

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134660/FO/2022

Date registered valid: 10 October 2022

Proposal: Sub-division of ground floor to form 10 wholesale cash and carry units (sui generis) and change of use of the first-floor to office (Class E(g)), together with associated elevational alterations involving new shopfronts

Address: 145-149 Cheetham Hill Road, Manchester, M8 8LY

Ward(s): Cheetham Ward

Applicant: Parisian, 145-149 Cheetham Hill Road, Manchester, M8 8LY

Agent (if any): Mr Saghir Hussain, Create It Studio Architects, Universal Square, Devonshire Street North, Manchester, M12 6JH

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29 November 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 4 November 2022

Standard consultations:

Printed: 13 October 2022 Expired: 3 November 2022

Neighbour notifications

Printed: 13 October 2022 Expired: 3 November 2022

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

The application site relates to an existing two storey, wholesale building known as 'Parisian House'.

The building is bound by Cheetham Hill Road to which the building fronts to the east, a vacant site to the south, a further wholesale building to the north and Bent Street to the west.



View of the front from Cheetham Hill Road

The red brick building incorporates a car park area for 17 spaces to the front of the building which is enclosed by a brick wall with decorative metal railings above.

To the rear, the building immediately adjoins the back of the pavement and includes a undercroft vehicular access point off Bent Street which service the car park to the front of the building.



View of the rear from Bent Street

The rear of the building presents a secondary frontage to Bent Street and incorporates roller shuttered access door with a series of horizontal windows at first floor level.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site lies adjacent to the main arterial route of Cheetham Hill Road which links the city centre with north Manchester.

The site is situated within the warehouse district of Cheetham as identified by the Strangeways Local Plan and saved policy CC10 of the Unitary Development Plan. The immediate area is dominated by various wholesale uses and general industrial buildings comprising low-rise (1-2 storey) buildings with large floor plates.

Description of development

Planning permission is sought for elevational alterations in association with the subdivision of an existing wholesale building into 10 smaller cash and carry units on the ground floor (sui generis) and office/ storage space (Class E.g on the first floor).

To the front and rear of the building new shopfronts to each of the ground floor units is proposed. A new fascia signage zones separates ground and first floor glazed elements.

The proposal includes 14 on-site car parking spaces, including 1 disabled space, a loading area and bicycle store.

Vehicular access to the car parking and loading area is provided from Bent Street, via an existing undercroft access route.

A two storey, escape staircase is proposed to the side of the building to serve the proposed office space.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are advised in relation to construction, operational and servicing hours, external equipment and waste management.

Highways Services – The following comments are made:

Trip Generation

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Accessibility

The site is well accessed by sustainable modes. Regular bus services are routed along A665 Cheetham Hill Road and provides connections to Middleton, Bury, Higher Crumpsall, Sale and Piccadilly Gardens.

The closest Metrolink facility is located at Manchester Victoria Station (800m south of the development site) and provides connections to East Didsbury, Bury, Manchester Airport, Rochdale and Manchester Piccadilly.

Manchester Victoria also provides rail connections to Wigan, Preston, Chester, Blackburn, Rochdale, Leeds and Liverpool Lime Street.

Parking and Access

There are currently 17 car parking spaces located within the site's curtilage. As part of the proposals 2 spaces will be lost and therefore 15 car parking spaces will be available onsite. One disabled parking spaces will also be in place.

Vehicular access to the site is gained from Bent Street via an under-croft access route. An existing dropped kerb is in place. It is requested that tactile paving is installed at the access.

The Parking and Servicing Note confirms that one space will be allocated to each of the retail units and three spaces will be allocated to the office. The disabled space will be available to disabled staff and visitors.

The Note also confirms that access to the car park will be monitored and controlled by building management. The usage of the parking spaces will also be monitored by the building owner and management. This is acceptable.

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles.

Cycle Parking

10 secure and sheltered cycle parking spaces will be in place in the form of a cycle store in the car park. This is acceptable to Highways.

Boundary Treatment

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.

Servicing

An internal bin store will be in place for the office and retail usage. The bins will be taken from the bin store to Bent Street on collection day. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

Servicing will take place internally in a loading bay, which can be booked out by the retail units. The Parking and Servicing Note demonstrates that a medium wheel-based panel van (c. 3.5 tonnes weight and c. 5.35m length) can access the site via the under-croft access.

Swept Path Analysis (Drawing Number: J32-7045-PS-001) has been undertaken and demonstrates that a medium wheel-based panel van can enter the site, manoeuvre and exit in a forward gear.

Servicing will then take place from the loading bay on-site and a traffic free pedestrian route has been provided.

If the internal loading bay is in use or a larger vehicle than a medium wheel-based panel van arrives then servicing will take place on Bent Street. Although Highways would prefer servicing to take place on-site it is acknowledged that Bent Street is c. 6.2m and vehicles will be able to pass a parked vehicle whilst servicing took place. It is also acknowledged that Bent Street will only be used if the vehicle is too large or the internal loading bay is already in use. It is requested that the retail units work collaboratively to ensure that there is one delivery taking place at any one time. It is requested that servicing does not take place during peak periods.

Construction Management

A condition is advised requesting the submission and agreement of a construction management plan.

Greater Manchester Police (Design for Security) – Various security measures are recommended.

Planning History

115578/FO/2017

Creation of ancillary car park to frontage of building, together with landscaped strip, to be enclosed by boundary treatment to a maximum height of 2 metres. *Approved 4 May 2017.*

083709/FO/2007/N1

Siting of air conditioning condensers on sides of building, together with enlargement of access to rear elevation and associated boundary treatments. *Approved 21 May 2008.*

083119/FO/2007/N1

Retrospective application for formation of 1st floor window to side elevation and installation of roller shutter door to rear elevation. *Approved 6 June 2007.*

F17565

Change of use of manufacturing and storage premises to a wholesale warehouse. *Approved 11 June 1982.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Saved policies CC10 and DC26 of the Unitary Development Plan for the City of Manchester;
- Policies DM1, SP1, EC1-EC3, T2, EN3 and EN14-19 of the Manchester Core Strategy;
- Strangeways Local Plan;
- National Planning Policy Guidance;
- National Planning Policy Framework (NPPF).

Issues

Principle

S.55(2)(f) of the Town and Country Planning Act (1900) implies that the subdivision of a planning unit is not development provided the use class remains the same.

As such, in this case, the sub-division of the ground floor does not itself require planning permission, although the change of use of the first floor and the associated elevational changes require consent.

It is considered that the addition of new external openings are acceptable and unlikely to give rise to any significant or negative impact to visual amenity or the appearance of the street-scene. It is believed that the changes will actually improve the frontage and rear of the building by allowing a more transparent and open frontage, which will add to the vibrancy of the area and uplift the appearance of the building.

Further issues are outlined below.

Residential Amenity

This part of Cheetham is dominated by similar, businesses and is identified within policy as being suitable uses which generate a high level of employment.

Due to the detached position of the nearest residential neighbourhoods and the context of the site's immediate surroundings which is dominated by commercial uses, it is not believed that there would be any significant, adverse effect upon the living conditions of nearby occupiers in terms of increased activity and any associated noise and disturbance. Any impact can be

mitigated though the use of planning conditions to control hours of use, external equipment and servicing arrangements. Conditions have therefore been included in this regard.

Visual Amenity

The proposed development would introduce double sided, glazed shop frontages which would enliven the building and provide vibrancy to both roads the building addresses. It is considered that the changes are positive and would bring the building up to modern standards, benefitting the appearance of the street-scene.

The existing building is of little architectural merit and the existing openings are quite restrictive, presenting a bland, unattractive and negative frontage. The proposed changes are therefore considered to have a positive impact upon visual amenity.

An informative has been included to ensure that the applicant is aware that any new signage or advertisements are likely to require separate advertisement consent.

Waste Management

An enclosed, communal, central waste store is proposed to the car park area for both uses accessed from Bent Street.

Highway Services and Environmental Health have confirmed that the proposed arrangement and location is generally acceptable, although further details are required for each of the ground floor units, including details of the of the size and number of containers to be provided for each unit and details of the collection frequency. An appropriate condition has been included.

Impact to the Highway

The existing building includes a car park area to the front of the building which spaces for 17 spaces. Whilst 2 of these spaces will be lost to facilitate the development, it is considered there is sufficient spaces to serve the proposed units and office accommodation.

The site is situated in a highly accessible location on the fringe of the city centre and in an area that encompasses unrestricted on street parking.

Highways consider that in comparison to the existing use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns in this regard. The parking ratio is therefore considered acceptable.

In terms of servicing, the accompanying Parking and Servicing Management plan notes that this is to take place internally within the site using a loading bay which can be booked out by the units.

The document that includes swept path analysis demonstrates that a medium wheel-based panel van can access the site via the under-croft access, manoeuvre and exit in a forward gear.

Servicing will then take place from the loading bay on-site and a traffic free pedestrian route has been provided. Highways are satisfied with this arrangement.

It is further noted that if the internal loading bay is in use or a larger vehicle than a medium wheel-based panel van arrives then servicing is capable of taking place on Bent Street. Although Highways would prefer servicing to take place on-site it is acknowledged that Bent Street is capable of accommodating such vehicles and on this basis, is satisfactory.

Whilst Highways have requested tactile paving be included adjacent to the car park access, it should be noted that the access and car park are an existing arrangement. It is not therefore considered reasonable in planning terms to request this.

On balance, given the commercial context of the application site, the proposed number of units and servicing arrangements, the proposed development is unlikely to pose any significant or harmful impacts to the operation of the highway.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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:

Drawings referenced A1448(01)AP001/P1, A1448(02)AP002/P4, A1448(02)AP001/P5 and A1448(02)AP000/P4 received by the City Council as Local Planning Authority on 11 August 2022.

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

3) The materials to be used on the external surfaces of the building, shall match those of the existing building in type, size, colour and texture.

Reason - In the interests of visual amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Notwithstanding details submitted, prior to the units being occupied, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

5) The units hereby approved shall not be open outside the following hours: 08.00 - 18.00 hrs daily.

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

6) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;

No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

7) Notwithstanding the details shown on drawing referenced A1448(02)AP000/P4 received by the City Council as Local Planning Authority on 11 August 2022 none of the units hereby approved shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include means of enclosure and security measures. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

8) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the

approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

9) Prior to the installation of any further roller shutters, full details of the proposed roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details and retained thereafter.

Reason - In the interests of visual amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the first floor shall not be used for any other uses other than those permitted by E(g) as set out within the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason -In the interests of amenity and the economic function of the area, pursuant to saved policy CC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

11) For the avoidance of doubt, the ground floor commercial units hereby approved not shall be used for retail sales (Use Class E).

Reason - To ensure the premises are used for wholesale purposes only, pursuant to saved policy CC10 of the Unitary Development Plan for the City of Manchester.

12) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall only be carried out in accordance with the approved construction management plan.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Rear Unit, 155 - 157 Cheetham Hill Road, Manchester, M8 8LY
Front Unit, 155 - 157 Cheetham Hill Road, Manchester, M8 8LY
Unit 9, 11 Bent Street, Manchester, M8 8NF
Unit 5, 11 Bent Street, Manchester, M8 8NF
Units 6 And 7, 11 Bent Street, Manchester, M8 8NF
Unit 8, 11 Bent Street, Manchester, M8 8NF
Unit 16, 11 Bent Street, Manchester, M8 8NF
Unit 15, 11 Bent Street, Manchester, M8 8NF
Unit 14, 11 Bent Street, Manchester, M8 8NF
Unit 10, 11 Bent Street, Manchester, M8 8NF
French Imports Ltd, 160 - 162 Cheetham Hill Road, Manchester, M8 8LQ
Swift Agencies, 160 - 162 Cheetham Hill Road, Manchester, M8 8LQ
Vivir, 160 - 162 Cheetham Hill Road, Manchester, M8 8LQ
160 - 162 Cheetham Hill Road, Manchester, M8 8LQ
Warehouse Rear Of 151, Cheetham Hill Road, Manchester, M8 8LY
Store Rear Of 141, Cheetham Hill Road, Manchester, M8 8LY
174 - 182 Cheetham Hill Road, Manchester, M8 8LQ
Warehouse Next To 151 To 153, Cheetham Hill Road, Manchester, M8 8LY
38H Derby Street, Manchester, M8 8HN
38G Derby Street, Manchester, M8 8HN
38F Derby Street, Manchester, M8 8HN
38E Derby Street, Manchester, M8 8HN
38D Derby Street, Manchester, M8 8HN
EAGLESFIELD ENTERPRISE LTD, 38C Derby Street, Manchester, M8 8HN
38B Derby Street, Manchester, M8 8HN
38A Derby Street, Manchester, M8 8HN
170 - 172 Cheetham Hill Road, Manchester, M8 8LQ
First Floor, 160 Cheetham Hill Road, Manchester, M8 8LQ
166 - 168 Cheetham Hill Road, Manchester, M8 8LQ
141 Cheetham Hill Road, Manchester, M8 8LY
11 Bent Street, Manchester, M8 8NF
162 Cheetham Hill Road, Manchester, M8 8LQ
Ground Floor, 160 Cheetham Hill Road, Manchester, M8 8LQ
151 - 153 Cheetham Hill Road, Manchester, M8 8LY
PORT GROUP UK & EUROPE LIMITED, 15 Broughton Street, Manchester, M8 8LZ
164 Cheetham Hill Road, Manchester, M8 8LQ
38 Derby Street, Manchester, M8 8HN

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
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