

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143259/FO/2025

Date registered valid: 5 August 2025

Proposal: Erection of 2 single storey storage units (Use Class B8) with associated parking and landscaping

Address: Yard, Mauldeth Road West, Manchester, M20 1BE

Ward(s): Old Moat Ward

Applicant: Abdullah Muhammad, Parkway Portfolio Ltd

Agent (if any): Mr Darren Friston, Street Design Partnership

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 12.12.2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 1 September 2025

Expired: 22 September 2025

Neighbour notifications

Printed: 1 September 2025

Expired: 22 September 2025

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 site covers an area of 954sq.m, and is currently in use for the storage and sale of cars, but there is no permission for this use at the site.

The site was approved for use for the storage of building materials in connection with adjacent DIY shop, construction of tyre fitting bay, siting of 2 portable buildings and use of land as a car Park in 1995, and then subsequently for as a temporary contractor's compound for the City Council in connection with works to housing in the vicinity of the site on five occasions, with the last time being in 2012.



Existing site

Planning History

046967/FO/SOUTH2/95- Use of land for storage of building materials in connection with adjacent DIY shop, construction of tyre fitting bay, siting of 2 portable buildings and use of land as a car park. Approved 11.05.1995

069612/VO/2003/S1- CITY COUNCIL DEVELOPMENT

Use of land as a temporary contractor's compound from December 2003 to December 2004 including the provision of 4 steel storage containers.

Approved 20.11.2003

074723/VO/2005/S1- CITY COUNCIL DEVELOPMENT continuation of use of land as a contractors' compound for the siting of 6 steel storage containers until end of December 2006. Approved 12.04.2005.

079759/RO/2006/S1- Renewal of temporary permission 074723/VO/2005/S1 for the renewal of installation of 6 no. steel storage containers for a temporary period expiring 31st August 2007. Approved 20.07.2006

088879/FO/2009/S1-Use of basement as a 24-hour taxi base with car parking on land to the Rear. Refused 12.05.2009

091428/FO/2009/S1- Use of site as a temporary contractor's compound, involving the siting of 15 steel containers for a period between January 2010 and April 2012. Approved 12.02.2010.

099168/FO/2012/S1- Continuation of use of site as a temporary site compound, originally approved under application 091428 from May 2012 to April 2013
Approved 01.06.2012.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is bounded to the west and south by parades of commercial premises, some of which have residential accommodation above. Further to the north is a footpath/cycleway, and to the northeast a Valve House (United Utilities). To the east and further south on Mauldeth Road are residential properties.

Description of development

Consent is sought to erect 2 single storey (double height) storage units (Use Class B8) with associated parking and landscaping. Access to the proposed development would be via the existing access route from Mauldeth Road West.



The proposed Class B8 units would comprise red multi brickwork at ground floor level with anthracite coloured cladding above. The roof would comprise light grey cladding and incorporate trapezoidal rooflights. The recessed roller shutter door and pedestrian door to each unit would be anthracite grey in colouration.

During the application process confirmation from the planning agent has been received stating that the proposed units would have limited opening hours, 8:00 AM - 7:00 PM, would be closed Sundays & Bank Holidays. The access gates would be locked outside these times.

The scheme would include 1 car parking space and loading area for each unit, together with a space for disabled users and, 2 cycle spaces.

Consultations & Notification Responses

Local residents and local businesses – 1 email supporting the application has been received from a local resident.

An email has also been received from a local residents raising the following concerns :

-Proximity to Utility Water Station

They are concerned that increased building activity, storage use, and vehicle traffic could create potential risks to this important infrastructure, which is essential for the community.

-Traffic and Road Safety

A storage facility (Use Class B8) is likely to generate more frequent vehicle movements, including vans and lorries. This may increase congestion and road safety issues on Mauldeth Road West and the surrounding area, which are already busy routes.

- Noise and Environmental Impact

The regular movement of delivery vehicles and loading activities may cause additional noise, light disturbance, and air pollution, which would negatively affect the quality of life for nearby residents.

- Incompatibility with Surroundings

The proposed change of use introduces a more industrial and commercial character into a largely residential area. This seems out of keeping with the nature of the neighbourhood and could set an undesirable precedent for similar developments.

- Security Concerns

Storage units may attract break-ins or antisocial behaviour, particularly outside of business hours, which would pose a further risk to residents living nearby.

- Limited Community Benefit

The proposal appears to provide minimal benefit to the local community, while introducing a number of potential negative impacts.

Highway Services – 08.09.2025

Advised that further information was required, as although the scheme was small scale the highway connection was poor. A drawing setting out the visibility splay available on the access junction onto Mauldeth Road West was requested, together with information on the management of the proposed storage use, levels of visits to the site.

Details of the refuse collection service, including vehicle size and access method and refuse vehicle tracking are required.

Highways accept that there has been some previous commercial use of the site and that use was accessed from the single lane access arrangement off Mauldeth Road West.

This arrangement is not ideal, however due to the access lane's straight alignment and its short length, it at least allowed all users to be able to see one another in daylight.

The information provided on the Class B8 use does not give reassurance that it would never attract unacceptable levels of pedestrian footfall down the access lane. Due to its narrowness, Highways would be concerned if the business attracted many pedestrians down the lane. This concern is an expressed concern on a speculative scenario.

It is suggested that more information on the storage use and its interaction as a pedestrian attraction should be sought. This information should provide details on whether the site can be controlled so that pedestrians cannot access the site without prior arrangement.

Vehicle Trip Generation figures, as a result of the proposed development, will have no material impact on the local highway network.

The site is shown to be well accessed by sustainable travel modes.

The access is located between an end of a terrace of shops and a residential property. The access lane varies in width, with it being 2.5 metres at its narrowest and approximately 3 metres at its widest. The access lane is straight about 42 metres in length, before it opens up into the proposed yard area.

The access lane is narrow in terms of use by both pedestrians and motorists. There is insufficient width to accommodate a footway and a vehicle lane. It has however a straight alignment and it can be expected that all users of the lane will be aware of one another's presence and act accordingly.

The length of the lane is considered to be too short to expect vehicles to gain any significant speed.

However, to further reduce the risk of conflict between pedestrians and vehicles, if the proposal goes ahead, it is recommended that it is on the basis that members of the public cannot randomly walk onto the site to do business, not be able to do business on site without an appointment.

Visibility for exiting drivers, at the access entrance can be limited by a hedge to the left for the driver. To the drivers right, visibility can be good however the area can also be used for parking cars upon it. A parked car could reduce the visibility for an driver exiting the site. Highways need to be satisfied that the visibility splay for an exiting driver meets the minimum standard.

The applicant should be advised to provided a drawing setting out the visibility splay for the access into Mauldeth Road West.

The two parking spaces and a space for less abled persons is considered sufficient for the size and the business of the site.

It has been shown via a vehicle tracking diagram that vehicles up to a 7,5 tonne van can enter and leave the site in a forward gear. It is not expected that HGVs over 7.5 tonnes could

reasonably be expected to enter and leave in a forward gear without considerable manoeuvrings.

Vehicle movement within the proposed site would be possible, however depending on its business success it could occasionally become overwhelmed with vehicles. Concern is raised about vehicles possibly reversing back into Mauldeth Road West.

Additionally vehicles needing to park nearby on Mauldeth Road West.

The site area nor the access lanes dimensions are suited for HGV use. This maybe a problem for a waste collection service. It is recommended that details of the refuse collection service, including vehicle size and access method are provided, including refuse vehicle tracking.

Conditions are recommended in regard to refuse collection arrangements (including vehicle size and access method, including refuse vehicle tracking) and the submission of a Construction Management Plan (CMP) .

Further comments 02.10.2025

Highways have some highway safety concerns. The concerns can be addressed if the following is carried out:

- The recommended barrier work mentioned in condition three is carried out.
- Additionally, the gates being closed except when opened for expected appointments would allay concerns on random pedestrian footfall happening.
- Lighting is provided on the access route

This development is not expected to have a severe impact on the highways.

They reiterate their earlier comments on the width of the access route, and lack of footway, advising that this is not ideal, as the route will have to serve two way traffic and potentially pedestrian footfall. They indicate there is insufficient width to accommodate both a footway and a vehicle lane, but due to the access lane's straight alignment and its short length, all users should be able to see one another in daylight hours and act accordingly. Lighting should be considered down the lane.

Highways note the previous temporary commercial (compound) use of the site and that this use was accessed from the same single lane access arrangement off Mauldeth Road West, but advise it would not be expected that there would be members of the public or random customer visits to the site, associated with such a use.

The access lane is not considered to be suitable for regular large HGV visits.

The further information subsequently provided by the applicant suggests that for the B8 use visits will be only allowed for managed appointments. This is to control the visit numbers and as a result of this control the car park or the immediate highway area would not be overwhelmed. However, this would not stop members of the public walking down the route.

Whilst the intention to manage the visitors and the vehicles trips is commended, this would be difficult to manage or continue when both units could be managed by individuals whose businesses are not connected.

Due to its narrowness, Highways would be concerned if the business attracted many pedestrians down the access route.

If the proposal goes ahead, it is recommended that it is on the basis that members of the public cannot randomly walk onto the site without an appointment.

Having the access gates closed at all times, controlled by intercom or similar, only opened briefly as a managed appointment person is admitted, would help reduce this from happening.

To protect pedestrians from emerging vehicles, at the point where the property 240 Mauldeth Road West abuts the access. It is recommended that 1 x 2 metre length of pedestrian railing is placed. This will increase intervisibility between a driver of an emerging vehicle and a pedestrian, reducing the risk of a pedestrian stepping out in front of an emerging vehicle. Visibility for drivers exiting on to Mauldeth Road West meets the required standards for a road subject to a 20mph limit.

Vehicle Trip Generation figures (as a result of the proposed development) will have no material impact on the local highway network.

The site is well accessed by sustainable travel modes.

The two parking spaces and a space for persons with disabilities is considered sufficient for the size and the businesses on the site. If the units are let to separate businesses it has to be accepted that the parking on site may not be sufficient for staff and others.

It has been shown via a vehicle tracking diagram that vehicles up to a 7.5 tonne van can enter and leave the site in a forward gear. It is not expected that HGVs over 7.5 tonnes could reasonably be expected to enter and leave in a forward gear without considerable manoeuvrings. Vehicle movement within the proposed site would be possible, however depending on its business success it could occasionally become overwhelmed with vehicles. Concern is then raised about vehicles possibly reversing back into Mauldeth Road West. This is an unlikely but a possible scenario.

The site area nor the access dimensions are suited for HGV use, which may be a problem in respect of waste collection. The applicant has set out the method of waste storage and its collection. The storage areas are accepted; however the collection method is not. The applicant suggests that the waste containers will be taken typically 60 metres to Mauldeth Road West, then left there for a kerbside collection. This is not ideal as the distance is far to manage and leaving waste containers in front of other businesses or properties will not be conducive to a good street scene.

Additionally, due to the size of the containers, may cause an obstruction on the footway. It is understood that the action of taking the bins can be managed, so that the HGV arrives as the waste containers arrive. In reality this cannot be guaranteed.

In summary, the waste containers are stored properly, they need to be pushed or pulled up to 60 metres, mainly up a gradient for the kerbside collection. This should be considered further. The timing of a 'just in time' collection has to be strictly managed as leaving waste containers fronting other properties is often looked on as unacceptable.

Conditions are recommended in regard to refuse collection arrangements (including vehicle size and access method, including refuse vehicle tracking) and the submission of a Construction Management Plan (CMP).

Environmental Health – recommends conditions relating to demolition/construction hours, hours of use, servicing hours, external lighting, acoustic insulation of the premises, external plant, electric vehicle charging points, refuse storage and contaminated land are attached to any approval.

Further comments 16.10.2025

Have advised that the information provided in relation to refuse storage arrangements and hours of operation is accepted, confirmation of the frequency of waste collections when known, is required.

LLFA – The response is on the basis that there are changes that increases the impermeable area, and no drainage or below ground works are proposed.
The development is within Flood Zones 1 and 2, with the flood risk originating from Platt Brook which is within 30m from the northern boundary of the proposed development.
The LPA should assess the detailed FRA under the Standing Advice.

A condition related to the submission of a surface water drainage scheme is recommended.

United Utilities – There is an easement within the proposed development site (ref: T 282) which has restrictive covenants that must be adhered to.

A large diameter trunk water main is located in the vicinity of the site. It must not be built over, or United Utilities access to the pipeline compromised in any way. They require an access strip as detailed in their 'Standard Conditions for Works Adjacent to Pipelines'.

Given the size and nature of the pipeline concerned, they strongly recommend the applicant contacts their Water Developer Services team for advice on determining the precise location of the pipeline and additional protection measures they must consider both during and after construction.

A public sewer also crosses the site, and United Utilities will not permit building over it. They require an access strip for maintenance or replacement and this access must not be compromised in any way. The minimum distances that might be acceptable to United Utilities are detailed within Part H of the Building Regulations however, they recommend the applicant determines the precise location, size, depth and condition of the pipeline as this is likely to influence the required stand-off distance from any structure.

Based on the information currently available, it is unclear whether sufficient distance is provided between proposed development features and our wastewater asset(s). They recommend the applicant contacts United Utilities to ensure existing wastewater assets, along with their required access widths, can be accommodated in the proposed layout.

They also recommend that conditions are attached to any approval to require the submission of a sustainable surface water drainage scheme and a foul water drainage scheme, together with a further condition relation to the management and maintenance if the approved scheme

Policy Context

Places for Everyone

The Plan and its policies must therefore be given significant weight in the planning balance. Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-J1: Supporting Long Term Economic Growth, seeks to deliver a thriving, inclusive and productive economy there will be an emphasis on (amongst others) inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.

Policy JP-J2 writes that existing employment areas, including local employment sites, are vital to maintain a strong and diverse supply of sites. These will be protected from redevelopment to other uses and nurtured to ensure they remain competitive.

Policy JP-J4: Industry and Warehousing supports new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the Plan period and to achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.

National Planning Policy Framework (December 2024)

The NPPF sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework. Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to date development plan without delay."

Of particular relevance to this application is Building a strong, competitive economy (Section 6) of the NPPF. Paragraph 85 sets out how; "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."

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 112 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 116 states that development should only be prevented or refused on highways ground if there would be an unacceptable

impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land (Section 11) of the NPPF, paragraph 124 states that planning policies and decision should 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. Paragraph 125 (d) states that planning decisions should promote and support the development of under-utilised land and buildings.

Achieving well designed places (Section 12) – this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments: A) 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 B) Are visually attractive as a result of good architecture and appropriate landscaping; C) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation; D) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; E) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and F) Create places that are safe, inclusive and accessible and which promote health and well-being.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) – seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. (Paragraph 162).

Section 15 of the NPPF relates to conserving and enhancing the natural environment and Paragraph 187 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

Manchester's Local Development Framework: Core Strategy

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.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policies SP1 (Spatial Principles) , EC1 (Employment and Economic Growth in Manchester), EC2(Existing Employment Space), EC9 (South Manchester), T1 (Sustainable transport), T2(Accessible Areas of Opportunity and Need), EN4 (Reducing CO2 emissions by enabling low and zero carbon development); EN6 (Target Framework for CO2 reduction from low or zero carbon energy supplies) , EN 14(Flood Risk) , EN15 (Biodiversity and Geological

Conservation), EN18 (Contaminated Land and Ground Stability), EN19 (Waste) and DM1 (Development Management).

Saved Policies within the Unitary Development Plan for the City of Manchester (1995)

The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. The policies that is of relevance to this proposal include the following: Policy DC26-Noise.

Policy DC26.1 - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.3 - Developments likely to result in unacceptably high levels of noises will not be permitted: a. in residential areas; b. near schools, hospitals, nursing homes and similar institutions; c. near open land used frequently for recreational purposes.

Policy DC26.5 -The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development management system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'. However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design. The proposed development is considered to have been designed to reflect the site's context and relationships with the surrounding area, to provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated

from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

Issues

Principle of Use

Policies EC1, and EC9 are of relevance, as policy EC1 set a target that a minimum of 200 hectares of employment land will be developed for B1 (a-c) (now Class E (ii) and (iii)), B2 and B8 uses between 2010-2027. Policy EC9 identifies the existing employment locations referencing Business Parks, such as, Towers, Didsbury Point, Christie Fields and Parkway; Christies Hospital; and along Princess Parkway, together with district centres which are considered suitable for mixed use development providing local needs and services.

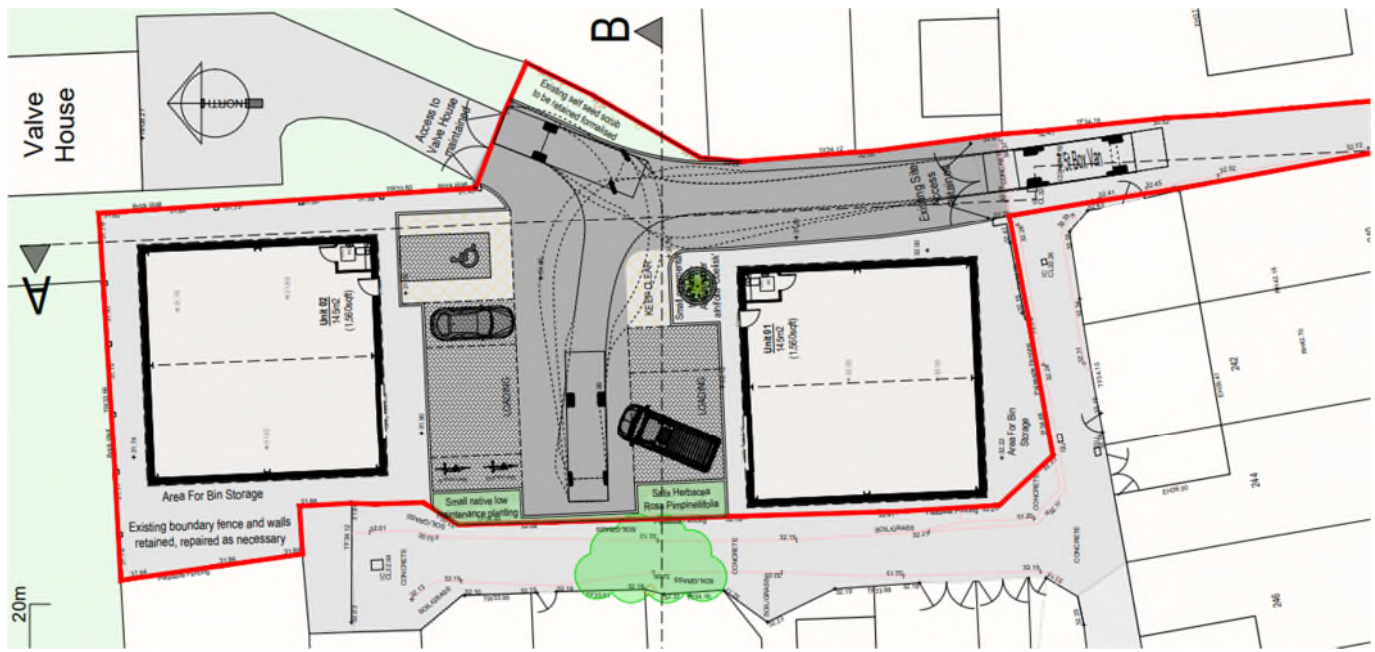
The site is tantamount to being a backland site, but is accessed from a route from Mauldeth Road West which serves the rear of the commercial premises on Mauldeth Road West and Princess Road. The site is not in an employment location identified in policy EC9, but is located in mixed use area with a commercial parade of predominantly retail premises on Princess Road which wraps around on Mauldeth Road West, some of which have residential accommodation at first floor level. There are residential dwellings to the north of the site.

Whilst it is acknowledged that there have been limited periods of time when the site has been used as a contractors compound in association with the refurbishment of dwellings in the local area, the use of the site for a permanent Class B8 warehousing use would introduce a more industrial and commercial character into a largely residential area, which would be out of keeping with the character of the local area. Furthermore, due to the impacts which would arise from such a use (which are explored further in this report), the principle of a Class B8 use in this location is not accepted.

The existing car storage and sales currently on site is not authorised.

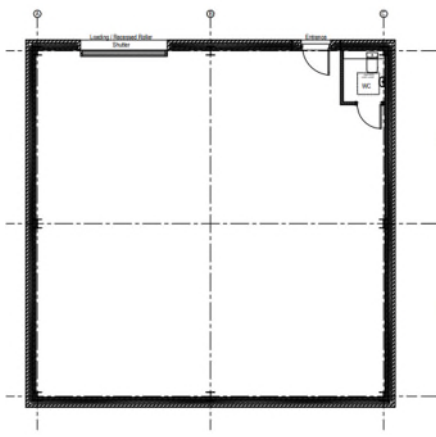
Layout

It is proposed to locate two Class B8 units on the site, one at the western and the other at the eastern ends of the site, with parking for each unit and a shared service area between the units proposed.



A route would be retained through the proposed scheme to enable access to the existing United Utilities Valve House, which lies to the northwest of the site

Each of the proposed Class B8 units would cover an area of 145sq.m.(gross internal area),



The site relies upon a narrow existing access from Mauldeth Road West. The proposed development would lead to the intensification of the use of the site, which is not considered to be appropriate in this location.

Design, Scale and Appearance

The proposed development is related to the erection of 2 single storey (double height) storage units (Use Class B8). The proposed Class B8 units would comprise red multi brickwork at ground floor level with anthracite coloured cladding above. The roof would comprise light grey cladding and incorporate trapezoidal rooflights. The recessed roller shutter door and pedestrian door to each unit would be anthracite grey in colouration.

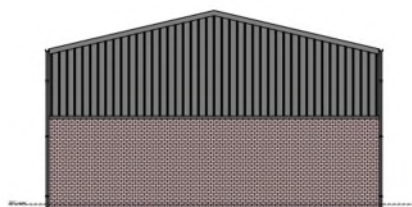
The proposed design is reflective of the function of the proposed units. Whilst the proposed design would be acceptable in an industrial or business park setting, it is considered to be out of keeping with the character of the locality, and would give rise to adverse impacts to visual amenity.



Proposed Front Elevation

1:100 @ A3

Units 1 and 2 identical but handed



Proposed Rear Elevation

1:100 @ A3



Proposed Side Elevations



Material Key:

- 01 - Local Facing Brickwork - (Colour / Red Multi)
- 02 - Electric Operated Roller Shutters (Colour Anthracite Grey)
- 03 - Building mounted emergency and task lighting
- 04 - Fire Exit Door (Colour Anthracite Grey)
- 05 - 73mm QuadCore KS1000RW LEC Cladding (Colour Anthracite Grey)
- 06 - Industrial Highline Gutter & Downpipe - (Metal PPC Anthracite Grey)
- 07 - 120mm QuadCore KS1000RW LEC Roof or Similar Approved
- 08 - Day-Lite Trapezoidal Rooflight



Residential Amenity and Noise

There are residential properties within proximity to the proposed Class B8 building situated to the north on Limehurst Avenue, and above some of the commercial premises on both Mauldeth Road West (to the south of the site) and Princess Road (to the west of the site).



As advised earlier in this report, the proposed units would be double height structures, with the height to eaves c.6m and height to the ridge c.7.5m. In addition, there would be c7.72m between the proposed western warehouse unit and the rear outrigger wall of the no.244 Mauldeth Road West, and c12.2m between the proposed western warehouse unit and the rear facade of the existing residential accommodation, which is adjacent to the site at the closest

point on Mauldeth Road West. It is considered that the proposed development would be overbearing and give rise to adverse impacts to residential and visual amenity.

The application is accompanied by a Noise Assessment report. The assessment concludes that the sound level targets should be achieved at the neighbouring residential elevations/windows; the sound rating level of the outdoor condenser unit achieves the recommended daytime noise target, and condenser related noise is predicted to have a negligible impact at the neighbouring dwellings.

Furthermore, that the noise breakout from the building envelope and roller shutter related noise and noise from the loading and unloading of materials and the corresponding sound rating level is predicted to be below the daytime background sound level.

Whilst Environmental Health officers were satisfied that the submitted information, the details provided are based on the building opening during daytime hours only. Noise breakout and noise levels for external plant have only been assessed against daytime background noise levels, not night time.

The planning agent has subsequently advised that this small-scale managed storage (2 x 145 sqm units), and the hours of operation will be restricted to 8:00 AM - 7:00 PM, closed Sundays/Bank Holidays, with gates locked outside these times. Furthermore, that the proposed facility is intended to be a low-intensity, small-scale, managed unit which will operate quietly alongside its residential neighbours. with the units are intended for basic self-storage and not for items delivered by trucks or refrigeration etc

Had a Class B8 use on the site been accepted, it is considered that conditions to restrict the hours of use in association with conditions related to external plant and the acoustic insulation of the proposed buildings would have the potential to reduce impacts to the residential amenity of surrounding occupiers, in particular local residents living adjacent to the site.

The original planning submission related to 2 Class B8 units, and whilst the planning agent has subsequently indicated that the proposed units would be for self-storage purposes, self-storage facilities are generally not limited to the hours of use which have been suggested, in particular with no use on Sundays and Bank Holidays, and with no access beyond 7pm in the evening.

It is considered that the proposed use would give rise to comings and goings, slamming of car doors, reversing beeps, loud conversations in service areas etc and adverse associated impacts to residential disamenity to the residential occupiers in the vicinity of the site.

Highways Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement. A Transport Statement (TS) accompanies the application.

Access to the site is taken by an existing route from Mauldeth Road West which serves the rear of the commercial premises on Mauldeth Road West and Princess Road. There is no existing protected pedestrian access along the access route. Due to sections of this access being limited to circa 2.5m in width at the narrowest point, it would not be feasible to provide a pedestrian footway and maintain an appropriate width for vehicles to access the site. The access route, however, has a straight alignment (42m in length) which would allow for reasonable levels of visibility of other users.

The Transport Statement (TS) states the proposed development is expected to generate 1 two-way vehicle trip during the AM peak period and 1 two-way vehicle trip during the PM peak

period. In addition, that the trip generation exercise shows that the proposed development will generate approximately 1 trip every hour when averaged over the peak hours. Whilst the temporary contractors compound uses would have led to traffic movements this was for a limited period, rather than a permanent arrangement.

The planning agent's observations that the proposed storage facility is intended to be a low-intensity, small-scale, managed unit, and would be fundamentally different to the typical Class B8 distribution warehouses or high-turnover self-storage facilities are noted. Their additional comments that during the day, they would expect 1 staff member to be on site per unit, and this staff member would be responsible for maintaining the operation of the unit, everything from basic cleaning, customer liaison, booking in and greeting new customers, moving the bins to the collection point, and later returning them; basic security, locking and unlocking has been considered. Furthermore, that all visitors would attend by managed appointments only so as not to overwhelm the car park, lane or local network, with customers arriving by car or transit van to load, unload goods, with a maximum of 9 visits per working day.

The submitted Transport Statement (TS) includes swept path analysis which demonstrates that a 7.5t box van can enter and exit the site in a forward gear, and manoeuvre safely within the site. However, the 7.5t box van indicated is circa 8 m in length in contrast to a refuse collection vehicle in Manchester which are 11.5m in length. As such all waste would need to be taken for collection to Mauldeth Road.

Had the principle of the use been accepted conditions related to refuse collection arrangements (including vehicle size and access method, including refuse vehicle tracking) and the submission of a Construction Management Plan (CMP) would have been recommended.



Car Parking

The scheme would include 1 car parking space and loading area for each unit, together with a space for disabled users and, 2 cycle spaces. This has been proposed on the basis of the appointment-only access, low staff numbers and limited deliveries which have been indicated.

Had the principle of the use been accepted conditions related to appointment only access would have been recommended, together with a requirement for the installation of electric vehicle charging points.

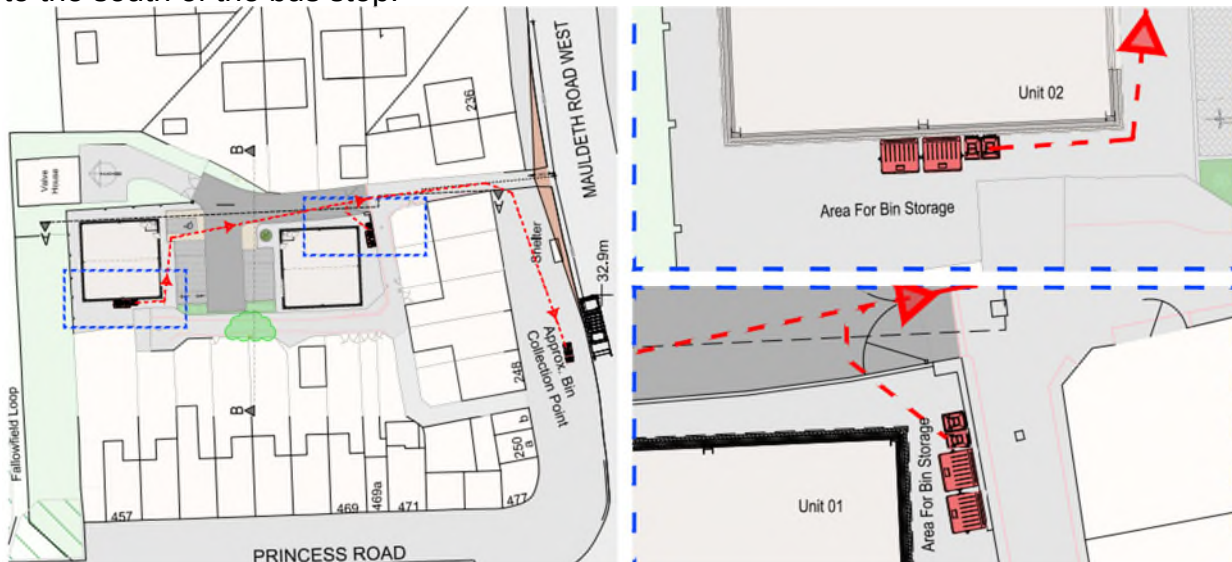
Waste Management

The planning agent has advised that a standard refuse collection vehicle could not easily access the site, and as such they are proposing to match the strategy for the existing businesses along Princess Road.

Each unit would have 2 x 1100litre and 2 x 240 litre bins locate alongside the western gable in the case of Unit 2 and along the rear (southern elevation) of Unit 1.

2 x 1100litre and 2 x 240 litre bins would be for general waste ; 2 x 1100litre bins for dry recycling and 2 x 240litre bins for food waste.

The submitted information suggests that the collection point would be on Mauldeth Road West to the south of the bus stop.



It is understood that bins would be taken by staff members just before the agreed collection time, and return them after emptying.

Had the proposed development been supported, an appropriately worded condition related to waste management at the site would have been recommended.

Biodiversity Net Gain

The site is currently predominantly hard surfaced.

Landscaping/Trees/Ecology

Policies EN9 and EN15 require that the natural environment is considered when there is potential for it. The site for the most part comprises hardstanding. The proposed layout includes the provision of two small planting beds alongside the western boundary of the site, together with a small ornamental tree to the north of Unit 1. Had the proposed development been supported, an appropriately worded condition related landscaping at the site would have been recommended.

Security

The application is accompanied by a Crime Impact Statement, which states that the proposed site layout and building footprints are relatively straight forward and shouldn't be adversely affected by criminal/antisocial behaviour. However, there are a number of recommendations made in section 3.3 of the report which would enhance the security of the development. Had the proposed development been supported, an appropriately worded condition related to the development being implemented in accordance with the suggested measures in section 3.3 of the report would have been recommended.

Lighting

The application is accompanied by a Lighting Impact Assessment, which assesses construction phase lighting and the directional LED luminaires lighting proposed to the front façade of each unit, and to the eastern side elevation of Unit 1 to improve the safety of users and security after dark. Had the proposed development been supported an appropriately worded condition related to the development being implemented in accordance with the lighting specification and locations in Lighting Impact Assessment the report would have been recommended, together with a condition to enable further mitigation works if glare was considered to be an issue following the installation of the approved lighting scheme.

Sustainability

The proposed development is related to Class B8 warehouse /storage units. No information has been provided in respect of sustainability. Had the scheme been supported an appropriately worded condition related to details of the energy and sustainability measures would have been recommended.

Contaminated Land

The application relates to hard surfaced site which is proposed to be used for Class B8 use, with associated parking and servicing. However, due to the historic former uses of the site there is potential for contaminants to be present. Had the development been supported any consent would have been subject to a condition to require the submission of a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site. In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted for consideration. In addition, a report would have been needed outlining what measures, if any, are required to remediate the land (the Remediation Strategy), together with a Completion/Verification Report when the works were complete.

Flood Risk and Drainage

The application is accompanied by a Flood Risk Assessment (FRA). The Assessment confirms the site is located partially within fluvial Flood Zones 1 and 2 (Low to Medium probability), with the flood risk originating from the nearby watercourse, Platt Brook, and that the site benefits from the presence of flood defences, circa 30 m away in fair condition, designed to provide a 1 in 100 year event standard of protection.

No historical flooding has been identified as having previously occurred at/in the vicinity of the site.

Within the FRA modelled flood data obtained from the EA has been analysed in line with guidance on climate change (EA, 2022), to confirm a maximum "design" flood level at the site.

During a 1 in 100 year plus 41% climate change allowance event the flood level at the site would be 31.83 m AOD, and during this event, flood depths in the area proposed for development could be between 0 and 0.21 m, with the area of the proposed Unit 02 receiving

shallow flooding of 0.02 m depth (based upon existing ground levels according to LiDAR elevation data).

Culvert / debris screen modelling confirms that in a worst-case 1 in 100 year with 75% blockage at the Egerton Road debris screen scenario, approximately 0.01 m depth of flooding is modelled to impact the eastern boundary of the site. The FRA indicates that this would not be anticipated to impact the development in any substantial manner. Emergency evacuation routes are also available to the south.

As the site is proposed to be used for warehousing/storage use, and is located for the most part within Flood Zone 2 and the proposed development is defined as Less Vulnerable. Less vulnerable developments in a Flood Zone 2 are acceptable according to the NPPF. The conclusion of the FRA is that providing the recommended mitigation measures in the report are put in place it is likely that flood risk to this site will be reduced to an acceptable level.

Had the scheme been supported, an appropriately worded condition related to flood mitigation measures would have been recommended, together with further conditions to require the submission of a surface water drainage scheme, and the on-going management and maintenance of the approved drainage scheme. An informative related to culvert and tank flotation matters would have been attached to any consent.

Disabled Access

Level access would be provided into each of the proposed buildings. Accessible toilet facilities would also be provided.

Boundary Treatment

The site currently separated from the rear alleyway to the back of the commercial premises on Mauldeth Road West and Princess Road for the most part by high galvanised palisade fencing, but with a short section of high brick wall at the southeastern corner of the site. It is proposed that the existing boundary treatment be retained. Had the scheme been supported, the replacement of the existing boundary treatment, with boundary treatment in keeping with the proximity to residential accommodation would have been explored further and appropriate conditions attached to any approval.

Employment

The information accompanying the planning submission states that it is expected that 1 staff member to be on site per unit., with the staff member would be responsible for maintaining the operation of the unit, everything from basic cleaning, customer liaison, booking in and greeting new customers, moving the bins to the collection point, and later returning them.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Refuse

Article 35 Declaration

In this case, officers advised the applicant's agent that the planning application could not be supported and the reasons for this. As the development cannot be supported it is appropriate for the planning application to be determined without further discussion and on the basis of the submitted details.

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

Reason for refusal

1. The proposal would have a detrimental impact upon the current levels of residential amenity enjoyed by the occupants of neighbouring residential accommodation, by reason of the increased noise and movements associated with the comings and goings to the premises, contrary to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 in the Unitary Development Plan for the City of Manchester.
2. The proposal, by reason of its scale, massing, and design would not be sympathetic to the appearance of the surrounding area, to the detriment of visual amenity and, as such, is contrary to policies SP1, EN1, and DM1 of the Manchester Core Strategy, and chapter 12 of the National Planning Policy Framework.
3. The proposal, by reason of its scale, massing, design, and its proximity to the site's shared boundaries would create an overbearing presence to those occupying the neighbouring properties. The proposal is therefore contrary to policies SP1 and DM1 of the Manchester Core Strategy, and chapter 12 of the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Sustrans

477A Princess Road, Manchester, M20 1BH
461 Princess Road, Manchester, M20 1BH

461A Princess Road, Manchester, M20 1BH
244 - 246 Mauldeth Road West, Manchester, M20 1BE
471 - 475 Princess Road, Manchester, M20 1BH
457 - 459 Princess Road, Manchester, M20 1BH
Top Flat, 246 Mauldeth Road West, Manchester, M20 1BE
First Floor Flat, 250B Mauldeth Road West, Manchester, M20 1BE
238 Mauldeth Road West, Manchester, M20 1BE
471A Princess Road, Manchester, M20 1BH
469 Princess Road, Manchester, M20 1BH
Ground Floor, 469 Princess Road, Manchester, M20 1BH
Basement, 469 Princess Road, Manchester, M20 1BH
477 Princess Road, Manchester, M20 1BH
467 Princess Road, Manchester, M20 1BH
463 Princess Road, Manchester, M20 1BH
Flat Above, 457 - 459 Princess Road, Manchester, M20 1BH
250 Mauldeth Road West, Manchester, M20 1BE
Withington Dental Care, 240 Mauldeth Road West, Manchester, M20 1BE
7 Limehurst Avenue, Manchester, M20 1GY
248 Mauldeth Road West, Manchester, M20 1BE
242 Mauldeth Road West, Manchester, M20 1BE
469A Princess Road, Manchester, M20 1BH
465 Princess Road, Manchester, M20 1BH
191 Mauldeth Road West, Manchester, M20 1BJ
189 Mauldeth Road West, Manchester, M20 1BJ
187 Mauldeth Road West, Manchester, M20 1BJ
185 Mauldeth Road West, Manchester, M20 1BJ
183 Mauldeth Road West, Manchester, M20 1BJ
181 Mauldeth Road West, Manchester, M20 1BJ
236 Mauldeth Road West, Manchester, M20 1BE
9 Limehurst Avenue, Manchester, M20 1GY
5 Limehurst Avenue, Manchester, M20 1GY
3 Limehurst Avenue, Manchester, M20 1GY
1 Limehurst Avenue, Manchester, M20 1GY
Flat 2, 467A Princess Road, Manchester, M20 1BH
Flat 1, 467A Princess Road, Manchester, M20 1BH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA