MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144161/JO/2025
Date registered valid:	2 October 2025
Proposal:	Variation of condition 20 (Hours of operation) from planning approval reference 135680/FO/2022 to allow an extension of the hours of operation to 07:00 a.m. to 10:00 p.m. on Mondays to Sundays
Address:	Land Off Ambrose Street, Manchester, M12 5DD
Ward(s):	Gorton & Abbey Hey Ward
Applicant:	Storage World Limited
Agent (if any):	Bill Davidson P4 Planning Limited
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	31 October 2025

Application details

Type of application: Variation or Removal of Condition

Development type: Major Industry

Date of site visit: 8 October 2025

Standard consultations:
Printed: 8 October 2025 Expired: 29 October 2025

Neighbour notifications
Printed: 8 October 2025 Expired: 29 October 2025

Site notice
Posted: Expired: Posted: 8 October 2025 Expired: 29 October 2025

Press advert
Published: 14 October 2025 Expired: 28 October 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site was occupied by a large double height warehouse subdivided into 6 units, with a hardstanding to the west of the building set behind a high brick wall with palisade fencing above fronting onto Pottery Lane. The boundary treatment to Ambrose Street comprises high palisade fencing. There is a minor change in levels between the north part and southern section of the overall site, but the change in levels beyond the site on Pottery Lane is significant as the road level drops under the Manchester to Glossop/Marple rail lines. There is also a 48-sheet size LED advertising display between the site and the rail line, which is not in the site edged red, and which is understood not to be in the applicant's control.
The approved scheme (ref: 135680/FO/2022) is currently in the process of being implemented at the site.

Planning History
143870/NMC/2025- Non Material Amendment to planning permission 135680/FO/2022 to allow change in colour of cladding
Land Off Ambrose Street Manchester M12 5DD
Approved 12.09.2025

CDN/25/0735 - Discharge of conditions 6 (drainage) and 23 (biodiversity enhancement) attached to planning permission referenced 135680/FO/2022).
Land Off Ambrose Street Manchester M12 5DD
Approved 12.09.2025

CDN/25/0241-Discharge of Conditions 3 (construction management), 4 (materials), 6 (drainage), 24 (gap retention to rail line), 25 (piling), 26 (grounds works within 10m of railline) and 27 (vehicle safety barriers) attached to planning permission 135680/FO/2022
Land Off Ambrose Street, Manchester, M12 5DD
Split decision 30.05.2025

CDN/24/0852 - Discharge of conditions 3 (construction management plan), 5b (contaminated land) and 11 (highways works) attached to planning permission 135680/FO/2022.
Land Off Ambrose Street, Manchester, M12 5DD
Approved 11.11.2024

139767/NMC/2024- Non-material amendment to planning permission reference 135680/FO/2022 to allow: the northern elevation of the permitted building to be moved away from the Network Rail boundary; a reduction in size of building; and realignment of the stairwell in northwest corner of the building, and associated revised location of the external fire escape door.
Land Off Ambrose Street, Manchester, M12 5DD
Approved 08.05.2025

135680/FO/2022 - Erection of five storey self-storage facility (Class B8) together with associated parking, circulation space and stores, landscaping, boundary treatment and roof mounted photovoltaic panels, following demolition of existing buildings.
Land Off Ambrose Street, Manchester, M12 5DD
Approved subject to conditions 26.01.2024

135681/AO/2022 - Installation of illuminated fascia signage to all elevations of the proposed building, together with a non-illuminated banner sign. Approved subject to conditions 24.10.2023

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The site is located at the junction of Ambrose Street and Pottery Lane. The site is bounded by the Manchester to Hadfield / Glossop railway line (separated by a thin strip of landscaping) to the north with two colleges beyond the railway, warehousing and industrial uses to the south, west and east, and residential properties further to the south at the junction of Gorton Lane and Pottery Lane.

<u>Previously approved scheme</u>
Consent was granted in January 2024 for the erection of five storey self-storage facility (Class B8) together with associated parking, circulation space and stores, landscaping, boundary treatment and roof mounted photovoltaic panels, following demolition of the existing buildings on the site. The site covered an area of 0.52 ha. The previously approved development would lead to the creation of 11,900sq.m of floorspace (Gross External Floor Area) (11,525sq.nm Gross Internal Floor Area) following the demolition of the existing building (2,441 sq.m). Each proposed floor comprised 2,380 sqm (GEFA).

The building comprised insulated grey metal cladding with a metal roofing system. External walls were to be built using a combination of composite cladding panels, 1000mm high with a micro rib finish and trapezoidal wall panels, laid horizontally and vertically. The existing vehicular access on Ambrose Street was to be retained, with the gates set 5.8m back behind the back of pavement to allow a vehicle to stand clear of the highway. 33 parking spaces were proposed – 3 no. spaces for loading, 2no. for disabled users and 28 for staff and visitors. The loading spaces proposed are to enable goods to be easily transferred to the self-storage facility.

The service area also incorporated a designated loading area for larger vehicles and designed for HGV movements within the site. Loading operations into the proposed building were be carried out through 2no level access loading doors on the western elevation. 14 cycle spaces were proposed within a cycle store located to the west of the proposed building and to the north of the proposed parking area.



3 full time and 1 part time employees were to be based at the proposed self-storage facility. The proposed operating hours were: • 8:30 to 17:30 on Monday to Friday • 10:00 to 16:00 on Saturday • 10:00 to 14:00 on Sunday.

A limited area of soft landscaping was proposed to the western and southern boundaries of the site to Pottery Lane and Ambrose Street respectively, with tree planting proposed within the site on proximity to the boundary treatment to the Pottery Lane frontage. The existing western brick boundary wall was to be retained, but with existing palisade fencing above being replaced with 2.4m weldmesh fencing 7005 grey paladin weldmesh fencing. The existing palisade fencing fronting onto Ambrose Street was also be replaced with 2.4m weldmesh fencing 7005 grey paladin weldmesh fencing. The eastern boundary was also to comprise paladin fencing. An application for the installation of illuminated fascia signage to all elevation of the proposed building, together with a non-illuminated signage banner ref: 135681 had been approved separately.

Description of development

Consent is sought to vary the approved hours of operation condition attached to planning approval reference 135680/FO/2022 to allow an extension of the hours of operation to 07:00 a.m. to 10:00 p.m. on Mondays to Sundays.

Publicity

The proposal, by virtue of the originally approved development, has been advertised in the local press (Manchester Evening News) on 14th October 2025 and site notices were displayed at locations around the application site on 8th October 2025. In addition, notification letters have been sent to local residents (total of 28) in the local area on 8th October 2025.

Consultations & Notification Responses

Local Businesses – No comments received.

Highway Services – The purpose of condition 20 is to reduce noise and general disturbance. In this instance, at this location, highways are satisfied that the extension in the hours of operation will not have an unacceptable impact on the efficiency of the highway network.

Environmental Health – have no comment/concerns with the proposed amended hours.

Secure by Design - From a crime prevention perspective they advise that they are not concerned with the extension of opening hours.

Policy Context

The National Planning Policy Framework (December 2024)
The National Planning Policy Framework (NPPF) was published in July 2021 and subsequently revised. It sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way. Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless: - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system. Delivering Sustainable Development. The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

The chapters of relevance to this development are Building a strong, competitive economy (Chapter 6): Promoting healthy communities (Chapter 8); Promoting sustainable transport (Chapter 9); Making effective use of land (Chapter 11); Achieving well designed places (Chapter 12) ; and Meeting the challenge of climate change, flooding and coastal change (Chapter 14).

Places for Everyone Plan
Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024.

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. 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-J2 states 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.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design: states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from.

Travel Plans: Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

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.

Core strategy polices which are relevant to this development are policies:

- EC 1 'Employment and Economic Growth in Manchester'
- EC2 'Existing' Employment Space'
- EC 5 'East Manchester'
- T 1 'Sustainable Transport'
- T2 'Accessible areas of opportunity and need'
- EN1 'Design Principles and Strategic Character Areas' - sets out that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial road routes.
- EN4 'Reducing CO2 emissions by enabling low and zero carbon development'
- EN 8- 'Adaptation to Climate Change'
- EN 9 – 'Green Infrastructure'
- EN14 'Flood Risk'
- EN16 'Air Quality'
- EN 18 'Contaminated Land and Ground Sustainability'
- EN 19 'Waste'
- DM 1 'Development Management'

Unitary Development Plan - saved policies

Saved Policy E3.3 (Environmental Improvement and Protection) is relevant as the application site is situated on a main radial route. Policy E3.3 confirms the council will upgrade the appearance of the city's major radial and orbital roads and rail routes. This policy is relevant given views of the site from Pottery Lane, which is a major arterial route. It is considered that proposal would not adversely affect Pottery Lane due to the distance from the site boundary.

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 sites context and relationships with the surrounding area to a 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. The Renewable and sustainability planning report suggests an approach utilising a "fabric first" with the use of renewable energy technologies.

Issues

Principle

Policies EC2 and EC5 are of relevance, as EC2 seeks to protect existing employment and economic development areas and EC5 identifies the provision of employment land in East Manchester. The site will remain as an active employment use through new commercial floorspace and infrastructure. The built footprint of the proposed storage unit will occupy the majority of the site which will be in keeping with development in the locality The proposed development for a self-storage B8 use is considered to be compatible with surrounding land uses and will improve the quality of commercial floorspace in the locality. The proposed change being sought does not affect this aspect of the previously approved scheme.

Siting, Design and Scale

The proposed change does not affect this aspect of the previously approved scheme.

Residential Amenity

The surrounding uses are primarily non-residential with no habitable rooms overlooking the site. The neighbouring (non-residential) buildings to the east of the site are industrial /commercial in nature, and the nearest residential properties lies to the south on Textile Street 93.3 m away. As such it is not considered that the proposed development would give rise at any significant adverse impact to residential amenity, due to loss of privacy, or impacts from noise from comings and goings at the site during the extended hours of operation being sought.

Sustainability

The proposed change does not affect this aspect of the previously approved scheme.

Air Quality

The proposed change does not affect this aspect of the previously approved scheme.

Flood Risk /Drainage

The proposed change does not affect this aspect of the previously approved scheme.

Highway 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 accompanied the previously approved scheme. The proposed development was forecast to generate around 16no. two-way trips in the AM peak hour and 14no. two-way trips in the PM peak hours. This level of trip generation was not considered to be onerous, nor to give rise to a significant effect on highway safety or capacity on the local highway network.

Furthermore, this site is readily accessible by cycle, foot and bus. The site lies opposite to Ashburys Rail Station which has regular train services into Manchester City Centre. There are also regular bus services on both Ashton Old Road and Hyde Road (in walking distance of the site , and a bus stop outside the site to Cheetham Hill. It is considered that the site is accessible by sustainable travel options.

It was considered that the proposed development would have no significant impacts on trip generation and would not give rise to any significantly adverse impact to the local highway network.

The extended hours of operation to 07:00 a.m. to 10:00 p.m. on Mondays to Sundays would have the potential to reduce the level of trips in the peak AM and PM hours, by spreading visits throughout the day.

No changes are proposed in regard to sightlines, or the applicant's commitment to repaint the yellow lines on Ambrose Street to reduce on-street parking as part of the Section 278 works, and external works plan to address concerns raised by consultees.

<u>Access</u>
The vehicular site access will not be moved from its current location at the southeast of the site, off Ambrose Street, with the gate location maintained which would enable a car to stand clear of the highway if the gate were closed, to reduce the risk of waiting vehicles blocking the highway. As part of the previously approved development the applicant confirmed that the main gate will remain open during operational hours to reduce the risk of vehicles backing up onto Ambrose Street.

Consent is sought to enable the proposed premises to operate between 07:00 a.m. to 10:00 p.m. on Mondays to Sundays.
The agent has advised that the core 'office hours,' when the building would be staffed, would be: • 8:30 to 17:30 on Mondays to Fridays • 10:00 to 16:00 on Saturdays • 10:00 to 14:00 on Sundays. Outside of operating hours access would be managed by a fob system, allowing essential users to access the building between 7:00 and 22:00.

The planning agent has forwarded access data from the applicant's business nearby on Ashton Old Road in relation to customers visits which is outlined below to demonstrate the low level of visits outside of the core hours when the office would be staffed.

Day	Number of customer visits within core hours	Number of customer visits outside of core hours
Monday	43	4
Tuesday	38	3
Wednesday	42	4
Thursday	53	5
Friday	35	3
Saturday	17	2
Sunday	11	3

Given the location of the site in a predominantly commercial area, and the data provided in regard to the businesses existing operation in the local area, the proposed increase to the previously apprhours of operation are not expected to give rise to adverse impacts to approved access arrangements, or to traffic levels in the local area.

Servicing and deliveries
The proposed change does not affect this aspect of the previously approved scheme.

Car parking
The proposed change does not affect this aspect of the previously approved scheme.

Cycle storage
The proposed change does not affect this aspect of the previously approved scheme.

Waste Management
The proposed change does not affect this aspect of the previously approved scheme.

Design for Security
The previously approved scheme was subject to a condition to require implementation of the measures within the Crime Impact Statement, and the achievement of secure by design accreditation.

The Design for Security team have advised from a crime prevention perspective they are not concerned with the extension of opening hours. It is therefore proposed to reattach the secure by design condition, which has yet to be discharged.

Landscaping/Trees
The proposed change does not affect this aspect of the previously approved scheme.

Ecology/Biodiversity
The proposed change does not affect this aspect of the previously approved scheme.

Contaminated Land and Coal
The proposed change does not affect this aspect of the previously approved scheme.

Disabled Access
The proposed change does not affect this aspect of the previously approved scheme.

Boundary Treatment
The proposed change does not affect this aspect of the previously approved scheme.

Employment
The proposed change does not affect this aspect of the previously approved scheme.

Network Rail issues
The proposed change does not affect this aspect of the previously approved scheme.

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 polices 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

In assessing the merits of a planning application officers will seek to work with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the revised hours The proposal is considered to be acceptable and therefore determined within a timely manner.

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

1. The development hereby approved shall be carried out in accordance with the following drawings and documents:
Topographical Survey plan ref: 58708-TOPO;

Electrical Services External Lighting plan ref: AMST-WAT-ZZ-00-DR-E-63100 rev.P3;
Proposed Demolition plan ref: MH1314-05;
Location plan ref: MH1314-01 rev.A;
Proposed external building materials visual ref: MH 1314
Planning statement dated November 2022

Framework Travel plan doc ref: 3232-01 - FTP01 dated October 2022
Crime impact statement ref: 2022/0219/CIS/02 Version A: 10th October 2022
Extended Phase 1 habitat survey and daytime bat survey dated August 2022
Biodiversity Impact Assessment dated November 2022
Renewable and sustainability planning report dated October 2022 rev.1
Geotechnical ground investigations report ref: Site Ref: 6101/VAJ-G dated September 2022
Phase 1 desk study and preliminary contaminated land risk assessment ref: 6101/VAJ V1.00 PCLRA dated August 2022
Flood risk assessment and outline drainage strategy ref: PG/MB/11325 dated 1st November 2022
Preliminary Coal Mining Risk Assessment Report (Desk Study) Site Ref: 6101/ VAJ CMRA V1.0 dated September 2022
Air Quality Assessment ref: 5626r1 dated 21st September 2022
Received 6th December 2022.

Waste Management Strategy Proforma;
Refuse Collection Arrangements plan ref: 3232-01-ATR02;
Existing and Proposed fence elevations and details plan ref: MH1314-12;
received 23rd January 2023.

Method Statement - Demolition rev.2 dated February 2023
Received 2nd March 2023

Geotechnical Report - Concrete Floor Slab (Report Number 6101/VAJ-G)
Phase II Contaminated Land Risk Assessment Report (Report Number 6101/VAJ-CLRA)
Ground Gas Risk Assessment Report (Report Number 6101/VAJ-GRA)
Received 3rd April 2023

Content of correspondence from Planning agent dated 17th May 2023 relating to Highway Matters;
Foundation Layout ref: 11325-001 rev,T2
Cut and Fill and Earthworks Volumes plan ref: 11325 - 900 rev. T1
Transport statement doc ref: 3232-01-TS01 dated October 2022 updated by Highways Technical Note (TN01) (includes swept path plan ref: 3232-01- ATR03)
External Works plan ref: 11325-050 rev.T2 (Notwithstanding landscaping shown)
Photograph of boundary treatment to the north of the site

received 17th May 2023

Landscaping General Arrangement plan ref: UG_1754_LAN_GA_DRW rev.P04
Swept Path Analysis plan ref.3232-01-ATR03 Rev A
 received 14th July 2023
Proposed Master Plan (ref. MH1314-06 Rev E)
Proposed Site Plan (ref. MH1314-07 Rev F)
Proposed Upper Floor Plans (ref. MH1314-08 Rev C)
Proposed Elevations (ref. MH1314-09 Rev D)
Proposed Roof Plan (ref. MH1314-10 Rev B)

Proposed External Works (ref. MH1314-11 Rev C)
Design and Access Statement (Rev D) ref: MH1314/E dated September 2023
received 7th September 2023

Network Rail boundary detail plan ref: MH1314- SK105 received 8th December 2023

Flood Risk Assessment and Outline Drainage Management Strategy dated 1st November 2022
Received 12th December 2023

AS AMENDED BY:

Foundation Layout ref: 11325-001 rev.P1
External Works plan ref: 11325-050 rev. P1 (Notwithstanding landscaping shown)
Cut and Fill and Earthworks Volumes plan ref: 11325 - 900 rev. P1
Electrical Services External Lighting plan ref:14558 rev.P04
Proposed Master Plan (ref. MH1314-06 Rev F)
Proposed Site Plan (ref. MH1314-07 Rev G)
Proposed Upper Floor Plans (ref. MH1314-08 Rev D)
Proposed Elevations (ref. MH1314-09 Rev E)
Proposed Roof Plan (ref. MH1314-10 Rev C)
Proposed External Works (ref. MH1314-11 Rev D)
Proposed Ground Floor MH1314-SK46
Received 11th April 2024

AS AMENDED BY:
Proposed elevations plan ref. MH-1314-09 Rev F
Proposed external building materials visual plan ref: MH 1314 Rev G
Received 2nd September 2025

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 (2012).

2. The development shall be implemented in accordance with the Construction Environmental Management Plan Document ref: F-HS081 revision 2 dated October 2024 prepared by GK Construction & Project Management (which includes photographs showing the condition of the footways and carriageways surrounding the site received 16th October 2024, and the road condition survey revision 1 dated October 2024 received 24th October 2024) for the duration of construction of the development. (ref: CDN/25/0852).

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

3. The development shall be implemented in accordance with the materials shown on the MH 1314 Proposed External Building Materials MH 1314 rev. G received 2nd September 2025 (ref:143870/NMC/2025).

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4. a) The development shall be implemented in accordance with the:
o Geotechnical Report (Report Number 6101/VAJ-G)
o Phase II Contaminated Land Risk Assessment Report (Report Number 6101/VAJ-CLRA)
o Ground Gas Risk Assessment Report (Report Number 6101/VAJ-GRA) received on 3rd April 2023.

b) The development shall be implemented in accordance with the measures in the Supplementary Site Investigation Letter Report ref: BEK/24060/240606/GK dated 6th June 2024, the Asbestos Management Plan report ref. BEK-24060-2 dated June 2024 received 6th September 2024 , the remediation Method Statement report ref. BEK-24060-1A dated October 2024 received 16th October 2024 and the Refurbishment and Demolition Asbestos Survey dated 7th May 2024 received 4th November 2024 (ref: CDN/25/0852).

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012.)

5. The development shall be implemented in accordance with the content of the Flood Risk Assessment and Outline Drainage Strategy (ref. PG/MB/11325 version dated 28th July 2025, and planning agent's covering letter in regard to the discharge of the drainage condition ref: 032-010. (ref: CDN/25/0735)

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

6. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

o Verification report providing photographic evidence of construction as per design drawings;

o As built construction drawings if different from design construction drawings;

o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

7. The car parking indicated on Proposed Site Plan (ref. MH1314-07 Rev F) shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car park shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

8. The electric vehicle charging points on Proposed Site Plan (ref. MH1314-07 Rev F) shall be installed and made available for use prior to the buildings hereby approved being occupied. The electric vehicle charging points shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

9. The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking indicated on the Proposed External Works plan ref. MH1314-11 Rev C.

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 (2012).

10. The development shall be implemented in accordance with the details on plans refs: General Arrangement plan ref. 4435-D001; S278 Site Clearance plan ref. 4435 - D002; S278 Construction Materials plan ref. 4435-D003; S278 Signs & Markings plan ref. 4435-D004;S278 Standard Details plan ref. 4435-D005; S278 Legal Plan ref. 4435-8278 LEGAL PLAN ; Swept Path Analysis plan ref. 4435-SP01 ; and TRO Plan (ref. 4435-TRO-01) received 6th September 2024, prior to the self storage accommodation being brought into use. (ref: CDN/25/0852)

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

11. Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to the Framework Travel Plan above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

12. Before the development hereby approved is first occupied, a Delivery and Servicing Management Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details, whilst the proposed self-storage building is in use.

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1, and DM1 of the Manchester Core Strategy (2012).

13. a) The development hereby approved shall be completed in accordance with the physical security specifications outlined within in section 3.3 and 4Crime impact statement ref: 2022/0219/CIS/02 Version A: 10th October 2022 in relation to the measures to be incorporated into the development to achieve the secure by design accreditation.

b) The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

14. a) The development hereby approved shall be implemented in full accordance with the measures as set out within the Renewable and sustainability planning report dated October 2022 rev.1 including measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

b) Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures in the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework 2023.

15. a) Externally mounted ancillary plant, equipment and servicing 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. 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. The approved scheme shall be completed before the premises is occupied.

b) Upon completion of the development a verification report will be required 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 has 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. in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

16. a) The refuse storage arrangement shall be implemented in accordance with the details on the Proposed External Works plan ref. MH1314-11 Rev C., the Waste Management Strategy Proforma; and Refuse Collection Arrangements plan ref: 3232-01-ATR02, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

b) Prior to first occupation of the self-storage building, the details of frequency of waste collection and measures to store recyclable waste materials shall be submitted to and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the building

The development shall be implemented in accordance with the approved details, whilst the proposed self-storage building is in use.

Reason - In the interests of amenity and public health, pursuant to polices EN19 and DM1 of the Manchester Core Strategy (2012).

17.a) Prior to the occupation of the proposed development, finalised design details relating to the positions, design, materials and type of boundary treatment to be erected to the eastern and (if required) northern boundary shall be submitted to and approved in writing, by the City Council as local planning authority.

b) The development hereby approved shall be completed in accordance with the proposed boundary treatments to the western and southern boundaries shown on plan ref : Existing and Proposed fence elevations and details plan ref: MH1314-12 , in relation to the positions, design, materials and type of boundary treatment to be erected in this area of the site, and black in colouration in accordance with letter from planning agent date 23rd January 2023.

c) The boundary treatment to all boundaries shall be completed before the development is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development along Pottery Lane and Ambrose Street is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

18. The development hereby approved shall be occupied as a Self -Storage Class B8 use and for no other purpose in Class B8 in the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of highway safety pursuant policy DM1 of the Manchester Core Strategy (2012).

19. The self-storage facility shall not operate outside the following hours:-

07:00 a.m. to 10:00 p.m. on Mondays to Sundays

Reason - In interests of residential 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 Manchester Core Strategy (2012).

20. a) The landscaping scheme for the development shall be implemented in accordance with the Landscaping General Arrangement plan ref: UG_1754_LAN_GA_DRW rev.P04.

b)The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting

of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

21. No works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Manchester Core Strategy (2012).

22. The development shall be implemented in accordance with the details in the biodiversity enhancement documentation referenced RHE.3258.01 received on 31st July 2025, prior to the occupation of the building, and retained at all times thereafter. (ref: CDN/25/0735)

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

23. The development shall be implemented in accordance with the content of the Party Wall Layout and Sections plan ref. 11325-052-T4 and Party Wall Layout and Sections to Ex. Bldgs plan ref. 11325-053- P1. (ref:CDN/25/0241)

Reason - In the interests of railway safety, and maintenance of the retaining wall to the rail line. pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

24. The development shall be implemented in accordance statement in the letter dated 12th March 2025 from the planning agent in which it is stated that the contractor GK Construction has confirmed that no vibro-impact work will take place as part of this development. (ref: CDN/25/0241)

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

25. The development shall be implemented in accordance content of the Party Wall Layout and Sections plan ref. 11325-052-T4. (ref: CDN/25/0241)

Reason - To prevent any of the resulting ground levels, earthworks and excavations, from de-stabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

26. The development shall be implemented in accordance content of the Storage World - Rail Protection Plans - Phase 1 -Demolition, RAMS - Vehicle movements adjacent to Railway document ref: 1154 dated 13th February 2025 and Proposed External Works (ref. MH1314-11 rev. D). (ref: CDN/25/0241)

Reason- To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

27. Prior to occupation of the development detailed designs of a trespass proof fence adjacent to the boundary with the railway 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 scheme.

Reason- To protect the adjacent railway from unauthorised access, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

28. Notwithstanding the details on Electrical Services External Lighting plan ref: AMST-WAT-ZZ-00-DR-E-63100 rev.P3 referenced in condition no. 2 , finalised design details of all external lighting including design specifications ,height of columns, lux levels , colouration of lighting and measures to ensure that all lighting is angled away from the adjacent operational railway, 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 scheme.

Reason - To prevent the design and nature of external lighting from impacting the adjacent railway signals and operational railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

29. The development hereby approved by this permission shall be carried out in accordance with the approved Flood Risk Assessment and Outline Drainage Management Strategy dated 1st November 2022 Received 12th December 2023
and the following mitigation measures detailed within the Flood Risk Assessment and Outline Drainage Management Strategy:
o Finished floor levels of the new building development are set no lower than 52.65m above Ordnance Datum (AOD) ((0.65m) higher than the 1 in 1,000 year flood event).

Reason -To reduce the risk of flooding to the proposed development and occupants and to ensure the health and safety of the occupants of the development, pursuant to policies EN14 and DM1 of the Manchester Core Strategy (2012).

Informative

1. MCC records highlight that the underground culvert (Clayton Brook) is located within close proximity to the site (approximately 10m to the east of the site), while records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. It is therefore requested that the applicant informs the onsite contractor to remain observant and to take the appropriate

safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

21 Textile Street, Manchester, M12 5DJ
Stylewise Junction Gorton Road, Pottery Lane, Manchester, M12 5AD
39 Clayton Lane South, Manchester, M12 5PG
37 Clayton Lane South, Manchester, M12 5PG
HARRISON SECURITY SYSTEMS LTD, Unit 4A, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 5, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 2, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 6, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 1, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Unit 1, Ashburys Business Park, Gorton Road, Manchester, M12 5DA
Unit 2, Ashburys Business Park, Gorton Road, Manchester, M12 5DA
Unit 3, Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Regal Industrial Estate, Gorton Road, Manchester, M12 5BX
Manchester Rail Operating Centre, 8 Wolverton Street, Manchester, M11 2ET
Bridge College, Whitworth Street, Bradford, Manchester, M11 2GR
Ashburys Business Park, Gorton Road, Manchester, M12 5DA
Unit 1, Ashbury Works, Gorton Road, Manchester, M12 5DX
Stylewise (UK) Ltd, Ashbury Works, Gorton Road, Manchester, M12 5AD
J Allcock And Sons Ltd, Ambrose Street, Manchester, M12 5DJ
Ashbury Works, 200 Gorton Road, Manchester, M12 5DA
Units 1 To 2, Ambrose Street, Manchester, M12 5DD
Unit 8, Ambrose Street, Manchester, M12 5DD
Unit 7, Ambrose Street, Manchester, M12 5DD
Unit 6, Ambrose Street, Manchester, M12 5DD
Unit 5, Ambrose Street, Manchester, M12 5DD
Unit 4, Ambrose Street, Manchester, M12 5DD
Unit 3, Ambrose Street, Manchester, M12 5DD
2 Ambrose Street, Manchester, M12 5DD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -

Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Flood Zones Type 3 (high risk) -
Flood Zone Plus Climate Change -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA