

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142435/FO/2025

Date registered valid: 17 March 2025

Proposal: Change of use of a two-storey building from a place of worship (use class F1) to form 4 wholesale warehouse units (sui generis) with ancillary office / storage with associated alterations of front elevation

Address: 9 Derby Street, 9 Cheetham Hill, Manchester, M8 8QE

Ward(s): Cheetham Ward

Applicant: Mr. Awais Sheikh, Knightswood Commercial Ltd

Agent (if any): Mr Barry Tang, Tang and Associates Ltd - Chartered Architects

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 May 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 25 April 2025

Standard consultations:

Printed: 8 April 2025 Expired: 1 May 2025

Neighbour notifications

Printed: 8 April 2025 Expired: 1 May 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 a vacant, detached two storey building situated at the corner of Derby Street and Stocks Street, previously occupied as a place of worship (F1).



View of application site from corner of Stocks Street and Derby Street

The building incorporates roller shuttered windows with external housing to the ground floor, street facing elevations and a narrow, covered servicing area to the southern side of the building.

Due to site constraints, the site does not include any in-curtilage parking.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located within the 'warehouse district' of the Strangeways area of Manchester located within the Cheetham Ward. The area comprises a range of wholesale cash and carry units (sui generis) and warehousing.

With the exception of HMP Manchester (Strangeways) located to the west, the locality contains a wide array of wholesale cash and cash businesses which serves the city and the surrounding region. The area is characterised by warehouses and depots of both traditional and modern architectural styles, with many businesses occupying, low-rise, buildings with large floor plates within a strong grid street pattern.

Description of development

Planning permission is sought for the change of use of the building from a place of worship (use class F1) to form 4 wholesale warehouse units (sui generis) to the ground floor with ancillary office / storage to the first floor and associated alterations to the front elevation.

The proposed alterations to the fenestrations are localised to the Derby Street elevation only with the existing structural opening being increased in height to allow for more glazed area on the ground floor. The proposed ground floor entrances to the wholesale warehouse units are to be of a material that matches the existing fenestration. The existing roller shutters are to be retained.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are requested in relation to opening hours, servicing hours, external equipment and waste management.

Highway Services - A trip generation assessment has been provided within the submitted Highways Note. It is accepted that the proposal is unlikely to generate a significant increase in vehicle trips in comparison to the existing use.

No on-site car parking is proposed. Whilst the surrounding highways experience high parking pressures, it is accepted that the proposal is unlikely to generate an increase in parking demand in comparison to the existing use.

A secure and sheltered bike store is proposed which will accommodate 2no. bicycles. Given that the proposal comprises 4no. separate units, cycle parking should be increased in alignment with Core Strategy standards to ensure sufficient provision is made available for each unit.

An external bin store is proposed within the rear yard area, accessed from Stocks Street East. The Highways Note states that bins will be placed to the back of the footway for servicing.

The presentation of bins (particularly Euro-bins) directly onto the footway is not supported, as this would significantly hinder pedestrian movement. Bins must be serviced directly from the rear bin store/service yard. No information has been provided on other delivery

activities/operations associated with the 4no. units. Given that the surrounding area experiences high levels of on-street parking, Highways request that appropriate TROs are implemented along Stocks Street East to accommodate such activities (along with refuse servicing).

A Construction Management Plan is required prior to any construction works beginning

Highways request footway reinstatement at the redundant vehicle access point at Stocks St East, footway resurfacing around site perimeter and dropped kerb/tactile paving provision at Stocks St East junction with junction protection and appropriate TROs to enable deliveries/servicing. These works should be carried out as part of a S.278 agreement.

Planning History

055521/FU/NORTH1/98

Change of use from offices to a church. *Approved 26 November 1998.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Manchester Core Strategy (2012) – Relevant policies SP1, EC1, EC4, EN1, EN19, DM1, CC1 and T2;
- Unitary Development Plan for the City of Manchester (1995) – Saved policy CC10 and DC26;
- Strangeways Local Plan;
- Places for Everyone Joint Development Plan – Relevant Policies JP-P1, JP-J1, JP-J2 and JP-J4;
- National Planning Policy Framework (NPPF);
- Guide to Development in Manchester (SPD).
- Shopfront and Signage Design Guide (Manchester City Council)

Issues

Principle

Given overarching development plan policy which highlights that the site is situated within an area generally suitable for warehouse and employment generating development, it is considered that the general principle of the proposed use would be acceptable in this location and would allow for a vacant building to brought back into beneficial, economic use.

Policies CC1, EC1 and EC4 provide details on the importance of economic and employment growth in the city and its urban fringes. The Strangeways employment area is identified as being suitable for the retention and growth of warehousing and distribution companies. Saved policy CC10 also reflects the high levels of economic activity in the Strangeways area and the need to support wholesale trades.

Specific planning issues are explored further below.

Impact to the Highway

Saved Policy CC10 relates specifically to the Cheetham employment area and whilst it recognises the economic importance of wholesaling in the area, it advocates that permission should only be granted where proposals incorporate sufficient parking and servicing for their own needs.

The application in this case has been accompanied by Technical Note which provides details of trip generation. Whilst it is acknowledged that on-street parking is a problem in the area, it is accepted that in comparison to the authorised use of the building as a place of worship, trip generation and on-street parking demand is likely to be much less.

In terms of waste collection, it has been clarified by the applicant that bins would be collected from the within the existing boundary fence toward Stock Street where either the building management would leave the gate open during collection days or an access fob would be provided to the licensed waste carrier. Given that this reflects existing arrangements, the arrangement is considered acceptable.

In terms of servicing, there is no space within the site for off-road servicing and would therefore need to take place on street.

On-street parking is a problem in area, particularly around the Derby Street/Stocks Street junction. As such, whilst not ideal, in order to allow for servicing to take place and prevent conflict with parked vehicles or pedestrians, at the request of Highway Services, the imposition of a Traffic Regulation Order (TRO) would serve to restrict parking adjacent to the building frontage to allow servicing to take place unimpeded. The applicant has agreed to this measure and an appropriate planning condition has been included accordingly.

To mitigate any impact upon on-street parking arising from visitors and staff, further conditions have been included with which require the submission and approval of a Travel Plan and the inclusion of further cycle parking provision. It is believed that such would limit any impact to the operation of the highway.

Visual Amenity

The reuse and renovation of the building would uplift the appearance of the building to the benefit of visual amenity.

In terms of elevational alterations, the proposed alterations to the fenestrations are localised to the Derby Street elevation only, with the existing opening increased in height to allow for full height glazed doors to serve as access points into each unit.

Given the host building has minimal architectural merit, the proposed alterations would have negligible impact and would serve to provide increased transparency and vibrancy to the road frontage, reflecting an arrangement typical of the area. On this basis, the impact to visual amenity is considered acceptable.

Noise and disturbance

Given the context of the site within a predominantly commercial area, it is not considered that the proposal would give rise to any detrimental impacts upon residential amenity or surrounding businesses.

In line with the comments from Environmental Health, it is recommended that conditions are used to agree any details such as external plant noise and to restrict operating and servicing hours. Suitable conditions have been included.

Waste Management

The submitted Waste Management Strategy details that the type of waste generated by the proposed use would predominantly comprise pulvable waste arising from packaging.

2 x 1100 litre containers are proposed with twice weekly collection and stored within the existing area to the rear of the building, with access left open on collection days.

Environmental Health note that this provision is not sufficient for 4 units and each unit should have their own waste containers with more frequent collection.

A condition has been included which requires the submission and agreement of an updated waste management strategy.

Biodiversity

Due to current site conditions and the nature of the proposal, the proposed development is exempt from legislative bio-diversity net gain requirements.

Climate Change

Whilst it is acknowledged that there will be some localised impact upon air quality during conversion works, this would be short lived and through appropriate mitigation via the submission and agreement of a Construction Management/Fit-Out Plan, any impact upon local air quality can be managed and minimised. This should include mitigation measures in relation to dust suppression, maintaining the site, the use of water to dampen dust, the covering of loose material and suitable waste management.

In terms of operational impact, given the modest level of vehicular trip generation proposed in comparison to the existing church use, it is considered unlikely that the proposed change of use would not result in a significant change in air quality because of vehicular emissions. Conditions have been included in relation to the need for a Travel Plan for staff to promote alternative forms of travel other than by private car which would serve to mitigate in part, any harm to climate change.

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.142076/FO/2025.

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) No 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 agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, in the interests of visual amenity, pursuant to 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:

Location Plan and drawings referenced 9894/111/A, 9894/112/A, 9894/113/A, 9894/121/A and 9894/122/A, received by the City Council as Local Planning Authority on 17 March 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.

4) Prior to the commencement of development, a construction management/fit-out plan outlining working practices during development and demolition shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- 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/fit-out 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) None of the units hereby approved shall be open outside the following hours:

09.00 to 17.00 hrs Monday to Saturday;
12.00 to 17.00 hrs Sundays and Bank Holidays.

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;
10.00 to 18.00 hrs 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) Notwithstanding details submitted, none of the units hereby approved shall be occupied until space and facilities for bicycle parking 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.

9) 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 capacity of pulpable waste is required and in the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) Notwithstanding the details contained within the Framework Travel Plan submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) Prior to first occupation of the units hereby approved, full details of all necessary off-site highway work to be implemented shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. The development shall only be occupied in accordance with the agreed works. Such works should include:

-The provision of appropriate Traffic Regulation Order to restrict on-street parking and to allow for on-street servicing to take place on the highway adjacent to the host building.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: [Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council](#)

2) Any new signage may require a separate application for advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

13 Derby Street, Manchester, M8 8QE
22 Derby Street, Manchester, M8 8RY
20 Derby Street, Manchester, M8 8RY
18 Derby Street, Manchester, M8 8RY
11 Stanley Street, Cheetham, Manchester, M8 8GQ
13 - 15 Stocks Street, Manchester, M8 8GW
96 - 108 Stocks Street, Manchester, M8 8QH
Central Gurdwara, 32 Derby Street, Manchester, M8 8RY
Store Rear Of 11, Stanley Street, Cheetham, Manchester, M8 8SH
7 Derby Street, Manchester, M8 8QE
40 - 42 Stocks Street, Manchester, M8 8QJ
Ground Floor, 11 Derby Street, Manchester, M8 8QE
First Floor, 11 Derby Street, Manchester, M8 8QE

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
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA