

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143637/FO/2025
Date registered valid: 4 August 2025
Proposal: Erection of storage unit (Class B8)
Address: Land At Bradstone Road, Manchester, M8 8WA
Ward(s): Cheetham Ward

Applicant: Mr A Khan, A.K Garments Ltd
Agent (if any): Dr M Munshi, Munshiandpartners
Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 7 October 2025

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit: 5 September 2025

Standard consultations:

Printed: 15 August 2025 Expired: 6 September 2025

Neighbour notifications

Printed: 15 August 2025 Expired: 6 September 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to an irregular shaped area of hardstanding. The gap site includes a rectangular shaped area fronting Bradstone Road which snakes through to the left-hand side of the site and through to a further rectangular shaped area fronting Sherborne Street, which is presently used for servicing/parking by existing businesses.



View of application site from Bradstone Road

The Bradstone Road part of the site was historically used to provide off-road car parking for neighbouring units but is understood to have not been used for these purposes in recent years, although at the time of the Officer site visit, there were a number of vehicles parked in the space behind a locked gate.

The site is bounded on three sides by various single and two storey warehouse/cash and carry units. Opposite the site, to the other side of Bradstone Road is development site with permission for 19 cash and carry units. To the other side of Sherborne Street is a trading estate containing various cash and carry units and associated car park.



View of application site from Sherborne Street

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is situated within the warehouse district, as identified by the Strangeways Local Plan and within an area covered by area allocated policy CC10 of the UDP, which seeks to protect the area for uses involving a high degree of economic activity.

The immediate area is dominated by various low-rise warehouses, showrooms and general industrial buildings focused around the wholesale and distributive trades.

Description of development

Planning permission is sought for the erection of a two-storey storage unit (Class B8) to front Bradstone Road. The unit would have a gross floor area of approximately 235 sqm.



The applicant currently owns and operates a business located to the south of the application site, where the rear portion of the existing premises is presently utilised for storage purposes. The proposed new storage unit is intended to support the operations of the applicant's existing business, thereby releasing space within the current facility and enabling more efficient operational functionality.

Vehicle access to the service yard for deliveries would continue to be provided from Sherborne Street, with no changes proposed to the existing access arrangements.

The application follows the refusal of planning permission for a 3 storey storage unit due to the Council's concerns regarding scale and appearance and its intrusive impact to neighbouring business occupiers and the wider streetscape. There were further concerns regarding the adequacy of servicing arrangements.

The current proposal has sought to overcome the Council's concerns by reducing the height of the building from 3 to 2 storeys, clarifying servicing arrangements, improving pedestrian linkages and removing the row of 3 parking spaces from the Bradstone Road frontage.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services – The following, principal comments are made:

-It is noted that the applicant currently owns and operates the business to the south of the application site. The proposed storage unit will be used by the applicants existing business to allow the business to operate more efficiently. Therefore, the development would not generate a significant increase in staff numbers of visitors.

-On-street parking is prevalent along both sides of Bradstone Road. This often results in pavement parking which compromises safe pedestrian movement in the site vicinity and affects access to and loading operations associated with nearby units.

-Details of cycle parking is required.

-Servicing and waste management arrangements are acceptable.

-A condition is requested which requires the submission and agreement of a Construction Management Plan.

Greater Manchester Police (Design for Security) – Various security measures are advised. The development should be built to the secured by design standards.

Environmental Health – No objection. Conditions are recommended in relation to construction management, operational hours, servicing hours, external plant equipment, waste management, air quality and ground conditions.

Planning History

142369/FO/2025

Erection of storage unit (Class B8). *Refused 2 May 2025.*

084744/FO/2007/N1

Erection of 2 no. single storey double height wholesale cash and carry units with associated car parking. *Refused 8 April 2008*

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995); and
- Places for Everyone Joint Development Plan.

The following policies within the Core Strategy are considered relevant:

Core Strategy policies

Policy SP1 (Spatial Principles) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment.

Policy DM1 (Development Management) - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation, amenity space, refuse storage/collection and vehicular access and car parking.

Policy EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC2 (Existing Employment Space) – states that the Council will seek to retain and enhance existing employment space and sites.

Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having regard to the Manchester- Salford – Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy EC4 (North Manchester) - North Manchester is expected to provide approximately 14ha of employment land. The key development opportunity in the area is:

1. City Centre Fringe suitable for office (B1a) led mixed use development:

Strangeways

Collyhurst

2. Significant existing employment and economic development is found in:

- Strangeways Employment Area north of the City Centre fringe, suitable for retention and growth of general industry, warehousing and distribution
- Collyhurst, north of City Centre Fringe, an area with a number of major employers
- Cheetham offering cultural facilities, such as museums
- Manchester Fort Retail Park
- North Manchester Business Park

3. The district centres of Harpurhey and Cheetham offer opportunities for mixed use proposals for small businesses providing local employment opportunities.

The Council will promote development which has had regard to:

- The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;
- Metrolink and proposed extension and new stops;
- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;
- The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

Policy T2 (Accessible Areas of Opportunity and Need) looks to manage the pattern of development to ensure that new development is located in accessible locations. Particular emphasis is given to the need to ensure residents are able to live in locations accessible to employment health, education, open space and leisure opportunities. The policy also states that all new development should provide appropriate car parking facilities.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - concerns reducing CO2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN6 ('Target framework for CO 2 reductions from low or zero carbon energy supplies) - states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways;
- The need to control overheating of buildings through passive design;
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation;
- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues state that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) - states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) - states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled

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

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy CC10 encourages the continued high level of economic activity in Strangeways and lower Cheetham Hill Rd areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses by environmental improvements and better parking and servicing.

Permission will only be granted where proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements.

Policy DC26 (Development and Noise) - states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In

particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone Greater Manchester Joint Development Plan (March 2024)

Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.

The Plan forms part of the Development Plan and its policies are 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.

The following policy is considered relevant:

Policy JP-C8: Transport Requirements of New Development.

Paragraph 7 states that new development should make adequate car parking provision, including for disabled drivers and passengers.

Paragraph 8 states that new development should ensure that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.

In terms of servicing, paragraph 14 goes on to state that new development should Make appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:

- meets road safety requirements,
- reduces transport emissions and other environmental impacts,
- reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.

Policy JP-J1 (Supporting Long-Term Economic Growth) - states a thriving, inclusive and productive economy will be sought in all boroughs.

Strangeways Local Plan – The City Council document outlines aspirations for the Strangeways area and recognises the economic importance that the area plays in the wholesale trades and an important provider of employment in Manchester.

The Local Plan identifies the site as being within the 'warehouse district' and acknowledges the need to retain and improve the neighbourhood as a vibrant business location. The Plan also encourages a programme of public realm improvements and improvements to accessibility and the physical environment.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

Section 4 provides guidance on the decision-making process and mirrors legislation in stating that planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Section 12 provides guidance on achieving well designed places to ensure new development functions well and adds to the overall quality of the area.

Issues

Principle

The proposed development is located on a cleared, vacant brownfield site within the 'warehouse district', an area where Development Plan policy supports uses that generate significant economic activity and contribute to the employment function of the locality.

The scheme would bring a currently unused site back into productive use, enhancing both its appearance and functionality. The proposed wholesale use is considered wholly appropriate in this context and aligns with surrounding land uses.

Saved Policy CC10 of the Unitary Development Plan (UDP) promotes the continued high level of economic activity within the Strangeways and Lower Cheetham Hill Road areas, with specific support for the wholesale sector, which is a defining characteristic of the locality.

In view of the overarching policy framework, the proposed use is considered acceptable in principle. However, further assessment is required in relation to amenity, design, environmental considerations, servicing, and highway impacts.

These matters are addressed in detail below.

Residential Amenity

This part of Cheetham is predominantly occupied by similar business uses and is identified in planning policy as being suitable for such activities.

Given the commercial character of the area and the separation from the nearest residential neighbourhood to the north, it is not considered that the proposed development would result in any significant adverse impact on residential amenity in terms of increased activity, noise, or disturbance. Any potential impacts can be appropriately mitigated through the use of planning conditions controlling hours of operation, construction management, external equipment, and servicing arrangements. Conditions addressing these matters have therefore been recommended.

Construction Management

In order to ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction Management Plan. This would

need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

Visual Amenity

The proposed development would bring a redundant site back into active use, contributing positively to the street scene.

The design of the building reflects the established typology, scale, materials, and form of nearby developments, including those along Bradstone Road and Sherborne Street. It is consistent with the character of adjacent buildings and the wider Strangeways employment area. As such, the design is considered appropriate for this location.

On this basis, it is considered that the development would integrate well with its surroundings and would not result in any significant harm to visual amenity.

Design, Scale and Appearance

The proposed building is of a similar scale to surrounding structures, including nearby warehouses, and fits comfortably within the immediate context. In terms of design, the external façade incorporates materials reflective of the immediate surroundings and consistent with those used in recent local developments, such as warehouses and cash-and-carry units, which typically feature a mix of masonry and metal cladding. A planning condition has been attached requiring material samples to be approved prior to the commencement of above-ground construction.

Overall, the proposal is considered to respond well to its surroundings. Its design and relationship with adjacent buildings, would ensure that there would be no significant impact on neighbouring properties in terms of dominance, overshadowing, or overlooking. Furthermore, the development would not detract from the character or visual quality of the area.

Highway Impact

Saved Policy CC10 specifically applies to the Cheetham area of Manchester. While it acknowledges the economic significance of wholesaling in the locality, it stipulates that planning permission should only be granted where proposals include adequate on-site parking and servicing to meet their operational needs.

The applicant currently owns and operates a business located just south of the application site. At present, the rear of the existing unit is used for storage. The proposed new storage facility would support the applicant's existing operations by relocating storage, thereby creating more usable space within the current unit and improving overall efficiency. As a result, the development is not expected to lead to a significant increase in staffing levels, servicing activity, or parking demand compared to the current situation.

A Transport Statement has been submitted with the application, outlining details related to parking, access, highway safety, and servicing. Manchester City Council's Highway Services have reviewed the statement and agree with its conclusions. They consider the proposed development unlikely to generate excessive traffic or parking issues and are satisfied with the proposed servicing arrangements.

Access

Vehicular access to the parking spaces would be provided off Bradstone Road at the location of the existing access. This arrangement is consistent with existing parking on Bradstone Road

which, from the review of the existing accident records would not result in any highway safety issues.

Vehicle access to the service yard for deliveries would continue to be provided from Sherborne Street with no changes proposed to the existing access arrangements.

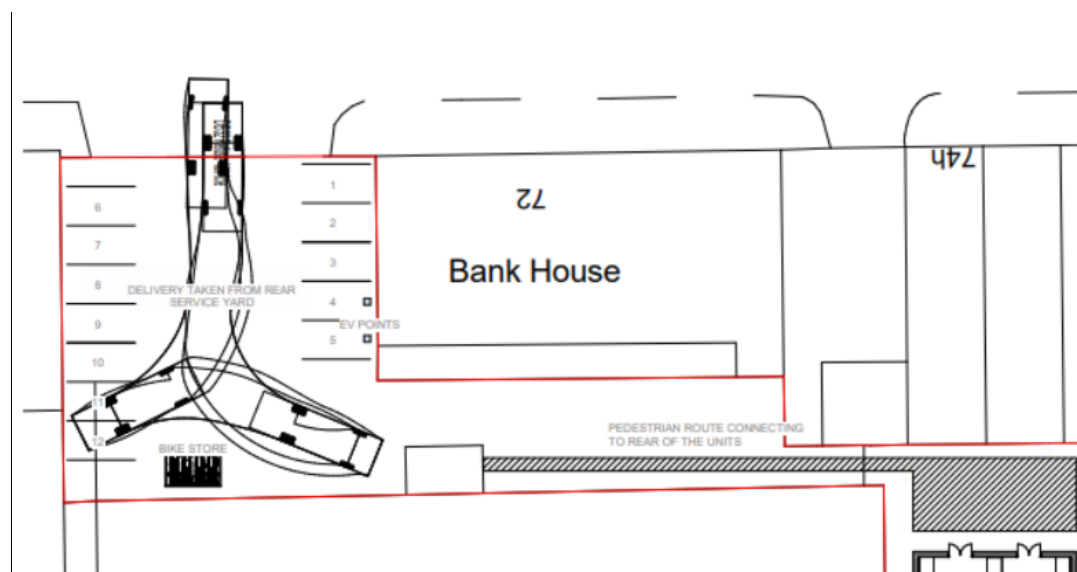
Pedestrian and cycle access would be provided from the same location as the vehicle access from Bradstone Road. An additional pedestrian route and footway is proposed within the site to provide a connection between the servicing area and rear of the unit.

Servicing

The existing servicing area, which forms part of the application site, is accessed via a gated, priority-controlled entrance off Sherborne Street, featuring dropped kerbs to facilitate vehicle movement.

As part of the proposed development, the service yard accessed from Sherborne Street would remain unchanged and would continue to accommodate off-road servicing and deliveries. A detailed swept path analysis has been undertaken, confirming that delivery vehicles can safely enter and exit the site in a forward gear, ensuring efficient and safe manoeuvrability.

In addition, the proposal includes the introduction of formalised parking bays to replace the current informal arrangements. This enhancement would not only provide clearer delineation of parking spaces but also improve the overall functionality of the servicing area by creating unobstructed space for deliveries, thereby elevating the operational efficiency and safety of the site.



Proposed servicing area

Parking

In response to initial concerns regarding the potential loss of off-road parking for neighbouring units as a result of the proposed development, it is important to clarify that the application site is currently secured by gates and has been inaccessible to adjacent premises for a considerable period. Consequently, the proposal does not impact existing parking or servicing arrangements for neighbouring businesses.

With respect to the development itself, the area currently used for informal parking off Sherborne Street is proposed to be upgraded through the introduction of formalised, designated

parking bays. This enhancement would provide clearer organisation of vehicle parking, while also ensuring unobstructed circulation space to accommodate the turning movements of delivery vehicles. Additionally, the scheme includes provision for eight indicative cycle parking spaces, supporting sustainable travel options for staff and visitors.

The proposed unit is intended to serve as an ancillary storage facility for the applicant's existing business located immediately to the south of the site. As such, no material increase in staffing levels is anticipated. Given the nature of the development and its operational relationship with the existing business, it is not expected to result in any significant additional demand for on-street parking in the surrounding area.

Conclusion

In light of the above, on balance, it is believed that the proposed use and the resultant impact to the highway is considered satisfactory and compliant with Development Plan policy and planning guidance.

Waste Management

Further information regarding detailed waste management, including collection frequency and capacity for cardboard / pulpable refuse stream is required due to anticipated high wastage for this type of waste stream given the nature of the proposed use. An appropriate condition is included.

Biodiversity Net Gain

Due to current site conditions, the proposed development is exempt from legislative biodiversity net gain requirements.

Flood Risk/Drainage

The application has been considered by the City Council's Flood Risk Management section who advise that conditions should be included to ensure the submission and approval of a more detailed surface water drainage scheme and for its subsequent maintenance. Conditions have been included in this regard.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development. Based on the advice of the Environmental Health, a condition has been included which require the submission and approval of a detailed site investigation report and any subsequent remediation strategy prior to the commencement of development.

Climate Change

It is acknowledged that construction activities may have a temporary, localised impact on air quality. However, this can be effectively managed and minimised through the implementation of a Construction Management Plan, secured by a planning condition. The plan should include appropriate mitigation measures such as dust suppression, site maintenance, damping down with water, covering loose materials, and responsible waste management.

In terms of operational impacts, the anticipated level of vehicular movements associated with the development is modest. As such, it is unlikely to result in any significant deterioration in air quality due to vehicle emissions.

Planning conditions have been included to ensure the building achieves a minimum BREEAM rating of 'Very Good'. This would help mitigate the environmental impact of the development. It is therefore considered that issues relating to air quality and climate change do not present a barrier to the scheme's approval.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

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

2) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the approved materials.

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, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings referenced 004.5 (servicing area), 005 (proposed GF plan), 006 (proposed FF and SF plan) and 008 (proposed rear and right), received by the City Council as Local Planning Authority on 4 August 2025 and drawing referenced 007 (proposed front elevation), received by the City Council as Local Planning Authority on 7 October 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.

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) Any externally mounted ancillary plant or equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating noise level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location. Details of the scheme should 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 prior to installation of any plant. The approved scheme shall be fully implemented prior to first use and in accordance with the details agreed and a verification report shall be submitted and approved in writing in order to validate the works undertaken conform to the requirements within the report.

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

6) The unit hereby approved shall not be open outside the following hours:

09.00 to 18.00 daily.

Reason - To safeguard amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday.

No Deliveries, servicing and all collections, including waste collections shall take place on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby residential occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

8) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

9) Notwithstanding details submitted, prior to the commencement of above ground works, full details of any proposed roller shutters shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details shall include colour, security specification, level of perforation and the design of any shutter housing.

Reason - In the interests of security and visual amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

11) Notwithstanding details submitted, no development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of any boundary treatment to be erected. The boundary treatment shall be completed before the development is 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 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 policies SP1 and DM1 of the Manchester Core Strategy.

12) Notwithstanding details submitted, no above ground development shall commence until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been 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 - Further details of pulpable waste capacity is required and in the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) Notwithstanding details submitted, the development hereby approved shall not be occupied until space and facilities for bicycle parking, including means of shelter have been provided in accordance with the details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space 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. Updated details are required so that each of the units has sufficient cycle storage.

14) No development shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall include:

- Surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events;

- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;

- Hydraulic calculations to support the drainage proposal, including all engineering parameters;

-Details of how the scheme shall be maintained and managed after completion.

To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

15) a) Before commencement of the development hereby approved, a (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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.

16) 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 after development commences, 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 is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved 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 Core Strategy.

17) Notwithstanding details submitted, prior to the first occupation of the units hereby approved, a Servicing Management shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of:

- Servicing times for loading/deliveries.

- Servicing location;

- Details of how deliveries are coordinated between all units;

- Maximum size of delivery vehicles;

- Details to ensure deliveries by larger vehicle (unable to utilise the proposed large vehicle bays) are undertaken when the site/car park is closed to the public to remove potential conflict with pedestrians and car park operation;

- Safety arrangements.

The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved development is operational.

Reason - To ensure safe and accessible servicing arrangements are in place and to ensure on site car parking is not affected by deliveries/collections, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

18) The development hereby approved shall not be occupied until details of the security measures to be incorporated into the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

19) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

20) The car parking area and pedestrian route indicated on drawing referenced 004.5 (servicing area), received by the City Council as Local Planning Authority on 4 August 2025 shall be surfaced, demarcated and made available for use prior to the development hereby approved becoming operational and shall be retained thereafter.

Reason - To ensure that there is adequate car parking and in the interests of highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

21) For the avoidance of doubt, the unit hereby approved shall not be used for retail sales (Use Class E).

Reason - To ensure the premises are used for wholesale purposes only, pursuant to saved policy CC10 of the Unitary Development Plan for the City of Manchester.

Informative

1) Please note, a separate application for advertisement consent may be required for any external signage.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Ground Floor Showroom, 42 Broughton Street, Manchester, M8 8NN
42 Broughton Street, Manchester, M8 8NN
74C Sherborne Street, Manchester, M8 8HU
74D Sherborne Street, Manchester, M8 8HU
74H Sherborne Street, Manchester, M8 8HU
74G Sherborne Street, Manchester, M8 8HU
74B Sherborne Street, Manchester, M8 8HU
74A Sherborne Street, Manchester, M8 8HU
74E Sherborne Street, Manchester, M8 8HU
74F Sherborne Street, Manchester, M8 8HU
74 Sherborne Street, Manchester, M8 8HU
Unit 1B, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Unit 3B, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Unit 2B, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Unit 3, 2 - 4 Bradstone Road, Manchester, M8 8WA
Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
Bsv International, Cheetham Park Centre, Sherborne Street, Manchester, M8 8NL
50 Broughton Street, Manchester, M8 8NN
1C Bradstone Road, Manchester, M8 8WA
1D Bradstone Road, Manchester, M8 8WA
1E Bradstone Road, Manchester, M8 8WA
1F Bradstone Road, Manchester, M8 8WA
1G Bradstone Road, Manchester, M8 8WA
1 Bradstone Road, Manchester, M8 8WA
1A Bradstone Road, Manchester, M8 8WA
1B Bradstone Road, Manchester, M8 8WA
48 Broughton Street, Manchester, M8 8NN
Unit 5, 2 - 4 Bradstone Road, Manchester, M8 8WA
Unit 4, 2 - 4 Bradstone Road, Manchester, M8 8WA
Unit 2, 2 - 4 Bradstone Road, Manchester, M8 8WA
Unit 1, 2 - 4 Bradstone Road, Manchester, M8 8WA
2 - 4 Bradstone Road, Manchester, M8 8WA
72 Sherborne Street, Manchester, M8 8HU
52 Broughton Street, Manchester, M8 8NN
3 Bradstone Road, Manchester, M8 8WA

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
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 (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 (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA