

Planning Statement

Yard to the Rear of 48 Derby Street

Manchester

M8 8HN

Erection of a Storage Building

March 2023

Building Design Services (BDS)

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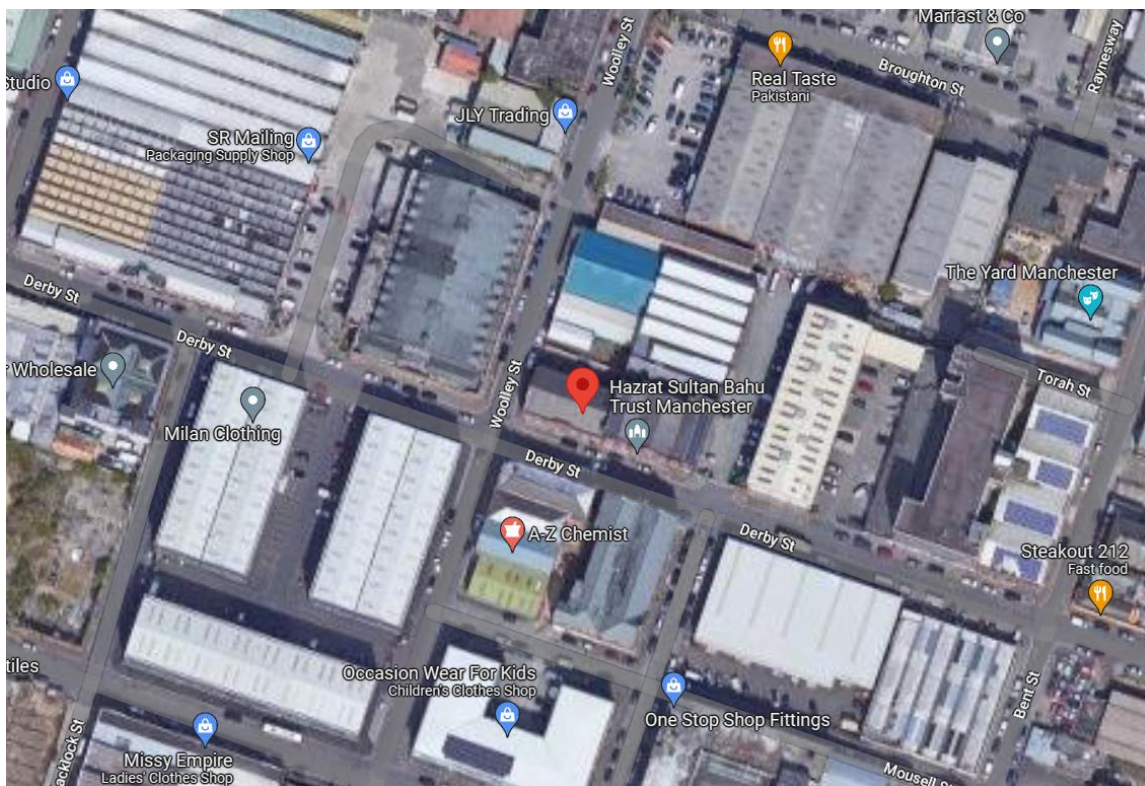
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1.0 INTRODUCTION

- 1.1 This planning statement is submitted by Building Design Services on behalf of the applicant Mehboob Subhani who occupies the building at 48 Deby Street, Manchester. The building is used as commercial sales and storage warehouse for the sale of fashion clothing, jewellery and shoes. The family have used the site for business for a number of decades.
- 1.2 North Manchester's role is predominantly as a residential area providing employees for employment mainly in Strangeways Employment Area, the City Centre, Central Park, Sportcity, Salford Quays and Trafford Park. Access to work is a key aspect of creating neighbourhoods of choice in North Manchester and planned improvements in public transport such as the Cross City Bus Package, extension to Metrolink and improvements to the open space network along the Irk Valley encouraging walking and cycling will be key to ensuring accessibility to employment opportunities.
- 1.3 The most significant employment location in North Manchester is Strangeways Employment Area, a mixed employment area but historically an industrial/warehouse area. It is situated on the edge of Manchester City Centre, immediately north of Victoria Station. This is an area where flexible employment space alongside support services can support entrepreneurship. The Strangeways and Collyhurst City Centre fringe areas are well placed to offer opportunities for regionally significant office development.

2.0 SITE AND SURROUNDINGS

- 2.1 The application site relates to an existing yard area to the rear of 48 Derby Street. 48 Derby Street is located on a corner plot with Derby Street and Wooley Street. The yard area the subject of this application is accessed from Wooley Street. The building itself is historic and of red brick construction and three stories high. The building gable faces Wooley Street and is painted white.
- 2.2 The yard area to the rear is gated and provides both vehicular and pedestrian access. An external fire escape is also positioned on the rear elevation. The yard area is rarely used by the applicant and is not required for deliveries.
- 2.3 The surrounding area consists of similar large brick-built warehouses of differing heights, designs and materials. There are also a number of commercial units nearby which help support the functions of this large employment area to the north of Manchester.
- 2.4 The UDP Proposals map shows that the site is unallocated but in the defined urban area and Regional Centre. Manchester City Centre is located to the south at a distance of around 400m.



The site is located at the corner of Wooley Street and Derby Street as shown above, the site is surrounded by warehouses and commercial uses.



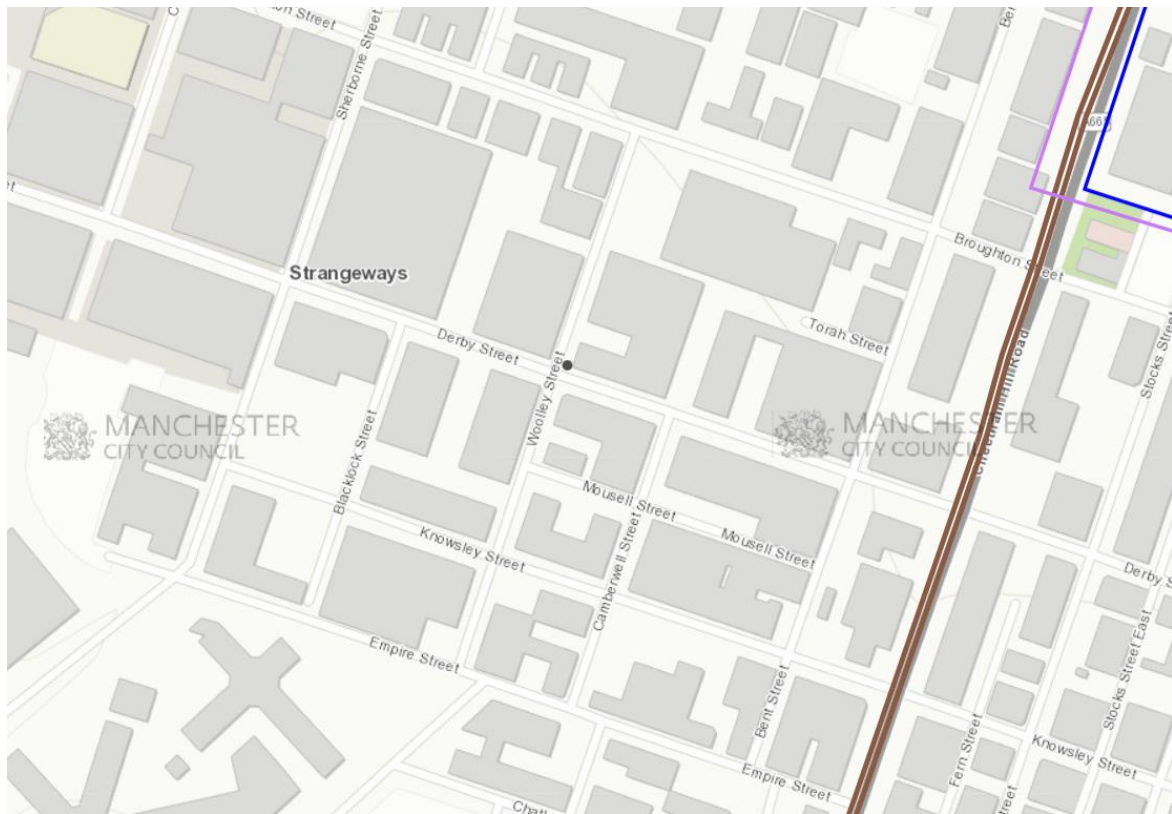
Image above shows the front and gable side elevation of the building with the gated yard area to the rear.



Image above taken from Wooley Street shows the disused yard area. The dividing wall is to be demolished.

3.0 PROPOSED DEVELOPMENT

- 3.1 The applicant is applying for planning permission to erect new storage building within the yard area to the rear of the existing historic warehouse. The proposed building would be purpose built and make better use of the large yard area which has potential for further development. The building will be of simple construction and design, easily accessible and overall make good use of the site in this mixed use area.
- 3.2 The storage unit in total will be 5.5m x 17m. The building would offer further essential storage space for the existing unit at 48 Derby Street for them to store and display goods, this would mainly be heavy clothing which is difficult to store within the existing building due to them constantly being carried up and down the stairs. The unit will provide secure storage in an inner urban area with good transport links. The building would have a shop front to display goods and for customers to pick up goods. A large roller shutter door would be provided for security to the front, whilst pedestrian access would be provided from the side and rear elevations. Internally the building would be open plan with storage at both levels and stairs leading to the upper floor, the upper floor area will have less heavy and bulky goods.
- 3.3 The building would be constructed from red brick at ground level and cladding at first floor level. The windows and door frames would be of aluminium material. The design of the building has been kept simple to match neighbouring buildings.
- 3.4 Two car parking spaces would be retained to the back of the new building in the yard area for staff to park or for customers to pick up heavy goods. Access will remain from Wooley Street.
- 3.5 There are no trees or bushes on site.



UDP map showing the site dotted in the urban boundary with no specific designation.

4.0. INVOLVEMENT

- 4.1 No formal pre-application advice in this instance has been sought from the Council given the size of the development. The scheme put forward is an acceptable proposal proving quality storage in this area.
- 4.2 Paragraph 39 of the NPPF states;
- “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”.
- 4.3 This planning Statement has been submitted as part of this planning proposal to provide a reasoned justification of the proposal using local and national planning policy and guidance.
- 4.4 The issues of Highways safety, amenity of the surrounding area, design and the principle of the development are taken into consideration in the assessment below.

5.0 HISTORY

5.1 A history check has been undertaken which has revealed no planning history for the site.

6.0 RELEVANT PLANNING POLICY

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.

6.2 Manchester's Core Strategy was adopted on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

6.3 Manchester is dynamic and creative because it is incredibly diverse with a rich mixture of cultures, origins, languages, customs and lifestyles. People are welcomed from all over the world for the contribution they can make.

6.4 The following Local Plan policies have relevance to the proposal:

S05 - TRANSPORT

S06 - ENVIRONMENT

POLICY SP1 - SPATIAL PRINCIPLES

POLICY EC3 – THE REGIONAL CENTRE

POLICY EC4 - NORTH MANCHESTER

POLICY EN1 - DESIGN PRINCIPLES AND STRATEGIC CHARACTER AREAS

POLICY DM1 - DEVELOPMENT MANAGEMENT

POLICY T1 - SUSTAINABLE TRANSPORT

POLICY T2 - ACCESSIBLE AREAS OF OPPORTUNITY AND NEED

The below supplementary planning Document is also considered to be relevant as part of this planning application;

NPPF (2021)

6.5 The NPPF clearly states ‘that the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). Paragraph 10 confirms that ‘in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development’. Paragraph 11 states that a presumption in favour of sustainable development is at the heart of the NPPF. It goes on to say that ‘for decision-taking this 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.

6.6 Paragraph 81 of the NPPF states:

“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. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”.

6.7 Paragraph 83 of the NPPF states that Planning policies and decisions should: recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

6.8 Paragraph 124 of the NPPF states:

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

- 6.9 Paragraph 130 of the NPPF, advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 6.10 Paragraph 111 of the NPPF states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.11 The general perspective of the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.
- 6.12 National Planning Practice Guidance (NPPG)
- The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the NPPG or other national advice in the Analysis section of the report, where appropriate.

7.0 ASSESSMENT

- 7.1 The storage unit proposed would be located within the defined urban area. **Policy EC3** of the Councils Core Strategy is relevant and which states ‘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:.
- 7.2 **Policy EC4** states that North Manchester is expected to provide approximately 14ha of employment land. The key development opportunity in the area is:
1. City Centre Fringe suitable for office (B1a) led mixed use development:
 - Strangeways
 - Collyhurst
- 7.3 The most significant employment location in North Manchester is Strangeways Employment Area, a mixed employment area but historically an industrial/warehouse area. It is situated on the edge of Manchester City Centre, immediately north of Victoria Station. This is an area where flexible employment space alongside support services can support entrepreneurship. The Strangeways and Collyhurst City Centre fringe areas are well placed to offer opportunities for regionally significant office development. Further north of this area existing employment space will be retained within B2/B8 uses but with an aim that the area develops as a location for indigenous IT and digital industries.
- 7.4 The proposed erection of a new storage unit would make use of a site which needs investment and one that needs bringing up to a good standard for the storage of goods. The buildings on the site currently are historic and have outlived the pace and open structure, space and flexibility of new units. The investment would bring the business to a better and suitable functional use. The building currently is full of stock with little space for movement and free flow for customers. Much needed additional storage space is required.
- 7.5 The site is well located in relation to small- and large-scale storage and general industrial uses on the fringes of the city centre as well as bringing employment in an urban area so as to support urban regeneration.
- 7.6 The proposal would provide a further good quality accessible, dry modern storage unit which is much needed in this inner urban area. It would enhance the character of the area by making good use of existing land, it would consider the needs of the local community, protect the surrounding built environment and provide the future occupiers with services within walking distance and reducing the need to travel long distances to other units.

- 7.7 The effect on residential amenity by reason of noise or other nuisance would be minor given its location, the amount of use the storage units would generate and amongst other similar uses, the sites existing use, and by virtue of its location in the regional centre.
- 7.8 It is also considered that the proposal would not have a detrimental effect on the safe and efficient operation of the existing transport and road infrastructure. Highways safety is further discussed in the relevant section below.
- 7.9 In respect of part of the above policies, the area is predominantly mixed-use and the proposed units would be amongst existing storage buildings at the site. The proposal is not therefore considered to have a negative impact on the character of the area. The site is also located in a sustainable area with good access and facilities and which makes efficient use of the land whilst delivering an appropriate use for the site.
- 7.10 In light of the above it is considered that the principle of providing a storage unit at the application site is acceptable.
- 7.11 **Policy SP1 - Spatial Principles** emphasises that 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. making a positive contribution to the health, safety and wellbeing of residents;
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. protect and enhance the built and natural environment.
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - 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.

7.12 **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 listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted

with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

7.13 **Policy DM1 Development Management**

All development should have regard to the following specific issues;

- 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.

7.14 **Paragraph 130 of the revised National Planning Policy Framework states that ‘decisions should ensure that developments will function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping’.**

7.15 The property externally has been designed to continue to some degree the features of the neighbouring property recently constructed along Wooley Street (Mughal Spice). The external features of similarity include window sizes, fenestrations, door details, the roof design which will be dual pitched. The size of the building would be proportionate in the area and overall size of the site.

7.16 The brickwork, roof materials, windows frames and doors used would complement existing materials used on this and surrounding properties.

7.17 It has already been established above that the principle of providing a storage unit at the site is considered acceptable, consideration should also be given to the existing use of the site in providing storage for a local

business. The area is established as mixed use, and the proposal would therefore be in keeping with existing land uses around the area. It is however important to ensure that the proposal would not impact unduly on matters such as noise and other pollution effects, with regards given to the impact of the development upon existing surrounding properties.

- 7.18 In relation to noise it should be acknowledged that there would be some noise from neighbouring commercial land uses as well as from road noise. However, the site itself is currently used for storage. Because of its previous use and location, the noise from the proposed use is not considered to have a significant impact on the amenity of neighbouring occupiers or from external noises.
- 7.19 The garage doors would also be positioned to face the road where the impact of the unit from noise would be minimal. The intensity of use of the units is also considered to be minimal.
- 7.20 Due to the positioning of the building the impact on neighbouring properties in terms of overshadowing, overlooking and overbearing impact would be none.
- 7.21 The proposed development would provide a good-sized storage unit that would be expected to be provided for businesses and individuals within this area. the proposal would be compatible with the density and character of the surrounding development.
- 7.22 In light of the above, it is considered that the development would provide a good quality storage unit and building, so as to protect neighbouring occupiers from any excessive levels of overshadowing and/or loss of privacy and overbearing impact. The application is therefore acceptable in this respect and would meet with the expectations of Policies along with the relevant requirements of the National Planning Policy Framework.
- 7.23 **Policy SO5** requires to Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
- 7.24 **Core Strategy Policy T2** states that The Council will actively manage the pattern of development to ensure that new development: -
- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections;
 - Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including.

- 7.25 The current site has been vacant and is not used for deliveries. Deliveries are taken from the front of No.48 Derby Street and have been for a number of years as this is more practical; as such good use would be made of this disused area. In addition, the proposed development would not be significantly intensive by comparison. The site is located close to the city centre of Manchester and therefore in an accessible location. Two parking spaces would be provided in total in the yard area, and the existing access will be used. Vehicles loading goods would do so from the front of the building and this would be for short periods of time. This is a quiet side street area where the impact of the development would be very low.
- 7.26 No large vehicles would be used as part of the development. The parking provided would be sufficient provision for a development of this size in a location as sustainable as this (close to the main city centre and major bus route); as such the two parking spaces are justifiable.
- 7.27 It is not expected that this proposal would impact negatively upon the surrounding highway network.
- 7.28 Bin storage would be provided in the rear yard area where refuse would also be collected from.
- 7.29 Given the details, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. The proposed development as demonstrated would be in accordance with Policies T1 and T2 of the Councils Local Plan and the NPPF where the proposal would not have a severe cumulative impact to warrant refusal of the application.

8.0 CONCLUSION

- 8.1 It has been demonstrated that the proposed development can be carried out in full compliance with the Council's policies in the Local Plan and the National Planning Policy Framework. The development would provide good quality storage units which would bring a positive contribution into the local area of Manchester without creating a significant detrimental impact on the amenity of the local occupiers and residents.

APPENDIX