FREETHS

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18 December 2025

Our Ref: 2033666/39/MB/MM

Dear Sir/Madam,

JEWSON BUILDERS MERCHANT, BECKFORD STREET, NEWTON HEATH, M40 5AJ
FULL PLANNING APPLICATION FOR THE CONSTRUCTION OF A NEW VEHICULAR ACCESS

We act on behalf of Stark Building Materials UK Ltd ("the Applicant") and have been instructed to submit this planning application in respect of the construction of a new ingress-only vehicular access from A62 Oldham Road to Jewson Builders Merchant, Beckford Street, Newton Heath, M40 5AJ ("the Site").

The proposal is for the construction of an ingress-only vehicular access from the A62 Oldham Road to alleviate ongoing access issues for the Applicant, and to reduce overall traffic levels at the existing access on Beckford Street. The existing access will be retained and used for egress only.

In addition to this supporting covering letter, the application comprises the following documents:

- Completed Application Form and Certificate;
- Site Location Plan (drawing no. STK-ZZ-DR-K-FRTHS-01 V1.0);
- Existing Site Plan (drawing no. STK-ZZ-DR-K-FRTHS-02 V1.0);
- Proposed Site Plan (drawing no. STK-ZZ-DR-K-FRTHS-03 V.10); and
- Transport and Access Note 1 (Connect Consultants, October 2025).

The application fee of £383 (inclusive of Planning Portal service charge) has been paid via the Planning Portal.

Background Context

The Site is occupied by a long-established Jewson builders' merchant, accessed at present solely via Beckford Street. Beckford Street is connected to the A62 Oldham Road and serves a number of commercial and industrial businesses in the area including a steel fabricator, a vehicle repair shop, a window and door supplier, and a steel works manufacturer.

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Currently, vehicular access to the Site is achieved via a priority junction onto Beckford Street. The configuration and alignment of this access, together with on-street parking associated with the neighbouring uses, has resulted in constrained vehicle movements and localised congestion along Beckford Street, particularly during busier trading hours.

Jewson's operation generates a mix of vehicle types, including customer vans, tipper-type vehicles and HGV deliveries. Feedback received by the Applicant indicates that difficulties can arise when accessing the Site during periods of congestion, with concerns that queuing can extend back towards the A62 Oldham Road. The limitations of the existing access arrangements and feedback received from regular customers has prompted consideration of alternative access arrangements to support the continued efficient operation of the Site.

Proposed Development

In light of the above, the Proposed Development comprises the construction of an ingress-only vehicular access to the Site formed directly from the A62 Oldham Road. The proposed access would provide a new point of entry to the Site, while all egress movements would continue to take place via the existing Beckford Street access.

The new access is designed specifically as an ingress-only arrangement. The western kerb line incorporates a compound radius of approximately 15m and 8m, enabling larger vehicles to turn left into the Sitr without encroaching into the opposing traffic lane. The eastern kerb line has a reduced radius of 4m, minimising pedestrian cross distances and reinforcing the one-way nature of the proposed access.

The layout of the access are intended to minimise the physical footprint and to clearly discourage outbound vehicle movements, ensuring that the access functions solely as an entry point to the Site.

Minor alterations to the Site layout would be undertaken to accommodate the proposed ingress-only access, subject to the grant of planning permission. No changes are proposed to pedestrian, cycle or public transport access arrangements, which would remain as existing. The proposal does not seek to intensify or alter the established use of the Site.

Statutory Development Plan

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that all planning applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The Statutory Development Plan relevant to the Site comprises the Core Strategy 2012-2027 (adopted July 2012) and the Places for Everyone Joint Development Plan Document (adopted March 2024), and the saved policies of the Unitary Development Plan. The National Planning Policy Framework (NPPF, December 2024) is also a material consideration.

Manchester City Council is in the process of preparing a new Local Plan, with the Regulation 18 Draft Local Plan being published in September 2025, and consultation taking place between September and November 2025. Given the emerging Plan has not yet been through independent examination, and is not expected to be submitted for examination until July 2027 at the earliest, little weight can be afforded to it at this stage.

The adopted policies which are the most important for determining the acceptability of the Proposed Development at the Site are considered to be as follows:

- Core Strategy Policy EC6 (Central Park Strategic Employment Location)
- Core Strategy Policy DM1 (Development Management)
- Core Strategy Policy T1 (Sustainable Transport)
- Places for Everyone Policy JP-C6 (Walking and Cycling)

Planning Assessment

Principle of Development

The Site comprises an established builders' merchant operating within Central Park Strategic Employment Location, as designated by the Policies Map and Core Strategy Policy EC 6. The Proposed Development relates solely to the provision of an additional vehicular access arrangement and does not involve any change of use, increase in floorspace or intensification of activity at the Site.

As such, the principle of development is considered to be acceptable and will support the continued safe and efficient operation of an established employment use within the Central Park Strategic Employment Area.

Transport and Accessibility

The principal planning consideration relating to this proposal relates to highway safety and the suitability of access arrangements to the Site.

The application seeks permission for the provision of a new ingress-only access to the Jewson site from the A62 Oldham Road, with all egress movements into the Site continuing to be undertaken via then existing access via Beckford Street. The proposal is intended to operate alongside the existing access arrangements and provide an additional means of entry to the Site.

A Transport and Access Note has been prepared by Connect Consultants to support this application. The Note identifies that Beckford Street is subject to congestion and on-street parking associated with surrounding commercial uses, which can make access to the Jewson site difficult at certain times. Customer feedback received by the Applicant indicates that this congestion can result in queuing, with the potential for queues to extend back towards the A62 Oldham Road. Customers have remarked that on regular occasions they have decided not to visit the site, due to the congestion on the site access.

The Note confirms that the proposed ingress-only access would be formed at a location along the A62 Oldham Road where there is no existing collision history. The Note also assesses traffic flows and speeds along the Site frontage, and demonstrates that the proposed access would operate comfortably within capacity. The proposed access geometry has been designed to safely accommodate a range of vehicle types associated within the operation of the Site, while clearly reinforcing its ingress-only function.

In addition, the Proposed Development would not adversely affect pedestrian movement or safety. Footways are present on both sides of the A62 Oldham Road and continue along Beckford Street, which will be retained as part of the proposed works. The reduced eastern kerb radius has been designed to minimise pedestrian crossing distances and to ensure that the access integrates safely with the existing pedestrian and vehicular environment, in accordance with Places for Everyone Policy JP-C6.

The assessment further identifies that the provision of a new ingress to the Site would reduce the number of inbound vehicle movements along Beckford Street, thereby lessening the potential for queuing and congestion at the existing Beckford Street access junctions in accordance with Core Strategy Policy T1, which seeks development which would, inter alia, reduce the negative impacts of road traffic including congestion and road accident casualties. This would provide benefits not only to vehicles accessing the Jewson site but also to other users of Beckford Street

In addition, the Note confirms that the operating hours of the Jewson site assist in minimising any potential impact on peak highway conditions, with the builders' merchant closing at 16:30 on weekdays and at 12:00 on Saturdays, outside of typical peak periods.

Overall, the Note concludes that the traffic effects associated with the proposed ingress-only access are acceptable in highway terms and would not result in any adverse impact on highway safety or network operation. The proposal is therefore considered to comply with Core Strategy policies DM1 and T1 and Places for Everyone policy JP-C6. In accordance with paragraph 116 of the NPPF, the Proposed Development will not have an unacceptable impact on highway safety and should therefore be approved.

Amenity

Core Strategy Policy DM1 requires development to ensure that no unacceptable impacts arise in respect of amenity including, inter alia, road safety and traffic generation.

The Proposed Development is limited to the formation of a new ingress-only vehicular access, and does not involve any change to the existing lawful use of the Site, any increase to the intensity of the use, or any alteration to the Site's established hours of operation.

The Site is located within an established and designated strategic employment location, and the proposed works would not introduce any new sources of noise, disturbance or activity beyond those already associated with the existing use. All vehicle egress will continue to take place via the Beckford Street access, and the proposal would not materially alter the pattern of vehicle movements in a manner that would give rise to amenity impacts.

Given the Site's location and limited nature of the proposed works, the Proposed Development would not result in any unacceptable impacts in terms of amenity and is therefore considered to comply with Core Strategy Policy DM1.

Conclusion

Overall, this application seeks permission for a new ingress-only vehicular access to an established builders' merchant within the Central Park Strategic Employment Location. The proposal would support the continued safe and efficient operation of the Site without resulting in any change or intensification of the use. The submitted Transport and Access Note demonstrates that the proposal is acceptable in highways terms, with no adverse impacts identified in respect of highways or amenity in line with local and national policy. In accordance with paragraph 116 of the NPPF, the development would not give rise to an unacceptable impact on highway safety. The proposed new access is important to the future operation of the business and without a satisfactory resolution to this issue, this may inhibit the businesses' ability to further invest in the site. We conclude on the basis of the above policy compliance that planning permission should be granted without delay.

We trust that the information provided is sufficient to allow for prompt validation of the application and look forward to confirmation in due course. In the meantime, if you wish to discuss the proposals or require any additional information, please do not hesitate to contact either myself or my colleague Mark Bassett (Director)

Yours faithfully

This letter is approved but unsigned.

Maisie McCann
Graduate Planner
Freeths LLP
Please respond by e-mail where possible

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