

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136205/FO/2023

Date registered valid: 7 June 2023

Proposal: Erection of a second floor extension to existing building with retained Class E (office) and Class B8 (warehousing) including new external elevation treatment

Address: 4 Redgate Lane, Manchester, M12 4RY

Ward(s): Ardwick Ward

Applicant: Mr Hamid Taqui

Agent (if any): Mr Asif Munir Tractus DMA

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16 August 2023

Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 14 July 2023

Standard consultations:

Printed: 8 June 2023 Expired: 29 June 2023

Neighbour notifications

Printed: 29 June 2023 Expired: 20 July 2023

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

This application relates to a triangular shaped building constructed up to the back of pavement and is bounded by Hyde Road, Redgate Lane and Copping Street. The area immediately to the west of the site is an area of grassed land that extends to the returning boundary with Copping Street (leading to the junction with Hyde Road). To the east of the site is a large detached building that has been used and a place of worship. To south of the site (Copping Street) is a waste transfer station. The wider area to the south of the site, is characterised by a railway depot and industrial and car sales uses. Parking restrictions in the form of double-yellow lines are to operate on Hyde Road and partially extend beyond the junction of Redgate Lane.

The application building is comprises of 2-storeys with white render elevations and a flat roof (with a maximum height of 6.5 metres). The elevations incorporate apertures at ground and first floor level with 3 sectional windows and black painted security railings. These apertures have been enclosed with blockwork at ground floor level. Entrance to the ground floor is located on the Redgate Lane elevation, with the servicing undertaken from roller shuttered loading bay, situated adjacent to a secondary entrance on the western side of the Copping Street elevation. The western elevation to the application building is stepped and incorporates an advertisement hoarding, which is visible from Hyde Road when travelling eastwards.



Site viewed form Redgate Lane



Site from junction of Redgate Lane and Copping Street



Site from Hyde Road

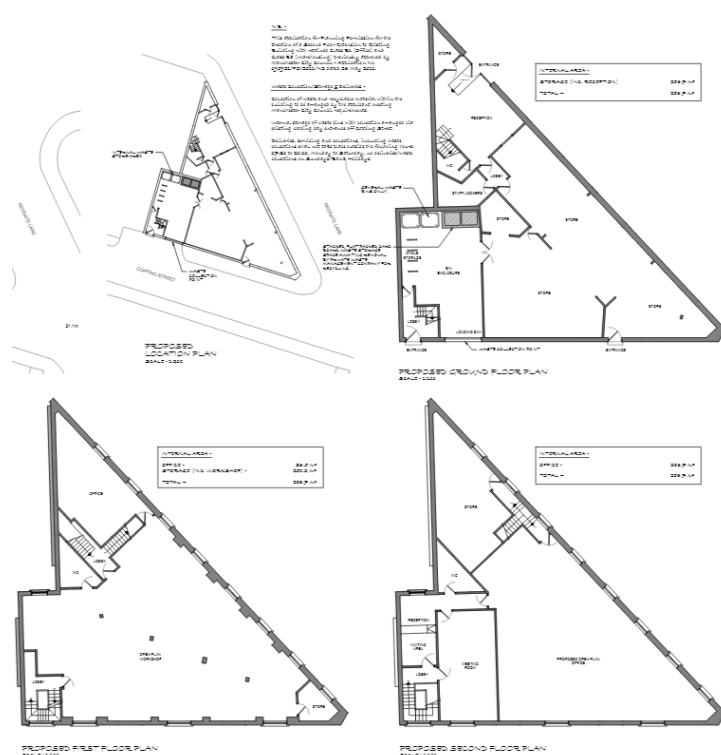
Description of development

The proposed development will allow the expansion of the existing warehousing and distribution business and involves the formation of an additional floor by following the building lines of each

of the existing elevations terminating in a flat roof with parapet with a maximum height of 9.3 metres (and increase of 2.8 metres over the existing). New windows are proposed to the Redgate Lane and Copping Street elevations, which follow the style and line of the existing. The proposals will allow the formation of:

- i. Ground Floor - Storage and reception areas, internal bin and cycle store and loading bay, A separate entrance and staircase would be retained to the Copping Street elevation. The main entrance would be gained via the Redgate Lane elevation via the reception area.;
- ii. First Floor - Office and workshop;
- iii. Second Floor - Office, store and meeting room.

The proposals do not incorporate any car parking or servicing is undertaken on-street. These arrangements are retained as existing.



Proposed layout



Proposed elevation

Consultations & Notification Responses

Local residents / businesses – No comments received.

Highway Services – The following comments have been received:

- i. There is no existing on-site car parking associated with the development and no on-site parking is proposed as part of this application and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street.
- ii. A shuttered loading area is in place on the Copping Street elevation. It is understood that currently servicing takes place via an informal loading area on the unadopted highway between the edge of the building and Copping Street. The applicant confirms that this area is also used for on-street parking. It is noted that Copping Street does not have parking restrictions in place along the adopted highway. The combination of on-street parking and use of the informal loading bay could cause some congestion issues and potentially affect access to Redgate [waste transfer] Depot via Copping Street. It is recommended that the loading bay is formalised as a private forecourt to encourage its use by loading and unloading vehicles.
- iii. There are no TROs in place along the Copping Street adjacent to the site. It is recommended that 'No Waiting' restrictions are put in place along Copping Street to manage car parking and ensure that loading can take place at the property whilst still retaining safe access and visibility to Redgate Depot.
- iv. The provision of 8 cycle spaces within the building is considered to be acceptable along with staff changing facilities.
- v. An internal bin store would be provided and collection will remain as existing via the unadopted forecourt off Copping Street. Details on the size of the waste vehicle and swept path analysis is requested.
- vi. The submitted application indicates that the level of servicing vehicles is not anticipated to increase and will service the site utilising the as existing arrangements. Notwithstanding the above the waste management strategy suggests that there may be some variance in delivery times, However, deliveries would be typically undertaken during working hours via delivery collection companies using small/medium range vans. It is recommended that details of servicing arrangements should be provided.
- vii. The development should be related to a construction management plan.

Environmental Health – The following comments have been received:

- i. Confirmation of waste and recycling bin capacities are required along with arrangement for collection and return of bins to storage areas.

Greater Manchester Police Design for Security – Have no comments.

High Speed Two (HS2) Limited – No objections. However, it is advised that the red line location plan boundary falls within sub-surface safeguarding for Phase 2b of HS2. Having reviewed the proposal, the development is directly above the proposed sub surface tunnels but it is unlikely that the foundations required to construct the proposed development will affect HS2 works in that location.

Issues

National Planning Policy Framework - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 11 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: 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 or specific policies in this Framework indicate development should be restricted. The Framework has been related to the proposed development, with particular emphasis given to the following:

i. Chapter 8: Promoting healthy and safe communities

States that planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

The development responds to the configuration of the existing building footprint. The arrangement of windows would encourage natural surveillance and the comments of GMP Design for Security are included as an informative. The surrounding noise climate is characterised by commercial and industrial activity and traffic travelling along Hyde Road. It is not considered that the development would affect residents of houses on the northern side of Hyde Road (43 metres away). The site is located in Flood Zone 1 and the development would not increase the risk of flooding. Chapter 8 would thereby be accorded with.

ii. Chapter 12: Achieving well-designed places

States that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The development has been appropriately related to the configuration of the existing building and condition has been included to ensure the use of matching materials. The arrangement of window openings is considered to be acceptable. The development would be suitably related to chapter 12.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The development would not significantly change the relationship of the site to the surrounding context in terms of its related activity and appearance of the enlarged built form. The development would ensure the efficient use of space within and operational site. It would also sustain the site as a source of local employment. The development would thereby be appropriately related to policy SP1.

Policy EC1 (Employment and Economic Growth in Manchester) - The relevant sections of policy EC 1 have been related to the contribution of the development to:

- i. Improving access to jobs for all via public transport, walking and cycling;
- ii. Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- iii. Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- iv. Ensuring the continued social, economic and environmental regeneration of the City.

The development would continue to provide a contribution to the local economy and employment provision within an established industrial / commercial area. The development would thereby be positively related to policy EC1.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to meet high standards of design that would be positive related to the surrounding context. It is therefore considered that the development has been appropriately related to the composition and configuration of the existing building and its relationship to the surrounding context. Policy EN1 would therefore be complied with.

Policy EN 14 (Flood Risk) - Relates to the assessment of flood risk and provision of appropriate site drainage. The site is located in Flood Zone 1 and the new built form would be related to the configuration of the existing building. There would be no apparent additional flood risk associated with the development.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

The development would be supported with a large internal area with the capacities to store adequately sized bins. Conditions have been included to ensure the approval of bin capacities and waste collection arrangements through a servicing plan, Policy EN19 would thereby be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Servicing plan conditions would help to manage deliveries and cycle storage would be introduced. Policy T1 would thereby be positively responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- 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 to ensure that development has regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

Policy DM1 points a - h (inclusive) have been related to the assessment of the development. The design, scale, magnitude and siting of the proposed development is considered to be acceptable. Given the siting of the development thereby would be no apparent impact on residential amenity. Access would remain as existing. Satisfactory security arrangements would be capable of being provided. Waste management has been satisfactorily addressed subject to confirmation of bin capacities. On this basis policy DM1 would be accorded with.

Unitary Development Plan (UDP) saved policies - The following policies are relevant:

Part 1

Policy E3.3 - Has been related to the development due to its proximity and visual relationship to Hyde Road as a major radial route. It is considered that the development would positively contribute to the appearance of the application building and improve its relationship to Hyde Road. Policy E3.3 would thereby be accorded with.

Part 2

Policy DC26.1 - The proximity of the site to residential has been considered and the impact of noise, attributable to the development, on people living and working nearby has been given consideration. Given the characteristics of surrounding uses and the separation afforded by Hyde Road between the site and nearby houses, it is not considered that undue noise disturbance would occur. Policy DC26.1 would be accorded with.

Policy DC26.5 - In recognition of the noise potentially generated by the use, policy DC26.5 is referred to ensure the control of noise levels by requiring, where necessary, high levels of noise insulation in new development. It is not apparent that the development would depart from the

existing circumstance with regard to noise generation and policy DC26.5 would thereby be accorded with.

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters applications include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes. In this case, discussions have been undertaken between officers and the applicant's agent to clarify arrangements for servicing and deliveries. On the basis of the submitted details and outcome of consultation sufficient information has been made available allow the appropriate assessment of the proposed development.

Principle - The development is related to the changing needs of the applicant and will allow the operational expansion of the business but does not propose to increase existing staffing levels. The applicant has confirmed that the extension would operate as part of a single business operation. Servicing and waste management arrangements would improve the operation of the site. On balance it is considered that the site is capable of accommodating an extension that does not exceed 287 sq. metres of additional floorspace. On balance the principle of the development is considered to be acceptable.

Height, scale and massing - The increase in height is limited to an additional storey not exceeding 9.3 metres above ground level. It considered that the proposed additional height is proportionate and would give the building a stronger presence at the junction of Redgate Lane and Hyde Road. The building and its massing would be suitably articulated by the arrangement of windows.

Siting - The proposal is contained within the parameters set by the elevations of the existing building. It is not considered that the development would unduly impact upon the he relationship of the established siting and relationship of the building on the street scene and is therefore acceptable.

Design - The proposed design has been appropriately relate to the existing building subject to implementation of external works in accordance with the conditioned materials. Given the characteristics of the existing building a flat roof extension is considered to be appropriate.

Security – Notwithstanding the comments of GM Police, an informative has been included to ensure that new windows, doors and related security fittings accord with 'Secured by Design' specifications.

Waste Management - A condition is recommended to ensure that appropriate arrangements are in place to address the waste attributable to the intensified use.

Opening and servicing hours - Opening hours are condition as applied for:

Monday to Friday – 9.00 am to 6.00 pm

Saturday – 10.00 am to 5.00 pm

Sunday and Bank Holidays - Closed.

These hours are considered to be acceptable in this location.

A standard servicing hours condition is recommended with the following hours:

Monday to Friday: 9.00 am to 6.00 pm; Saturday: 10.00 am to 5.00 pm; Sunday and Bank Holiday: Closed

Car parking servicing -The development has been related to a transport statement that identifies daytime deliveries and collections facilitated by small / medium sized vans, which reflects the existing circumstances. There is no scope for off -street servicing and car parking. However, Copping Street predominantly services the site and the neighbouring waste transfer station. The two uses appear to co-exist without any apparent difficulties and there is scope for further car parking within neighbouring street to avoid conflict with site access to the waste transfer station. A site servicing plan condition has been included to improve servicing from Copping Street.

Conclusion - On balance and subject to the recommended conditions, it is considered that the proposed development is appropriately related to the site and will facilitate the continued operation of the site to the benefit of the regeneration of the area.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken between officers and the applicant's agent to clarify arrangements for

servicing and deliveries. On the basis of the submitted details and outcome of consultation sufficient information has been made available allow the appropriate assessment of the proposed development.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 8 February 2023 and 26 May 2023:

Planning application forms

Site location plan Ref: EX-01

Proposed block /roof plan and floor plans Ref:PL-01

Proposed elevations Ref: PL-02

Design and Access Statement by Tractus DMA Ref: 23-868 dated February 2023

Transport Statement by Tractus DMA Ref: 23-868 dated May 2023

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) The materials to be used in the construction of the extension and re-rendering of the existing elevations shall be undertaken Monocouche EF through colour render system XF Nimbus White or equivalent with EPDM rubber membrane roof system and uPVC framed double glazed units. The implemented materials shall be maintained in situ at all times thereafter.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The planning permission hereby granted relates to the use of the extension and existing building as a single business for the purposes of Class B1 (g) (i) (Offices) and Class B8 (Storage and/or Distribution) only as confirmed in an email from Tractus DMA dated 7 June 2023.

Reason - For the avoidance of doubt and in the interest of the amenity of residents of the local area pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detail the arrangements for the undertaking of servicing, deliveries and collections via Copping Street. The approved details shall be implemented upon occupation of the development and maintained in situ at all times thereafter.

Reason – In the interests of pedestrian and highways safety pursuant policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

6) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the storage of waste and recyclable material within the building, including bin capacities and arrangements for related

collections. The development shall be undertaken in full accordance with the scheme, which shall remain in situ at all times thereafter.

Reason - In the interests of the amenities of the area and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

7) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including any required traffic regulation orders to facilitate the undertaking of servicing deliveries to 4 Redgate Lane via Copping Street, shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

8) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles;
- vii. Parking of construction vehicles and staff;
- ix. Arrangements for dust suppression.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

9) The premises shall not be open outside the following hours:

Monday to Friday: 9.00 am to 6.00 pm; Saturday: 10.00 am to 5.00 pm; Sunday and Bank Holiday: Closed

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 and the Unitary Development Plan for the City of Manchester.

10) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7.30 am to 8.00 pm, Monday to Saturday, no deliveries/ waste collections on Sundays/ Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 and the Unitary Development Plan for the City of Manchester.

Informatives

1) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant is advised that the application site falls near land that may be required to construct and/or operate Phase 2b of a high speed rail line from Crewe to Manchester (Western Leg), known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament. In addition as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
High Speed Two (HS2) Limited

Yard Junction Redgate Lane, Copping Street, Manchester, M12 4RF
26 Fairhaven Street, Manchester, M12 5EE
24 Fairhaven Street, Manchester, M12 5EE
22 Fairhaven Street, Manchester, M12 5EE
2 Fairhaven Street, Manchester, M12 5EE
18 Fairhaven Street, Manchester, M12 5EE
16 Fairhaven Street, Manchester, M12 5EE
14 Fairhaven Street, Manchester, M12 5EE
12 Fairhaven Street, Manchester, M12 5EE
4 Fairhaven Street, Manchester, M12 5EE
10 Fairhaven Street, Manchester, M12 5EE
8 Fairhaven Street, Manchester, M12 5EE
6 Fairhaven Street, Manchester, M12 5EE
20 Fairhaven Street, Manchester, M12 5EE
384 Hyde Road, Manchester, M12 4SA

Appendix 2 – Planning constraints

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
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA