MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143419/JO/2025
Date registered valid:	24 July 2025
Proposal:	Variation of Condition 20 (secured by design) attached to planning permission 138914/FO/2023
Address:	Walkers Of Manchester, Crabtree Lane, Manchester, M11 4GU
Ward(s):	Clayton & Openshaw Ward
Applicant:	Mrs Carmelle Textor, Chancerygate Manchester Ltd
Agent (if any):	
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	24 September 2025

Application details

Type of application: Variation or Removal of Condition

Development type: Major Industry

Standard consultations:
Printed: 5 August 2025 Expired: 27 August 2025

Neighbour notifications
Printed: 5 August 2025 Expired: 27 August 2025

Site notice
Posted: 22 August 2025 Expired: 13 September 2025

Press advert
Published: 26 August 2025 Expired: 9 September 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is located on the section of Crabtree Lane which lies to the north of the Ashton Canal and to the south of Ashton New Road. The site covers an area of 0 .91ha, and was occupied by vacant double height and single storey industrial buildings formerly occupied by Walkers of Manchester Printers. It is understood that the premises were vacated in January 2019.
There are currently two vehicular access points into the site from Crabtree Lane. The existing boundary treatment to Crabtree Lane comprises a mix of high brick wall (with infill repairs), together with a high galvanised railing fence, and an existing part single, part two storey electricity substation (which is to be retained). To the rear of this boundary treatment there were stands of Buddleia, a conifer, small self-seeded trees and a Willow at the northern end of this frontage. The eastern boundary also had many tall self-seeded Buddleia plants. The existing boundary treatment to the retail centre to the north is comprised of high green paladin fencing, and there is a buffer area of planting within the retail development along this boundary.

Planning History
CDN/25/0784- Discharge of condition 3 (CMP) attached to planning permission ref: 138914/FO/2023
Approved 03.09.2025

142848/NMC/2025- Non-material amendment to planning permission reference 138914/FO/2023 to allow amendments to the parking layout to allow for EV car chargers Walkers Of Manchester, Crabtree Lane.
Approved 28.05.2025

CDN/25/0297- Discharge of condition 7 (Highway Works) attached to planning permission reference 138914/FO/2023.
Approved 15.04.2025.
CDN/25/0298- Discharge of condition 18 (Air Quality) attached to planning permission reference 138914/FO/2023.
Approved 15.04.2025.

CDN/25/0268- Discharge of Condition 12 (drainage) attached to planning permission 138914/FO/2023.
Approved 29.05.2025

141509/NMC/2024- Non-Material Amendment comprising a change to the description of application referenced 138914/FO/2023 to amend reference to the number of units within the 3 no. buildings approved.
Former Walkers Of Manchester Printing Site
Crabtree Lane
Approved 19.11.2024

141391/JO/2024- Variation of conditions 2 (specified plans), 9a (EVCs), 10 (car parking), 11 (cycle storage), 12a (surface water drainage), 17a (waste management strategy), 19a (sustainability), 20 (crime Impact Statement), 21a (external lighting), 22 (retaining wall), 23 (boundary treatment), 24 (landscaping), and 28 (floorspace) attached to planning permission referenced 138914/FO/2023 to allow the amalgamation of units 1 to 4 into one unit with an increase in height of 0.9m to the resultant unit, extension of mezzanine floor and additional floors within the unit (and associated increase in floorspace), together with associated elevational alterations and changes to the boundary treatment, landscaping, parking and servicing arrangements for that unit.
Former Walkers Of Manchester Printing Site, Crabtree Lane.
Approved subject to conditions 17.02.2025

138914/FO/2023- Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures.
Former Walkers Of Manchester Printing Site, Crabtree Lane.
Approved subject to conditions 17.04.2024

138523/DEM/2023 - Prior approval for the demolition of the existing industrial buildings.
Former Walkers of Manchester Printing Site, 73 Crabtree Lane, Manchester.
No objection -12th January 2024

076129/FO/2005/N2 - Erection of single storey side extension to industrial/storage building following demolition of existing building. Walkers Mcr Ltd, Crabtree Lane, Clayton
Approved subject to conditions 15.09.2005

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The area within which the site is located has industrial uses to the west and south on Crabtree Lane, and retail uses to the north and east of the site. The Strawberry Duck Public House fronts onto Crabtree Lane to the southwest of the site (adjacent to the canal). To the north and northeast of the site are retail uses which form a ‘local centre’ in Clayton. Further to the south of the site is the Ashton Canal, with a Grade II listed lock structure at the termination of the northern section of Ashton Canal.

Previously approved development
Permission was granted for the erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures. The existing gross internal floorspace at the site was 5,314.82sq.m. As a result of the approved development this figure would be reduced by 190.71sq.m. to 5,124.1sq.m. gross internal floorspace in total. The proposed buildings were designed to reflect the proposed uses and were to be formed of a combination of horizontal laid trapezoidal profiled cladding panel systems with a tata colourcoat finish. The colour scheme comprised gul grey for the inner cladding and for the outer, it was a horizontally laid microrib profiled cladding panel system in merlin grey. In relation to the roof, flashings were Merlin Grey to blend into the cladding below. The pitched roof was Goosewing Grey in colouration. Glazing was polyester powder coated aluminium framed glazing /curtain walling systems. The proposed buildings were double height with shallow pitched roofs. All units incorporated a partial mezzanine level with ancillary floorspace. The proposed buildings were located in proximity to the perimeter of the site with dedicated parking and servicing areas located in front of the proposed buildings, centrally within the site. The existing access/egress points were to be stopped up, with a new vehicular access in a broadly central location on Crabtree Lane proposed. The service yards were to be surfaced with concrete, with car parking spaces being surfaced with dense bitumen tarmacadam. There were 20 existing parking spaces on site which were to be increased in number to 58 (with 9 no. spaces for disabled users). The scheme also included the provision of 32 cycle spaces with 14 located externally under an external shelter, 2no. spaces located inside each of the proposed units. A 24hour/7days a week operation was sought. The boundary treatment to the northern, eastern, southern and for the most part western perimeter of the site comprised 2.4m black weldmesh fencing. A 1.1m metal key clamp fall protection fence on the retaining wall was to be incorporated between the boundary of the parking spaces to Unit 1 and the frontage to Crabtree Lane. A mix of column and wall mounted LED fittings was proposed within the site area. An additional substation was proposed to be located on the frontage of the site in proximity to the existing substation. This would be accessed via double gates from Crabtree Lane and would be secured from Crabtree Lane by 2.4m paladin black fencing. The substation would be enclosed in a mid-grey GRP housing.
All the buildings on the site have been subsequently cleared.

Background
Following the approval of planning permission ref: 138914/FO/2023. A subsequent section 73 variation of condition application ref: 141391/JO/2024 related to the variation of conditions 2 (specified plans), 9a (EVCs), 10 (car parking), 11 (cycle storage), 12a (surface water drainage), 17a (waste management strategy), 19a (sustainability), 20 (crime Impact Statement), 21a (external lighting), 22 (retaining wall), 23 (boundary treatment), 24 (landscaping), and 28 (floorspace) attached to planning permission referenced 138914/FO/2023, to allow the amalgamation of units 1 to 4 into one unit with an increase in height of 0.9m to the resultant unit, extension of mezzanine floor and additional floors within the unit (and associated increase in floorspace), together with associated elevational alterations and changes to the boundary treatment, landscaping, parking and servicing arrangements for that unit was approved on 17.04.2024. In connection with that approval condition no.20 was revised to require :-

a) The finalised detailed development design shall address the matters referenced in section 3.3 of the Crime Impact Statement Version C: 02/10/2024 Ref: 2023/0548/CIS/01, and any measures shall be implemented in conjunction with the physical security specification set out in section 4 of the Crime Impact Statement Version C: 02/10/2024 Ref: 2023/0548/CIS/01.

b) Within two months of the commencement of the first occupation of any of the units, a verification statement, confirming the implementation of the recommendations of the crime

impact statement shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.

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.

However, it is understood that the approved scheme which would have involved the amalgamation of units 1 to 4 into one unit is not proposed to be implemented, and the applicant is therefore seeking to vary the wording of condition no.20 attached to the original approval in respect of the timeframe for verification of the security measures.

Description of development

Condition no.20 attached to planning approval ref: 138914/FO/2023 requires … *The development shall only be carried out in accordance with section 4 in the Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01 (notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS). 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 for that the development.*

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.

Consent is sought to vary the wording of condition no.20 to

a. *The proposed development shall be constructed in accordance with the recommendations contained within section 4 of the Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01 (notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS).*

b. *Within two months of the commencement of the first occupation, a verification statement confirming the implementation of the recommendations of the crime impact statement relevant to the base build shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.*

c. *Within 2 months of occupation of each individual unit, a verification statement confirming connection of the security alarm system or any occupier specific internal fit out requirements for that unit shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.*

Consultations & Notification Responses

Publicity

The proposal has been advertised in the local press (Manchester Evening News) on 26th August 2025 and site notices were displayed at locations around the application site on 22nd August 2025, due to the application seeking to vary an approved major development. In addition, notification letters have been sent to local residents and businesses (total of 99) in the local area on 5th August 2025.

Local Residents and local businesses – No comments received.

Design for Security - note that the units are to be constructed on a speculative basis, meaning that the 'base build' will likely be compliant with the physical security standards within the Crime Impact Statement (CIS), but it will be for the final occupants to install some of the measures required for full compliance with the CIS/SBD accreditation. This has been the case for some other similar speculative schemes.

They would request that the applicant confirms which measures within Section 4 of the CIS will be complied with as part of the 'base build' and which will be for the future occupiers to provide. They would then be happy to inspect the scheme just prior to handover and confirm in writing these measures are in place, which could then be submitted to the LPA to discharge the amended condition.

Policy

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-S5: 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-S7: 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.

Policy JP-P2: Heritage recommends that particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm, including (amongst others), historic transport routes including the canal network.

NPPF 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 90 sets out how; "Planning policies and decisions should support the role that town centres play at the heart of local communities, taking a positive approach to their growth , management and adaptation."

Section 9 of the NPPF concerns the promotion of sustainable transport. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

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) – Paragraph 135 sets out 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, layout and appropriate and effective 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 polices within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy EC 1 'Employment and Economic Growth in Manchester'

Policy EC2 'Existing' Employment Space'

Policy EC 5 'East Manchester'

Policy T 1 'Sustainable Transport'

Policy T2 'Accessible areas of opportunity and need'

Policy EN1 'Design Principles and Strategic Character Areas'

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development'

Policy EN3 'Heritage'

Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development'

Policy EN 6 'Target Framework for CO2 reductions from low or zero carbon energy supplies'

Policy EN 8 'Adaptation to Climate Change'

Policy EN 9 'Green Infrastructure'

Policy EN14 'Flood Risk'

Policy EN15 ‘Biodiversity and Geological Conservation’

Policy EN16 ‘Air Quality’

Policy EN 18 ‘Contaminated Land and Ground Sustainability’

Policy EN 19 ‘Waste’

Policy DM 1 ‘Development Management’

Saved UDP policy

UDP policy - DC26 Noise

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.

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 Energy and Sustainability Statement suggests an approach utilising a "fabric first" with the use of renewable energy technologies.

Issues

Principle

The principle of the proposed use has been established as part of planning permission ref: 138914/FO/2023.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 light industrial/research and development/industrial/warehousing floorspace and infrastructure, which is acceptable in principle. The built footprint of the proposed buildings would occupy a significant proportion of the site which will be in keeping with development in the locality. The proposed development for Classes E(g) (iii) B2 and B8 uses is considered to be compatible with surrounding land uses and will improve the quality of and range if sizes of commercial floorspace in the locality.

Siting, Design and Scale
No changes are proposed to the previously approved scheme.

Residential Amenity
No changes are proposed to the previously approved scheme, which would give rise to issues associated with residential amenity (overlooking, loss of privacy, noise) which have not already been considered.

Noise
No changes are proposed to the previously approved scheme, which would give rise to issues associated with noise, which have not already been considered.

Sustainability
No changes are proposed to the previously approved scheme, which would give rise to issues associated with sustainability, which have not already been considered.

Heritage
No changes are proposed to the previously approved scheme, which would give rise to issues associated with heritage, which have not already been considered.

Air Quality
No changes are proposed to the previously approved scheme, which would give rise to issues associated with air quality, which have not already been considered.

Flood Risk /Drainage
No changes are proposed to the previously approved scheme, which would give rise to issues associated with flood risk/drainage, which have not already been considered.

Contaminated Land /UXO
No changes are proposed to the previously approved scheme, which would give rise to issues associated with contaminated land /UXO, which have not already been considered.

Highway Matters / Access / Servicing and deliveries/ Car parking /Cycle storage
No changes are proposed to the previously approved scheme, which would give rise to issues associated with highway matters, access, servicing and deliveries, car parking and cycle storage which have not already been considered.

Waste Management
No changes are proposed to the previously approved scheme, which would give rise to issues associated with waste management, which have not already been considered.

Design for Security
The previously approved application was accompanied by a Crime Impact Statement. The report suggested that the proposed layout was acceptable from a security perspective on the basis that the matters referenced in section 3.3 of the report were addressed in particular , the use of access controlled gates at the site entrance which are operated automatically on a 24/7 basis , rather than outside of normal working hours; the control of access to Units 5-9 , and the control of access in and round the self-storage facility - Unit 1. The overall security of the premises was identified as being heavily reliant on the continuous effective management of the facility, such as customer storage agreements and lone worker policies, rather than just physical security measures. It was noted that Design for Security officers at that time recommended that the physical security specifications set out in section 4 of the Crime Impact Statement were implemented. The measures detailed in the Crime Impact Statement were acknowledged, and the use and gates to prevent unauthorised access to the side and rear elevations of the proposed buildings was shown on the submitted site plan. It was considered that as this site would potentially to operate on a 24/7 basis, that the installation / retention of a 2.4m weldmesh fence to the perimeter with 2.4m weldmesh access gates from Crabtree Lane, together with external lighting and CCTV coverage would significantly reduce the potential for crime.

It was however, recommended that a condition be attached to any approval to require implementation of the measures within the Crime Impact Statement (with the exception of notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS which is related to the incorporation of 2m high blockwork wall or mesh to the inside of each building).

Since the original approval it was identified that the phrasing of the condition was that some of the specific requirements could not be actioned until the final occupier of the finally built unit had completed them. As set out earlier in the report, a subsequent section 73 variation of condition application ref: 141391/JO/2024 related to the variation of conditions (including condition no.20) to allow the amalgamation of units 1 to 4 into one unit with an increase in height of 0.9m to the resultant unit, extension of mezzanine floor and additional floors within the unit (and associated increase in floorspace), together with associated elevational alterations and changes to the boundary treatment, landscaping, parking and servicing arrangements for that unit (approved on 17.04.2024). As part of that application the principle of allowing the submission of a verification statement, confirming the implementation of the recommendations of the crime impact statement to be within two months of the commencement of the first occupation of any of the units was accepted.

Consent was originally sought to vary condition no.20 to require *'The proposed development shall be constructed in general accordance with the recommendations contained within section 4 of the Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01 (notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS).*

Within two months of the commencement of the first occupation, a verification statement confirming the implementation of the recommendations of the crime impact statement shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ'.

However, following the observations received from Design for Security officers and discussions with the planning agent consent is sought to vary the wording of condition no.20 as outlined below.

a. *The proposed development shall be constructed in accordance with the recommendations contained within section 4 of the Crime Impact Statement Version B*

:06.12.2023 Ref: 2023/0548/CIS/01 (notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS).

b. *Within two months of the commencement of the first occupation, a verification statement confirming the implementation of the recommendations of the crime impact statement relevant to the base build shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.*

c. *Within 2 months of occupation of each individual unit, a verification statement confirming connection of the security alarm system or any occupier specific internal fit out requirements for that unit shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.*

In addition, the planning agent has forwarded a statement to define what would be included in the base build works for clarity. This states that the Base Build comprises the shell and core of the units and includes the doors, windows, roller shutter doors, suspended ceiling, ventilation, cooling and lighting.

In respect of the timeframe for the submission of verification statements, given the background outlined above, this is considered to be an acceptable approach, but it is recommended that each paragraph within the revised condition is referenced as ‘a’, ‘b’ and ‘c’ respectively, and that in paragraph b reference is made to the statement from the planning agent which defines the extent of the base build elements.

Landscaping/Trees/Ecology/Biodiversity
No changes are proposed to the previously approved scheme, which would give rise to issues associated with landscaping/trees/ecology/biodiversity, which have not already been considered.

Disabled Access
No changes are proposed to the previously approved scheme, which would give rise to issues associated with disabled access, which have not already been considered.

Boundary Treatment
No changes are proposed to the previously approved scheme, which would give rise to issues associated with boundary treatment, which have not already been considered.

Employment
No changes are proposed to the previously approved scheme, which would give rise to issues associated with employment, which have not already been considered.

Lighting

No changes are proposed to the previously approved scheme, which would give rise to issues associated with lighting, which have not already been considered.

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. In this instance, the local planning authority raised matters in connection with the definition of base build within condition no.20 with the agent , and appropriate conditions have been attached to the approval.

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

1)The development must be begun not later than 17th April 2027

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:
Topographical Survey ref: 47333_T rev.0
Site Constraints Plan ref: 23168-UMC-XXXX-SI-DR-A 0501 rev.P04
Site Location Plan ref: 23168-UMC-XXXX-SI-DR-A 0502 rev.P04
Existing Site Plan Drawing No. 23168-UMC-XXXX-SI-DR-A-0503 rev. P04
Demolition Site Plan ref: 23168-UMC-XXXX-SI-DR-A 0503 rev.P03
Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P05
Site Sections Plan ref: 23168-UMC-XXXX-SI-DR-A 0610 rev.P2
Proposed cycle storage Plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev.P03
Proposed substation Plan ref: 23168-UMC-XXXX-SI-DR-A 0703 rev.P03
Proposed waste strategy Plan ref: 23168-UMC-XXXX-SI-DR-A 0704 rev.P02
Unit 1 -4 Building and office plan ref:23168-UMC-01-DR-A 1001 rev.P3
Unit 1 -4 Roof plan ref: ref: 23168-UMC-01-DR-A 1002 rev.P2
Unit 1 -4 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1301 rev.P1

Unit 5 Building and office plan ref: 23168-UMC-01-DR-A 1011 rev.P3
Unit 5 Roof plan ref: ref: 23168-UMC-01-DR-A 1012 rev.P2
Unit 5 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1302 rev.P1
Unit 6 -9 Building and office plan ref:23168-UMC-01-DR-A 1021 rev.P3
Unit 6- 9 Roof plan ref: ref: 23168-UMC-01-DR-A 1022 rev.P2
Units 6 -9 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1303 rev.P1
Design and Access Statement revision A December 2023 Air Quality Assessment ref: 572948.0001 r.1 dated December 2023
Biodiversity Enhancement Management Plan rev. 02 dated 12.12.2023
Biodiversity Net Gain Design Stage Assessment rev. 01 dated 12.12.2023
Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01
Energy and Sustainability Statement ref: 6624-CBC-HR-RP-S-001-P03 dated November 2023
External Impact Lighting Assessment ref: 6624-CBC-OR-RP-E-001 rev.02 Dated December 2023
Framework Construction Management Plan rev.01 dated December 2023
Phase 1 Desk Based Geo-Environmental and Geotechnical Site Assessment ref: 546629.0000.0000 July 2023
Planning Statement dated 20 December 2023 Flood Risk Assessment ref: 23-026-I&L December 2023 (Notwithstanding the Proposed Drainage Strategy Layout (Drawing no. 23-026-I&L_D00_P1) contained in Appendix D)
Transport Statement ref: 327475 dated December 2023
Framework Travel Plan ref: 327475 dated December 2023
Electric Vehicle Charging Specification - Sevadis Maxi Charger Pillar Refuse
Vehicle Swept path analysis plan ref: J32-7475-PS-005
Noise Impact Assessment: 572948.0001 r.1 dated December 2023
Arboricultural Impact Assessment rev.02 dated December 2023
Preliminary Ecological Assessment rev.03 dated December 2023

Received 27th December 2023

Waste Management Proforma and Site Access Junction plan ref: J32-7475-PS-002 rev.A received 4th January 2024

Biodiversity Net Gain Metric Version 2 received 1st February 2024.

Intrusive Geo-environmental and Geotechnical Site Assessment report ref: 546629.001.0000 dated July 2023 Received 5th February 2024.

Remediation Strategy and Verification Plan. Reference 546629.0004.0000. Dated 16 February 2024.
Technical Note - Air Quality Additional Information. Reference 572948.tn1. Dated 20 February 2024.
Technical Note - Noise Additional Information. Reference 572948.tn1. Dated 20 February 2024

Received 27th February 2024

Supplementary Geo-environmental and Geotechnical Site Assessment Reference 546629.0002.0000 dated 2nd February 2024; and Asbestos in Soils Management Plan reference 546629.0003.0000 dated 2nd February 2024
received 18th March 2024

Proposed Boundary Treatments Plan ref: 23168-UMC-XXXX-SI-DR-A 0701 rev.P06 received 21st March 2024

Technical Note - Noise Additional Information. Reference 572948.t 2. 1. Dated 9th April 2024 Received 10th April 2024

Soft landscaping hand pit dug locations (in connection with ground conditions) plan ref: 546629.0004 Fig 4 rev.P01 received 11th April 2024.

General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev.T2 received 15th April 2024

AS AMENDED BY:

Covering letter from planning agent dated 24th June 2025
Content Agent email dated 19th September 2025
Definition of 'Base Build' as set out in agent email dated 23rd 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).

3. The development shall be implemented in accordance with the Construction Management Plan ; Swept Path Analysis Drawings: 16.5m HGV - drawing reference J32-7475-PS-003; 10 m rigid - drawing reference J32-7475-PS-004; and Refuse vehicle - drawing reference J32-7475-PS-005 received 14th August 2025, together with the photographic schedule of condition (highways) report dated 29th August 2025 received 2nd September 2025 (ref: CDN/25/0784).

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).

4. Notwithstanding the materials annotated on plans referenced in condition no.2 prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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).

5. a) The development hereby approved shall be implemented in accordance with the measures in the TRC Desk Based Geo-environmental and Geotechnical Site Assessment, Ref: 546629.0000.0000, dated July 2023; Intrusive Geo-environmental and Geotechnical Site Assessment report ref: 546629.001.0000 dated July 2023 and Remediation Strategy and Verification Plan. Reference 546629.0004.0000. Dated 16 February 2024, and Soft landscaping hand pit dug locations (in connection with ground conditions) plan ref: 546629.0004 Fig 4 rev. P01 received 11th April 2024, before any above ground development commences.

b) 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).

6. Piling or other foundation designs using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason To ensure that the proposed activity does not harm groundwater resources in line with paragraph 180 of the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection', and pursuant to policy EN17 of the Manchester Core Strategy (2012).

7. The development hereby approved shall be implemented in accordance with content of Construction Details plan ref: 23-026-I&L - A07 rev.T2 ; Legal Agreement plan ref: 23-026-I&L - A09 rev.T1 (in relation solely to highway works); Ground Testing plan ref: 23-026-I&L - A10 rev.T1 (in relation solely to highway works) ; Swept path analysis 16.5m HGV plan ref: J32-7475-PS-003(in relation solely to highway works); Swept path analysis 10m rigid vehicle plan ref: J32-7475-PS-004 (in relation solely to highway works); Swept path analysis refuse vehicle plan ref: J32-7475-PS-005 (in relation solely to highway works), prior to the first unit being occupied. (ref: CDN/25/0297)

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

8. a) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development

ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) 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 item (ii) 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 to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

9. a) Electric vehicle charging points shall be implemented in the locations shown on Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P05 and specifications on Electric Vehicle Charging Specification - Sevadis Maxi Charger Pillar.

b) Prior to occupation of the development, the electric vehicle charging points shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

10. The car parking indicated on the approved on Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P05 shall be surfaced, demarcated and made available for use prior to the units, hereby approved being occupied. The car parking shall then be available at all times whilst the units are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

11. The cycle storage facilities shall be implemented in accordance with the locations as shown on the approved Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P05 and Proposed cycle storage plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev.P03 (including the provision within each of the units hereby approved) ,prior to the proposed units being brought into use, and be retained thereafter.

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, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

12. a) The development hereby approved shall be implemented in accordance with content of the Network Calculations - Report reference 23-026-I&L-Crabtree Lane dated 07.05.24, received on 20th March 2025 has been reviewed in conjunction with the Response to LLFA comments ref: 23-026-CHA Crabtree Lane, CLAYTON; Drainage Planning Strategy plan ref: 23-026- I&L D00 rev. P3 and Drainage detail plan ref: 23-026- I&L D11 rev. T2 received 20th May 2025. (ref: CDN/25/0268)

b) Prior to occupation of the units the agreed drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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

13. Prior to occupation a management and maintenance plan for the approved sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall include the arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. The approved details shall be implemented through the lifetime of the development.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

14. Prior to commencement of the uses hereby approved a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the loading bays, service yards and loading dock areas. The scheme shall be implemented in full before the uses commence.

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

15. a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post

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

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

16. 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. Prior to commencement of the use hereby approved 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 scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

17. a) The development shall be implemented in accordance with details on the Waste Strategy dated 19 December 2023: including Completed Proforma, Waste Strategy Plan (Drawing no. 23168-UMC-XXXX-SI-DR-A-0704-P02), and Refuse Vehicle Swept Path Analysis (Drawing no. J32-7475-PS-005) in regard to the storage and disposal of refuse.

b) Prior to each unit being first brought into use, finalised details for the management of the internal storage area and strategy for segregation of recyclable waste of that unit shall be submitted to and approved in writing by the City Council as Local Planning Authority.

c) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health of the occupiers, once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

18. a) Prior to above ground works, an air quality impact assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

19. a) The development hereby approved shall be carried out in accordance with the document titled ' Energy and Sustainability Statement ref: 6624-CBC-HR-RP-S-001-P03 dated November 2023.

b) A post construction review certificate/statement shall be submitted for approval to the City Council as Local Planning Authority within 6 months of completion of the development.

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.

20.a)The proposed development shall be constructed in accordance with the recommendations contained within section 4 of the Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01 (notwithstanding the requirement set out in Section 4.3 bullet point 3 page 13 in the checklist of the CIS).

b) Within two months of the commencement of the first occupation, a verification statement confirming the implementation of the recommendations of the crime impact statement relevant to the base build (base build as defined in email from planning agent dated 19.09.2025) shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.

c) Within 2 months of occupation of each individual unit, a verification statement confirming connection of the security alarm system or any occupier specific internal fit out requirements for that unit shall be submitted to and approved in writing by the City Council as local planning authority and subsequently maintained in situ.

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.

21. a) The external lighting scheme shall be implemented in accordance with the measures External Lighting Impact Assessment, Ref: 6624-CBC-OR-RP-E-001 - Revision: P02, dated: 18/12/2023.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the bat foraging routes amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22. Prior to the installation of the retaining wall in the location shown on General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev.T2 received 15th April 2024, finalised elevational design and height of the proposed retaining wall shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason -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).

23. The boundary treatment scheme for the development shall be implemented in accordance with Proposed Boundary Treatments Plan ref: 23168-UMC-XXXX-SI-DR-A 0701 rev.P06 received 21st March 2024.

The approved scheme shall be implemented in full before the units hereby approved are first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

24. a) The landscaping scheme for the development shall be implemented in accordance with the General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev. T2 received 15th April 2024.

b) Prior to any ground works in connection with the soft landscaping areas shown on the General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev. T2 received 15th April 2024a management and maintenance strategy (including reference to the company responsible for on-

going maintenance), for the proposed landscaping shall be submitted to and approved in writing by the City Council as local planning authority.

c)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).

25. No removal of or works to any trees or shrubs or 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).

26. The precautionary method of works recommended for mammals (section 4.4.4 and 4.4.5) and amphibians (section 4.4.1) of the Preliminary Ecological Assessment rev.03 dated December 2023 should be followed at all times during site clearance and vegetation removal

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

27. a) Prior to above ground works, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships

ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

28. The permission hereby granted relates to a maximum of gross external floorspace of 5,535.6 sq.m. of commercial floorspace, including Classes E(g) (iii) B2 and B8) uses.

Reason -To ensure that the development is carried out in accordance with policies EC2 and EC5 of the Manchester Core Strategy (2012).

Informatives

1. Certain species have legal protection and that the granting of planning permission does not negate the need to abide by the laws that are in place to protect biodiversity. If at any time any protected species are found or are suspected of being present on the site and adversely affected by the development, work should cease immediately, and an ecologist/LPA should be contacted.
2. Environment Agency Model Procedures and Good Practice

This development site appears to have been the subject of past industrial activity which may pose a risk of pollution to controlled waters. The Environment Agency recommend that you should:

o Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) Land contamination risk management (LCRM) - GOV.UK (www.gov.uk), when dealing with land affected by contamination

o Refer to their Guiding principles for land contamination for the type of information that they require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health

o Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed

o Refer to the contaminated land pages on gov.uk for more information

o Refer to 'The Environment Agency's approach to groundwater protection'

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

Where the remediation / redevelopment of the site will involve waste management issues the Environment Agency offer the following advice:

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

o excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution

o treated materials can be transferred between sites as part of a hub and cluster project

o some naturally occurring clean material can be transferred directly between sites Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommend that developers should refer to:

o the position statement on the Definition of Waste: Development Industry Code of Practice

o The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

o Duty of Care Regulations 1991

o Hazardous Waste (England and Wales) Regulations 2005

o Environmental Permitting (England and Wales) Regulations 2016

o The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

Piling and Penetrative ground improvement methods:

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through

different aquifers and creating preferential pathways. Thus, it should be demonstrated that any proposed piling will not result in contamination of groundwater.

3. Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

4. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Appendix 1 – List of consultees & neighbours notified

Greater Manchester Police

1022 Ashton New Road, Manchester, M11 4PD
Unit 2 Subway, 1000 Ashton New Road, Manchester, M11 4PD
Aldi, Ashton New Road, Manchester, M11 4PD
926 Ashton New Road, Manchester, M11 4GT
928 Ashton New Road, Manchester, M11 4GT
813 Ashton New Road, Manchester, M11 4GS
821 Ashton New Road, Manchester, M11 4GS
6 Tobermory Close, Manchester, M11 4TB
Advertising Right On Gable Of 940, 940 Ashton New Road, Manchester, M11 4GT
Top Flat, 859 Ashton New Road, Manchester, M11 4PA
851 Ashton New Road, Manchester, M11 4PA
20 Tobermory Close, Manchester, M11 4TB
Storage Land, 79 Crabtree Lane, Manchester, M11 4GU
1018 Ashton New Road, Manchester, M11 4PD
Home Bargains Limited, Ashton New Road, Manchester, M11 4PD
76 Crabtree Lane, Manchester, M11 4GU
891A Ashton New Road, Manchester, M11 4PB
885 Ashton New Road, Manchester, M11 4PB
797 Ashton New Road, Manchester, M11 4QS
914 Ashton New Road, Manchester, M11 4GT
916 Ashton New Road, Manchester, M11 4GT
934 Ashton New Road, Manchester, M11 4GT
932 Ashton New Road, Manchester, M11 4GT
809 Ashton New Road, Manchester, M11 4GS
811 Ashton New Road, Manchester, M11 4GS
817 Ashton New Road, Manchester, M11 4GS
819 Ashton New Road, Manchester, M11 4GS
Clayton Fast Food & Balti House, 859 Ashton New Road, Manchester, M11 4PA
853 Ashton New Road, Manchester, M11 4PA
887 Ashton New Road, Manchester, M11 4PB
1026 Ashton New Road, Manchester, M11 4PD
924 Ashton New Road, Manchester, M11 4GT
936 Ashton New Road, Manchester, M11 4GT
807 Ashton New Road, Manchester, M11 4GS
938 Ashton New Road, Manchester, M11 4GT
Top Flat, 940 Ashton New Road, Manchester, M11 4GT
Flat Above, 861 Ashton New Road, Manchester, M11 4PA
857 Ashton New Road, Manchester, M11 4PA
Sgb Services Plc, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 4GU
Eyres Forging Ltd, Crabtree Lane, Manchester, M11 4GU
Unit 12, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 1BR
Asphaltic Roofing Supplies, Clayton Industrial Estate, Crabtree Lane, Manchester, M11 1BR
Iceland Frozen Food, Ashton New Road, Manchester, M11 4DE
889 Ashton New Road, Manchester, M11 4PB
1024 Ashton New Road, Manchester, M11 4PD
871 Ashton New Road, Manchester, M11 4PB
875 Ashton New Road, Manchester, M11 4PB
918 Ashton New Road, Manchester, M11 4GT
922 Ashton New Road, Manchester, M11 4GT
8 Tobermory Close, Manchester, M11 4TB

14 Tobermory Close, Manchester, M11 4TB
940 Ashton New Road, Manchester, M11 4GT
18 Tobermory Close, Manchester, M11 4TB
79 Crabtree Lane, Manchester, M11 4GU
Indoors Droylsden Ltd, Crabtree Lane, Manchester, M11 4GU
Former CMB Packaging (UK) Ltd, Stokes Street, Manchester, M11 4QX
1028 Ashton New Road, Manchester, M11 4PD
4 Seymour Road South, Manchester, M11 4PG
869 Ashton New Road, Manchester, M11 4PB
877 Ashton New Road, Manchester, M11 4PB
881 Ashton New Road, Manchester, M11 4PB
803 Ashton New Road, Manchester, M11 4QS
815 Ashton New Road, Manchester, M11 4GS
16 Tobermory Close, Manchester, M11 4TB
COHENS CHEMIST, 861 Ashton New Road, Manchester, M11 4PA
Top Flat, 853 Ashton New Road, Manchester, M11 4PA
1020 Ashton New Road, Manchester, M11 4PD
883 Ashton New Road, Manchester, M11 4PB
873 Ashton New Road, Manchester, M11 4PB
879 Ashton New Road, Manchester, M11 4PB
795 Ashton New Road, Manchester, M11 4QS
930 Ashton New Road, Manchester, M11 4GT
799 Ashton New Road, Manchester, M11 4QS
Top Flat, 851 Ashton New Road, Manchester, M11 4PA
849 Ashton New Road, Manchester, M11 4PA
Top Flat, 849 Ashton New Road, Manchester, M11 4PA
22 Tobermory Close, Manchester, M11 4TB
Building 13, Eyres Forging Ltd, Crabtree Lane, Manchester, M11 4GU
Unit 11, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 1BR
Unit 1 Greggs, 1000 Ashton New Road, Manchester, M11 4PD
2 Seymour Road South, Manchester, M11 4PG
863 Ashton New Road, Manchester, M11 4PB
867 Ashton New Road, Manchester, M11 4PB
24 Tobermory Close, Manchester, M11 4TB
920 Ashton New Road, Manchester, M11 4GT
805 Ashton New Road, Manchester, M11 4GS
2 Tobermory Close, Manchester, M11 4TB
74 Crabtree Lane, Manchester, M11 4GU
3 Stokes Street, Manchester, M11 4QU
891 Ashton New Road, Manchester, M11 4PB
865 Ashton New Road, Manchester, M11 4PB
801 Ashton New Road, Manchester, M11 4QS
12 Tobermory Close, Manchester, M11 4TB
10 Tobermory Close, Manchester, M11 4TB
4 Tobermory Close, Manchester, M11 4TB
855 - 857 Ashton New Road, Manchester, M11 4PA
855A Ashton New Road, Manchester, M11 4PA
Elcometer N.E Lancs Chemical Co, Edge Lane, Droylsden, Manchester, M43 6BU
Elecometer, Edge Lane, M43 6BU

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA