

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140163/FO/2024

Date registered valid: 24 June 2024

Proposal: Retrospective change of use from wholesale cash and carry (sui generis) to form mixed use development comprising sales of goods, professional services, drinking with food, live music performance and retention of 13 containers to the rear of the existing building, to include a kitchen, WCs, and retail units together with retractable canopy structures above the container units, and along the access driveway to the north of the site and demountable and moveable canopy above the stage area (sui generis)

Address: 11 Bent Street, Manchester, M8 8NF

Ward(s): Cheetham Ward

Applicant: Mr Mark Hamburger, The Yard MCR

Agent (if any): Mr Matthew Athinodorou, MCAU

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

Recommendation: Approve

Date of recommendation: 14 August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 2 August 2024

Standard consultations:

Printed: 3 July 2024 Expired: 24 July 2024

Neighbour notifications

Printed: 3 July 2024 Expired: 24 July 2024

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 existing part single, part two storey, red brick, former school building situated within the heart of the established warehouse district.



View of building frontage

In recent times, the building has been used for wholesale cash and carry purposes and has undergone extensive refurbishment by the current owners following a period of disrepair to create the use now applied for.

To the rear, is an area of hard-standing (yard), enclosed by Paladin fencing, accessed via gates from Torah Street - a shared access with a neighbouring premises to the rear. This area currently houses a number of stacked storage containers and a caravan forming part of this retrospective application.



View of building rear

In terms of the immediate surroundings, the site is neighboured by a variety of wholesale buildings and warehouses to either side and also to the rear by a single storey, pre-fabricated warehouse which shares the access along Torah Street.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within the Strangeways Employment Area and sited in the Cheetham Hill district of the city. This part of Cheetham Hill is dominated by wholesale buildings and employment generating uses and contains a variety of low rises building with large floorplates.

In terms of the immediate surroundings the site is neighboured on all sides by a variety of single and two-storey warehouse, wholesale, industrial and office units.

Description of development

Retrospective planning permission is sought for change of use of the existing from wholesale cash and carry (sui generis) to a mixed-use development comprising sales of goods, professional services, drinking with food, live music performance and retention of 13 containers to the rear of the existing building. In addition, it is proposed to install a retractable canopy structure above the container units, and along the access driveway to the north of the site and demountable and moveable canopy above the stage area (sui generis).

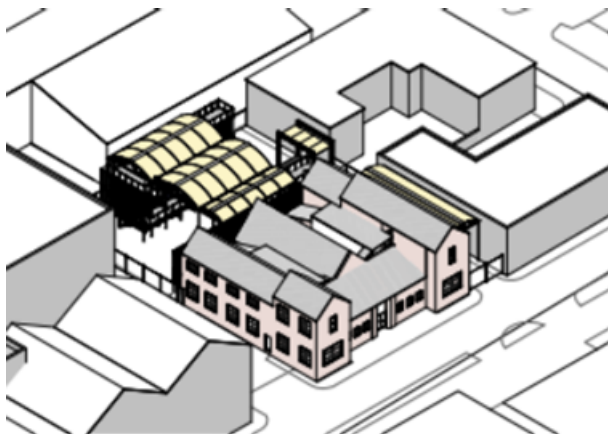


Image of existing and proposed structures

The premises has been operating as 'The Yard' for the last few years – a unique working environment designed for the creative industries involving, music, fashion, performances, venue space, retail sales, food and drink, meeting spaces, various start-up businesses and ancillary accommodation. The current application seeks to regularise the existing unauthorised uses with the creation of further units housed within shipping containers to the rear yard and with the addition of canopies to create a covered areas to the rear yard.

Consultations & Notification Responses

Local Residents/Occupiers – 1 representation has been received objecting to the proposed development. Concerns are raised in relation to rights of access along Torah Street and obstructions caused by bins and parked vehicles. Concerns are also expressed if the proposed use were to involve the playing of any loud music.

Highway Services – In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

The site is well served by sustainable modes with regular bus services operating along Cheetham Hill Road. Manchester Victoria Metrolink stop is located within walking distance of the site providing access to East Didsbury, Shaw and Crompton, Bury, Rochdale, Piccadilly via Market Street, Manchester Airport, and Altrincham. Manchester Victoria Railway Station is also within walking distance of the site providing access to local and national destinations.

It is noted that 3no. on-street accessible bay will be provided at Torah Street. Highways request information on staff numbers and visitor numbers associated with the site, as capacity numbers will help in determining parking provision.

Refuse is to be stored in the yard of the site. It is noted that refuse vehicle will collect bins from the collection point on Torah Street. Highways recommend that bins are returned to the bin store following collection. Swept paths are provided for large refuse vehicle demonstrating access/egress at the site in a forward gear. It is recommended that a Waste Strategy is conditioned as part of any permission.

Conditions are advised in relation to servicing, waste management, construction management the submission and agreement of a Travel Plan.

Environmental Health – No objection. Conditions are advised in relation to hours of use, noise, external equipment, fume/odour control and waste management.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) 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. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

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 and amenity space and refuse storage/collection.

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 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 C9 (Out of Centre Development) - Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;

- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated; district and local centres. An

assessment of impacts will be required for retail developments of more than local significance; and

-The proposal is appropriate in terms of its scale and function to its location.

Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

Policy EN6 (Target framework for CO₂ 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 states 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.

In addition, the following saved policies of the *UDP* are also considered relevant:

Policy DC10 (Food and Drink Uses) states that in determining planning applications for developments involving the sale of food or drink for consumption on the premises, the Council will have regard to, in this instance: -The general location of the proposed development; -The effect on the amenity of neighbouring residents; -The availability of safe and convenient car parking; -Access for all; -The storage and collection of refuse.

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.

Policy CC10 (Cheetham Industrial and Commercial Uses) 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.

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 Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

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 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 3, 4, 6, 11 and 12 of the NPPF are relevant in this case.

Planning History

111490/FO/2016/N1

Installation of 7 stacked container units to the rear of existing building and reconfiguration of existing building to form a total of 11 wholesale cash and carry units (sui generis) together with elevational alterations to existing building and new car parking layout. *Approved 29 July 2016.*

095063/FO/2010/N1

Elevational alterations to existing building including ramped access to the Torah Street elevation, subdivision of building to form 7 no. wholesale cash and carry units, associated car parking in the rear yard and erection of 2m high fencing and gates to secure Torah Street. *Approved 28 April 2011.*

075378/FO/2005/N1

Erection of a part three and part two storey building to be used as offices (B1) to the frontage and warehousing/storage to the rear with associated car parking following the demolition of the existing building with the exception of the entrance hall. *Approved 23 June 2005.*

Issues

Principle

Policy and in particular, the Strangeways Local Plan, recognises the site as being within the warehouse district and therefore further businesses which support economic growth in the area are generally welcomed.

Saved Policy CC10 of the UDP also 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.

Whilst the proposal does not involve traditional economic activity in the form of warehousing and the distributive trades that typify the area, the proposed use involves 5 members of staff which is estimated to grow to around 10 full-time members of staff and 35 part-time, depending on the individual ateliers and start-up businesses that would rent out the space and how many employees they hire.

A number of jobs would also be provided across the creative industry. including music, light and sound, fashion, art, film and media; offering practical internships, mentoring, training roles and apprenticeships. Through the nature of the work undertaken at The Yard, off-site job opportunities would also be created to provide meaningful employment. In that respect, the proposal offers the opportunity to provide substantial employment benefits that in turn would generate economic productivity.

On this basis, it is considered that the general principle of the proposed use would be acceptable in this location, although other issues surrounding design, car parking and any impact upon nearby residents also needs to be considered, as outlined below.

Design, Scale and Appearance

The existing building is to be retained and largely screens the proposed development to the rear from the public domain.

The overall height of the proposed structure/s would be comparable to the scale of neighbouring buildings that enclose the site and given the utilitarian nature of surrounding buildings, including a large warehouse which bounds the rear yard, it is considered that the design, scale and appearance of the proposed development would assimilate into the local surroundings with no material, adverse impact.

Visual Amenity

The proposed development is within a commercial, industrial area where the siting of shipping containers and alike are not uncommon. Whilst not always aesthetically pleasing, the proposed containers and canopy would be sited to the rear of the building with only limited views from the road and surrounding area. Given the context of the immediate area and the relationship of the proposed development with neighbouring windows with limited views from commercial premises, the impact to visual amenity is not considered materially harmful.

Residential Amenity

Due to the relatively detached position of the nearest residential neighbourhood to the south and given the commercial context of the site's immediate surroundings, it is not believed that there would be any significant, adverse effect upon the living conditions of nearby occupiers in terms of increased activity and any associated noise and disturbance. Any impact can be mitigated though the use of planning conditions to control hours of use, usage, external equipment, waste management and servicing arrangements. Conditions have therefore been imposed in this regard.

It should also be noted that the proposed use, which is partially retrospective, has been in operation for the last few years with no known complaints being received. This intimates that the proposed use has operated with no significant or harmful effects to amenity.

Parking

The proposed development would lead to the loss of some external parking to the rear of the existing building, although 3 accessible spaces accessed via Torah Street would be incorporated.

Highway Services consider that in comparison to the former use, the level of trips generated, and parking demand is not anticipated to be dissimilar and as such, no highways concerns are anticipated.

The premises is situated within an accessible location, in area where on-street parking is prevalent and unrestricted. The proposed use tends to operate later in the afternoon and evening when on-street parking is more available, as daytime businesses close. This frees up parking to serve the proposed use.

It should also be noted that the proposed use has operated for the last few years without incident or complaints. On this basis, the impact to the local highway network can be sustained in this location.

Whilst Highways initially raised concern regarding their being sufficient manoeuvrability for the accessible parking spaces or for parking to block access along Torah Street, updated drawings have been received which demonstrate that the accessible space are all located within the curtilage of the site and offer sufficient space for manoeuvring.

Servicing

Servicing is proposed to take place from the roadside along Bent Street. Whilst not ideal, this reflects the arrangements for many other nearby businesses in the area.

Highway Services raise no objection to the proposed arrangement, but further details are required via the submission and agreement of a Servicing Management Plan. A suitable condition is included.

Other Issues

Concerns have been raised by a neighbouring occupier about the use of the shared access along Torah Street. It should be noted that rights of access relate to a civil legal, rather than a planning matter. Conditions are included however in relation to parking and waste management to ensure no obstructions along this route.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

1247-MCAU-P-03-0G-010-P01 - Use Class Ground Floor Plans;
1247-MCAU-P-03-01-011-P01 - Use Class First Floor Plans;
1247-MCAU-P.00-DAS-001-P01 - Design & Access Statement;
1247-MCAU-P.00-MP-001-P01 - Management Policies.

Received by the City Council as Local Planning Authority on 31 May 2024.

E1.01-0G-001-P01 - Location Plan;
1247-MCAU-P-02-0G-001-P05 - Proposed Site Layout Plan;
P.02-0G-002 - Site Plan/Waste Management Plan;
P.02-0G-003-P01 - Swept Path Plan;
1247-MCAU-P-03-0G-002-P05 - Proposed Ground Floor Plan;
1247-MCAU-P-03-01-003-P05 - Proposed First Floor Plan;
1247-MCAU-P-03-02-004-P05 - Proposed Second Floor Plan;
1247-MCAU-P-04-001-P04 - Proposed Sections;
1247-MCAU-P-04-002-P04 - Proposed Sections;
1247-MCAU-P-04-003-P04 - Proposed Sections.

Received by the City Council as Local Planning Authority on 9 August 2024.

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.

2) Within 3 months of the date of this decision details / samples of the materials to be used in the construction of the external surfaces of the structures hereby permitted shall be submitted and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented within 6 months of approval.

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) Within 3 months of the date of this decision a 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

The approved Travel Plan shall be in operation within six months of approval of the agreed Travel Plan. Within 12 months of approval of the agreed Travel Plan, 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. 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 assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

4) The cycle storage area shown on drawing referenced 1247-MCAU-P-03-0G-002-P05 received by the City Council as Local Planning Authority on 9 August 2024 shall be implemented in full within 3 months of the date of this decision and shall remain available for use at all times when the development hereby approved is operational.

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 Core Strategy.

5) Within 3 months of the date of this decision, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be implemented in full within 3 months of the date of this decision and shall remain in use all times when the development hereby approved is operational and shall be maintained thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

6) Notwithstanding details submitted, within 3 months of the date of this decision, an updated waste management scheme to take into account any food waste 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 within 3 months of the details being agreed and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and amenity, pursuant to saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

7) a) Any 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.

b) Within 3 months of the date of this decision, a verification report shall be submitted to and agreed in writing by the City Council as Local Planning Authority to validate that any external equipment conforms to the requirements of part a of this condition.

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 preexisting background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan and policies DM1 and SP1 of the Manchester Core Strategy.

8) 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/waste collections on Sundays and Bank Holidays.

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

9) The external areas shown on drawings referenced 1247-MCAU-P-03-0G-002-P05 received by the City Council as Local Planning Authority on 9 August 2024 shall only be available for use by patrons between the hours of 12.00 and 22.00 daily. The external areas shall not allow for the use of amplified sound or any music at any time.

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

10) The premises shall not be open outside the hours of operation for each of the uses as set within the use class key shown on approved drawings referenced 1247-MCAU-P-03-0G-010-P01 (Use Class Ground Floor Plans) and 1247-MCAU-P-03-01-011-P01 (Use Class First Floor Plans), received by the City Council as Local Planning Authority on 31 May 2024.

Reason - In interests of amenity and in order to reduce noise and general disturbance, 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.

11) Within 3 months of the date of this decision, a Servicing Management Plan 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;

- Safety arrangements.

The agreed Servicing Management Plan shall be implemented within 3 months of the details being agreed and shall 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.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development hereby approved shall be used for any purpose other than the for the uses set out within the use class key on approved drawings referenced 1247-MCAU-P-03-0G-010-P01 (Use Class Ground Floor Plans) and 1247-MCAU-P-03-01-011-P01 (Use Class First Floor Plans), received by the City Council as Local Planning Authority on 31 May 2024.

Reason - In interests of amenity and in order to reduce noise and general disturbance, 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Unit 6, 23 Broughton Street, Manchester, M8 8LZ
Ground Floor, 46 Derby Street, Manchester, M8 8HN
6 Bent Street, Manchester, M8 8NF
First Floor, 137 - 139 Cheetham Hill Road, Manchester, M8 8LY
AGMA (NW) LTD, Units 1 And 3 Ground Floor, 135 Cheetham Hill Road, Manchester, M8 8LY
Second Floor Unit 5, 135 Cheetham Hill Road, Manchester, M8 8LY
149 Cheetham Hill Road, Manchester, M8 8LY
147B Cheetham Hill Road, Manchester, M8 8LY
17 Broughton Street, Manchester, M8 8LZ
26 Bent Street, Manchester, M8 8NF
20 Bent Street, Manchester, M8 8NF
Unit 2B, 23 Broughton Street, Manchester, M8 8LZ
Unit 1, 23 Broughton Street, Manchester, M8 8LZ
Unit 8B, Rear, 46 Derby Street, Manchester, M8 8HN
Rear, 46 Derby Street, Manchester, M8 8HN
46 Derby Street, Manchester, M8 8HN
Second Floor And Third Floor, 133A Cheetham Hill Road, Manchester, M8 8LY
135 Cheetham Hill Road, Manchester, M8 8LY
137 - 139 Cheetham Hill Road, Manchester, M8 8LY
Unit 2A, 23 Broughton Street, Manchester, M8 8LZ
38D Derby Street, Manchester, M8 8HN
EAGLESFIELD ENTERPRISE LTD, 38C Derby Street, Manchester, M8 8HN
Rear Unit, 155 - 157 Cheetham Hill Road, Manchester, M8 8LY
Unit G, 23 Broughton Street, Manchester, M8 8LZ
Unit 10, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 8A, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 8, 23 Broughton Street, Manchester, M8 8LZ
First Floor, 46 Derby Street, Manchester, M8 8HN
38A Derby Street, Manchester, M8 8HN
22 Bent Street, Manchester, M8 8NF
Unit 7A, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 6, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 7B, 23 Broughton Street, Manchester, M8 8LZ
Real Taste, Unit 7, 23 Broughton Street, Manchester, M8 8LZ
First Floor, 133A Cheetham Hill Road, Manchester, M8 8LY
151 - 153 Cheetham Hill Road, Manchester, M8 8LY
PORT GROUP UK & EUROPE LIMITED, 15 Broughton Street, Manchester, M8 8LZ
28 Bent Street, Manchester, M8 8NF
24 Bent Street, Manchester, M8 8NF
MOYEE FASHION LTD, Unit 4, 23 Broughton Street, Manchester, M8 8LZ
Unit 11, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 7, Rear, 46 Derby Street, Manchester, M8 8HN
Unit D, 23 Broughton Street, Manchester, M8 8LZ
Unit 5, 23 Broughton Street, Manchester, M8 8LZ
Unit E, 23 Broughton Street, Manchester, M8 8LZ
Unit B Rear Of 23, Broughton Street, Manchester, M8 8LZ
Unit A Rear Of 23, Broughton Street, Manchester, M8 8LZ
Basement, 46 Derby Street, Manchester, M8 8HN

36 Derby Street, Manchester, M8 8RY
141 Cheetham Hill Road, Manchester, M8 8LY
Second Floor, 137 - 139 Cheetham Hill Road, Manchester, M8 8LY
147 Cheetham Hill Road, Manchester, M8 8LY
MARCH CLOTHING LIMITED, Unit 3, 23 Broughton Street, Manchester, M8 8LZ
Units A And B, 23 Broughton Street, Manchester, M8 8LZ
23 Broughton Street, Manchester, M8 8LZ
Unit E1, 23 Broughton Street, Manchester, M8 8LZ
133A Cheetham Hill Road, Manchester, M8 8LY
38G Derby Street, Manchester, M8 8HN
38F Derby Street, Manchester, M8 8HN
Store Rear Of 141, Cheetham Hill Road, Manchester, M8 8LY
First Floor Unit 4, 135 Cheetham Hill Road, Manchester, M8 8LY
147A Cheetham Hill Road, Manchester, M8 8LY
19 - 21 Broughton Street, Manchester, M8 8LZ
38H Derby Street, Manchester, M8 8HN
Front Unit, 155 - 157 Cheetham Hill Road, Manchester, M8 8LY
Unit F, 23 Broughton Street, Manchester, M8 8LZ
Unit 9, Rear, 46 Derby Street, Manchester, M8 8HN
133 Cheetham Hill Road, Manchester, M8 8LY
38B Derby Street, Manchester, M8 8HN
Ground Floor, 137 - 139 Cheetham Hill Road, Manchester, M8 8LY
Warehouse Next To 151 To 153, Cheetham Hill Road, Manchester, M8 8LY
38 Derby Street, Manchester, M8 8HN
Unit 4A, 23 Broughton Street, Manchester, M8 8LZ
Unit D Rear Of 23, Broughton Street, Manchester, M8 8LZ
Unit C Rear Of 23, Broughton Street, Manchester, M8 8LZ
Basement Unit 2, 135 Cheetham Hill Road, Manchester, M8 8LY
149A Cheetham Hill Road, Manchester, M8 8LY
Parisian House, 145 Cheetham Hill Road, Manchester, M8 8LY
38E Derby Street, Manchester, M8 8HN

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
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH AREA