APPLICATION FOR REMOVAL OF CONDITION 4

APPLICATION NO.: 144798/FO/2025

APPLICATON DESCRIPTION: Erection of first-floor rear extension to create additional office accommodation, alteration to car parking and installation of bike and bin store.

ADDRESS: 40-42 Stocks Street, Cheetham Hill, Manchester, M8 8QJ

Condition 4
4) The use of the development hereby authorised be ancillary to the operation of 40-42 Stocks Street as a warehouse Class B8 at all times and shall not be sub-divided or used for any other purposes with a maximum internal floorspace of 813 sq. metres. Reason – In interests of the visual amenity of the area within which the site is located and to ensure that the development is appropriate related to the capacity of the site, pursuant to in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

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

a. Makes a positive contribution to neighbourhoods of choice including;
   - the creation of well-designed places that enhance or create character;
   - making a positive contribution to the health, safety and well-being of residents,
   - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to
   - protect and enhance the built and natural environment

b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible

c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The Case Officer stated that, "the proposal would allow the effective use of an existing building with potential to deliver employment opportunities. The operation of the site would be subsumed into the local noise environment through related noise attenuation conditions. Compliance with other aspects of policy SP1 would be secured through other operational conditions." However, we will later show that with Condition 4 restricting the proposed use and any potential uses, the potential to reduce noise, with a less noisy proposal such as residential development, would be impossible. Therefore, the proposal must be removed to allow for other uses that do not generate the same level of noise. In other words, less noisy proposal which will be in line with Policy DM1 also.

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

Relevant considerations in this case:

- Appropriate siting, layout, scale, form, massing, materials and detail
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention
- Design for health
- Refuse storage and collection.

We agree with the Case Officer that the above points, could be managed through conditions. On this basis Policy DM1 would be accorded with irrespective of the proposed use. Hence Condition 4 should be removed.

JUSTIFICATION

The approved development has the potential to contribute to the economic performance of the region identified in Policy SP1 through future regeneration uses such as:

- health care centres – hospitals, clinics, dentists, care homes, etc to serve the community
- educations: schools, learning institutions, training centres etc
- housing – residential apartments to help meet the housing need
- warehousing and industry
- retail, leisure and cultural activity

The approved development has the potential to achieve all the above and hence contribute towards the economic and commercial growth of the region alongside high-quality city living.

The development also has the regeneration potential to satisfy Policy SP1 and Policy DM1 through the creation of neighbourhoods of choice, providing high quality, accessible, safe, and diverse housing around district centres which meet local needs. The property is in a good transport link and can maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

From the Key Diagram, in Figure 1 below, the approved development is located in the Cheetham Hill District, which is within the Inner Areas. The Inner Areas, according to Policy SP1 section 6.6, include some of the City's most deprived and under-populated neighbourhoods. These areas represent another marriage of need and opportunity - large scale residential development can attract people to locations from which the Regional Centre is easily accessible and also regenerate local communities.

Regeneration can be started within the local communities themselves and must not wait for developments occurring within the Regional Centre. The property, 40 Stocks Street, in the Cheetham Hill district can satisfy several aspects of Policies SP1 and DM1 including good quality, safe, residential, health care, educational, developments to attract people to these under-populated communities, for which the Regional Centre is easily accessible. This is a sure pathway to regeneration of the Cheetham Hill local area.

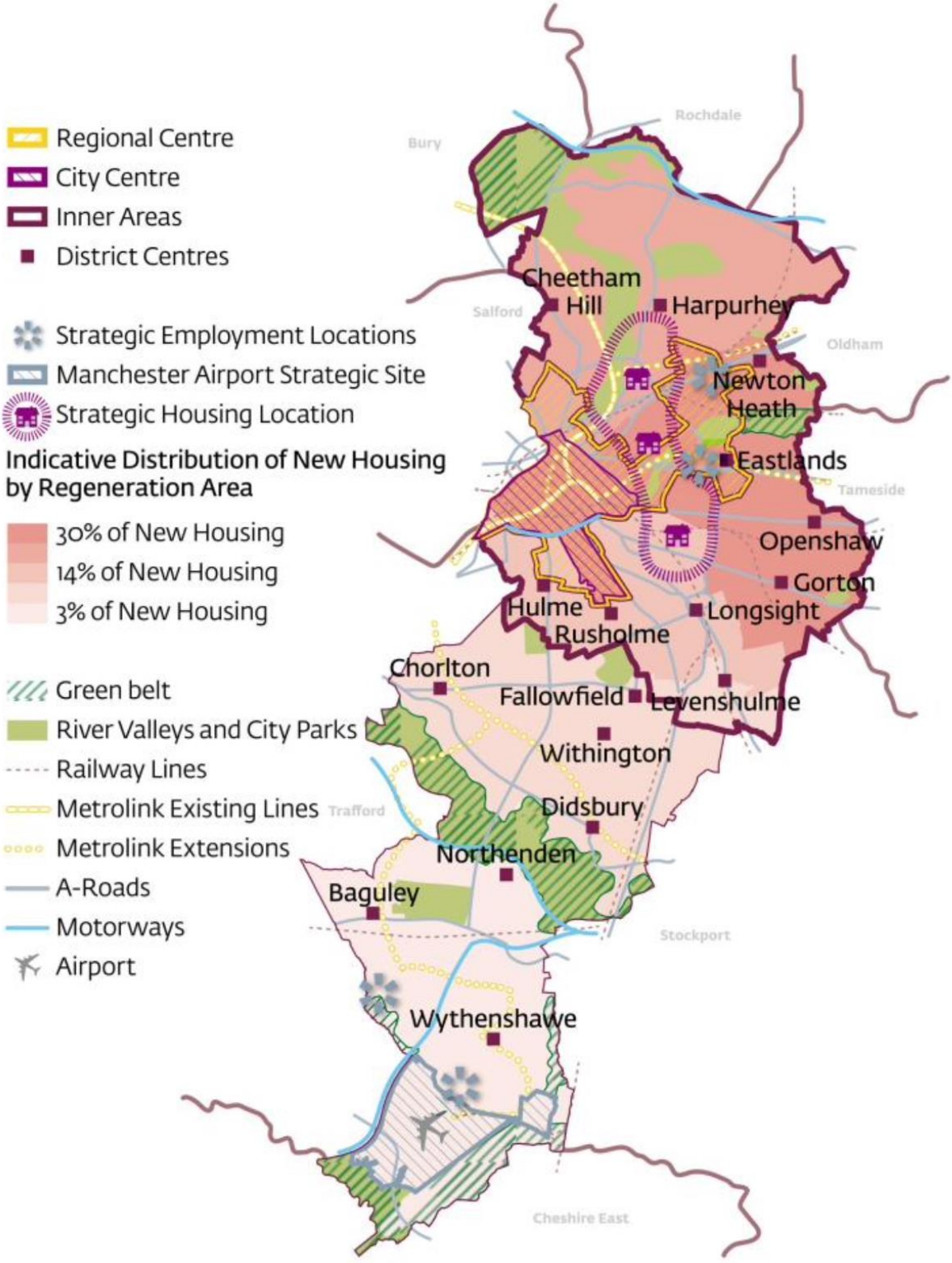


Figure 1: The Key Diagram

The Key Diagram is a spatial representation of the Core Strategy Vision. It gives a broad indication of how the City, and the different parts of the City, will develop over the lifetime of the Core Strategy.

The Key Diagram shows the distribution of development across Manchester. A broad indication of the percentage of residential development in each Regeneration Area is shown along with the City Centre, Regional Centre, District Centres, Strategic locations and the Airport Strategic Site.

The Cheetham Hill District is also in the regions where 30% of new housing is required as indicated in The Key Diagram.

The property has the potential to contribute to the City's housing aim of creating neighbourhoods where people choose to live and where a good mix of housing and local services and facilities provide for people of all ages and with differing needs. Through good design, a future proposal, can contribute to "neighbourhoods of choice" by making the most of the heritage and natural environment and help enhance or create a recognisable and welcomed character to the area.

The site is within good transport links. The building is within one minute's walk of Cheetham Hill Road which has frequent services into the city centre. It is also within walking distance of the City Centre. The site is within acceptable walking and cycling distance of local services on Cheetham Hill Road and bus stops and a train station with connections to a range of centres within the Manchester conurbation and beyond. It is therefore likely that future occupants would choose to either walk, cycle or travel via a public transport to access a range of services and facilities.

For example, 18-20 Derby Street, Manchester M8 8RY received permission, through appeal (Appeal Ref: APP/B4215/W/17/3176140), to convert the first-floor office into C3 (dwellinghouse) 5 No. residential units. Rightly so, the Planning Inspectorate recognised that the proposal provided good quality housing, within good transports links and had no harm to the highways. There was no contamination or flooding risk, and finally, there was no negative effect of noise from commercial premises on intended occupiers of the development. Furthermore, there were no negative effects on amenity, accessibility to disabled people, safety, privacy, light, noise, vibration, air quality, or odours from the commercial and neighbouring properties; litter, vermin, birds, road safety and/or traffic generation. Furthermore, no issues were found with regards to community safety and crime prevention.

In that appeal, a detailed Transport Statement (TS) was submitted. The TS contained a detailed traffic analysis based on TRICS data and concluded that the proposed change of use to C3 (dwellings) would result in a reduction in daily and peak traffic flows overall when compared to the existing situation. This will result in less noise, and overall amenity and comfort to occupiers.

CONCLUSION

What this indicates is that any future proposal to use the development as heath care centre, residential apartments, educational centres, etcetera, would be in line with the objectives of Policies SP1 and DM1. We believe restricting and limiting the use of a property with great regeneration potential, acts against the objectives Policies SP1 and DM1 and harms the efforts of the Manchester Core Strategy, especially, when it's line with National Planning Policy Framework for sustainable developments.

Therefore, based on the above outlined, Condition 4 should be removed from APPLICATION NO:- 144798/FO/2025.