on the site and would present as an incongruous feature when viewed in the wider context, to the detriment of visual amenity of the area.

There are properties opposite the site that are in use as warehouse and wholesale retail, and who have also had the benefit of extensions however these have been designed in a considered way taking account of the scale, height and materials of their wider context and as such present as an empathetic series of buildings providing a positive contribution to street scene and the economic improvement area within which they are located.

Scale and Appearance

The proposed extension has a height from ground floor level to the top of the extension parapet of 10.965 metres, which is 2.635m above the height of the existing building ridge line. It is considered that the proposed extension does not retain subservience to the existing property and is over dominant when viewed within the context of the existing site and neighbouring properties particularly the Grade II* listed building Manchester Jewish Museum. In addition to the extension and the 22 external storage units, the submitted plans show that the existing building is also to be increased in height to that of the rectangular brick section facing Cheetham Hill Road, which increases the overall massing on the site.

Ecology

The site in its current form presents very little in the way of habitat given that it consists of primarily large areas of hardstanding.

The proposed development on the site would constitute the replacement of some of these areas of hardstanding with physical structures.

The comprehensive ecology report shows that there is little by way of habitat to currently support wildlife, and that the introduction of a more formal landscaped area to the west of the site will introduce a more sustainable and ecologically valuable habitat than currently exists. Much of the vegetation currently on the site is sporadic and self-seeded and includes Japanese Knotweed, which is recommended to be removed. The proposed development therefore would not be to the detriment of the ecological value of the site as it currently stands.

Biodiversity Net Gain

Owing to the low ecological value of the site, net gain in biodiversity could easily be achieved by the provision of areas of amenity planting. There is very little currently within the site that would be classed as high importance in terms of habitat, the proposal would represent a like for like replacement, with the main habitat area being within the grassed strip that runs to the west of the site along the Cheetham Hill Road frontage. The grassed area will be supplemented by the proposed planting of shrubs and 7 trees. An upgrading of the current situation is welcomed however shrubs would not be supported as part of the landscaping plan as these trap litter, a landscaping condition to secure a satisfactory scheme that contributes to the Biodiversity Net Gain of the site would be attached to any consent granted. Therefore, no net loss is expected to occur, rather, given the poor standard of potential habitat that currently exists, the proposal would represent a net gain of 0.08 habitat units, which corresponds to a 121.33% increase from the existing situation to the post development situation.

Flood Risk / Drainage

The site lies within Flood Zone 1 which translates to a low probability of flooding from rivers, seas and surface water. The proposal is for the erection of an extension to the existing Selfstore unit to the eastern elevation of the building and 22 outdoor storage units in 2 rows of 11 on land to the south of the site. On the basis that the site lies within Flood zone 1 it is not expected that there would be any significant impact to flood risk within the surrounding area.

United Utilities have requested that should the application be approved, that a condition relating to surface and foul water drainage and ongoing maintenance and management be attached to any consent granted.

Impact Upon the Character of the Area

The site is located within a mixed area comprising of warehouse, wholesale retail units and light industrial units. It is located on a primary gateway route into and out of the City. There have been marked improvements in the standard of design of new buildings and extensions over the years with considered approaches taken in regard to their context and the desire to improve the vistas along this primary route. The current setting, whilst altered since the 19th century, enables the appreciation of the asset namely the Manchester Jewish Museum. The cumulative impact of the proposed buildings would be of a substantial scale, significantly greater both in terms of footprint and height when viewed against the wider context of the existing premises within the area and substantially greater than the properties to the north, south and west of the site. Even with the introduction of tree and shrub planting which is welcomed would do little to counteract the detrimental impact that the proposal would have on the progress that has been made with regards to the character of the area due to its over dominant and incongruous scale, siting and appearance and this impact would be unacceptable.

Impact Upon the Listed Building.

The site under consideration is a combination of physical building and open storage part of which is currently used as vehicle storage let to a third party. The vehicle storage sits within a fenced off area. The site is located off the gateway route, Cheetham Hill Road, north of the city centre, and in an economic improvement area. It is positioned in the immediate setting of the Grade II* listed Jewish Museum. The proposed scheme as applied for is for the erection of a three-storey height new extension to the eastern side and an additional 22 no. external storage units to the south of the existing building. Also shown on supporting documentation and plans are elevational alterations to the existing warehouse including raising the overall height of the building, closing up of access points, creation of new access points and recladding of the existing building.

The proposed three-storey extension would emerge above the existing ridgeline of the warehouse at 202-208 Cheetham Hill Road and sit above the Grade II* listed Jewish Museum. Through the proposed external alterations, the overall mass of the existing warehouse would also be increased, with the side elevation extended upwards to match the height to the brick block fronting onto Cheetham Hill Road.

With the overall mass and height cumulatively increased, the impact on the local amenity and the setting of the Grade II* listed asset would be material.

The design, materials and finishes proposed do not mitigate the increased scale of the development and continue the industrial aesthetic of the site. The new extension and new side elevation of the existing warehouse will be clad with micro-rib cladding panels in grey and blue, with brick aspects to the rear and side elevation. Overall, the use of materials, finishes, design and proportions of the proposed interventions fail to secure a high-quality, permanent and aesthetically accomplished design.

The proposed 22 no. storage containers to the south, by reason of their design, siting, form, proposed materials and appearance, would result in similarly a poor- quality development that would present as an incongruous feature in its context, to the detriment of visual amenity of the area. This part of the development would be read as particularly temporary and lacking any design or aesthetic quality.

In the immediate vicinity of the Grade II* listed former synagogue, the impact on the asset would be material and adverse, as the appearance, materials and finishes of the proposed new development would detract from the quality and the appreciation of the asset.

Whilst it is acknowledged that the area proposed for the 22 external storage units could present itself as a development site, this would be subject to a considered appropriately designed development. However, the current proposal is considered to neither contribute to the beauty or aesthetic setting of the grade II* listed asset and is considered to have a neutral impact to the setting of the Grade II* listed building, enabling views onto the rear and side elevations for example.

The proposed development is a missed opportunity to deliver high quality new development in the immediate setting of the Grade II* listed Manchester Jewish Museum, preserve or enhance the designated asset and contribute positively to the local character and redevelopment of the area. This in part due to the form, scale and density of the surrounding development. This appreciation of the heritage asset would be eroded through the increased footprint, mass, height, scale and density of the new industrial development in its immediate setting, especially in the absence of any design and architectural merit of the proposed new scheme.

Whilst It is acknowledged that the proposals would deliver benefits through provision of economic development, in that it would enable expansion of an existing use within an employment area, there is in this instance no proposed increase in employee numbers with this type of use being a low generator of jobs. These benefits are acknowledged in the overall assessment of the proposals against adopted local and national planning policies. However, in this instance it is considered that the negligible gain secured by this development does not outweigh the adverse material impact that the proposals would have on the Grade II* Listed Building of the Manchester Jewish Museum.

As such, it would fail to comply with Policies DM1 and EN3 of the Core Strategy, saved UDP Policies E3.3 and 19.1, Policies JP-P1 and JP-P2 of the Places for Everyone and the guidance within Section 12 and 16 of the NPPF, and cannot be supported on neither urban design nor heritage grounds.

Accessibility and Highway Network.

The site is well connected to the highway network, with access to Cheetham Hill Road via Stock Street which would involve the reconfiguration of the access to the site via the closure and reinstatement of the footway to the access located at the northern end of the site. It is also within easy reach of the motorway networks and is well served by sustainable modes of transport. Auto swept paths have also been provided to show that the site can be accessed by 7.5 ton vehicles.

A trip generation assessment for the proposed development was undertaken to understand the anticipated trips associated with the development during the AM and PM peak periods. The assessment and trip rates were considered acceptable to MCC Highways, and it is considered that the number of trips associated with the site is not expected to be significant and is not considered to have a detrimental impact upon the highway network either local or wider.

Access and Parking

The parking provision has been reduced from 35 spaces to 14 presenting a reduction of 21 spaces, the existing accessible parking spaces will be retained, 2 of the 14 car parking spaces will be equipped with EV charging points. Despite the reduced parking spaces, based upon the assessment of the transport statement, and the information presented with regards to the average number visits over a 24 hour period, Highways were satisfied that this reduced provision was sufficient to retain the parking for visitors and staff to the business within the confines of the site. A condition requiring the provision of safe and secure covered cycle storage would be attached to any condition granted.

Vehicle and pedestrian access will be taken via the existing Safestore access from Stocks Street. The access will be widened from 5.8m - 10.5m to allow 7.5t vans to safely access and egress from the site. This would be conditioned by an appropriately worded condition relating to a section 278 for off- site highway works together with other highways requirements.

This approach is considered acceptable. The applicant has also confirmed that TROs will be reviewed and, where necessary implemented, this would be secured by way of an appropriate condition attached to any consent granted.

Other Legislative Requirement

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.

Section 66 Listed (Building and Conservation Area Act) 1990- In considering whether to grant planning permission for development which affects a Listed Building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

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

1) By reason of the design, siting, amount of built form and proposed materials, the proposed development would not preserve or enhance the Grade II* designated heritage asset (Manchester Jewish Museum), causing less than substantial harm that cannot and has not been outweighed by public benefit, and is therefore considered to be contrary to Section 66 of (Listed Buildings and Conservation Areas) Act 1990; Section 16 (Conserving and enhancing the Historic Environment) of the National Planning Policy Framework; the Core Strategy for the City of Manchester policy EN3 (Heritage); saved policy DC19.1 (Listed Buildings) of the Unitary Development Plan for the City Of Manchester; and, policy JP-P2 'Heritage' of the Places for Everyone Joint Development Plan Document.

2) The proposed development, by reason of its design, siting, appearance and materials, would result in a poor quality development that would represent an incongruous feature within the street scene, that would not be sympathetic or beautiful, adversely affecting views along a gateway route, to the detriment of visual amenity within the area. For these reasons, the proposed development is considered to be unacceptable and inconsistent with Policies DM1 and SP1 of the Core Strategy and section 12 of the National Planning Policy Framework and Places For Everyone Joint Development Plan Document policy JP-P1 'Sustainable Places'.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Heritage & Urban Design

Showroom 2B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 2A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 8, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 6, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
50 Bent Street, Manchester, M8 8NW
48 Bent Street, Manchester, M8 8NW
169 Cheetham Hill Road, Manchester, M8 8LG

First Floor Suite 6 Office B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Prayer Room First Floor, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 6 Office C, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 59 - 63 North Street, Manchester, M8 8RE
 Units 4 And 5, 59 - 63 North Street, Manchester, M8 8RE
 Unit 3, 182 - 190 Stocks Street, Manchester, M8 8QH
 First Floor Suite 10, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 9, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 8, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 6 Office A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 5, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 4, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 First Floor Suite 1, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Showroom 6, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 HABIB BANK A.G. ZURICH, Showroom 5, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Showroom 4B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Showroom 4A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Showroom 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Elliotts Car And Van Hire, 210 - 216 Cheetham Hill Road, Manchester, M8 8LW
 Unit 29, Manchester Fort Shopping Park, Cheetham Hill Road, Manchester, M8 8EP
 Unit 28, Manchester Fort Shopping Park, Cheetham Hill Road, Manchester, M8 8EP
 190 Cheetham Hill Road, Manchester, M8 8LW
 171 Cheetham Hill Road, Manchester, M8 8LG
 Bauer And Stocktons, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 Showroom 1, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
 182 - 190 Stocks Street, Manchester, M8 8QH
 167 Cheetham Hill Road, Manchester, M8 8LG
 165 Cheetham Hill Road, Manchester, M8 8LG
 186 - 188 Cheetham Hill Road, Manchester, M8 8LW
 54 - 56 Stocks Street, Manchester, M8 8QJ
 51 North Street, Manchester, M8 8RE
 Unit 4, 182 - 190 Stocks Street, Manchester, M8 8QH
 Unit 2, 182 - 190 Stocks Street, Manchester, M8 8QH
 Unit 1, 182 - 190 Stocks Street, Manchester, M8 8QH
 Showroom 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG

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
 Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
 Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
 Historic Landfill Site 250m Buffer -
 Historic Landfill Site 250m Buffer -
 Susceptible to Surf Water Flood (Less) -
 Area Team Boundary - Name: NORTH AREA

