MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	138284/FO/2023
Date registered valid:	10 October 2023
Proposal:	Erection of a two-storey building comprising 3no. wholesale cash & carry units (sui generis) with associated alterations to car parking layout.
Address:	Commerce House, 54 Derby Street, Manchester, M8 8HF
Ward(s):	Cheetham Ward
Applicant:	Kacoo Investments Ltd
Agent (if any):	Mr L Chowdhury
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	3 January 2024

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit: 22 December 2023

Standard consultations:
Printed: 17 October 2023 Expired: 7 November 2023

Neighbour notifications
Printed: 17 October 2023 Expired: 7 November 2023

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 is within the bounds of a cash and carry development bounded by the rear of cash and carry units along Broughton Street to the north, Woolley Street to the east, Derby Street to the south and Sherborne Street to the west. Central to the site is a large, communal surface car park accessed from Derby Street and a one-way access from Woolley Street.

The site was granted full planning permission in 2016 for a change of use from a wholesale cash and carry / MOT centre within Commerce House to 21 wholesale cash and carry units,

A further application sought consent for amendments to the external layout of the development, in order to provide access through the car park to an adjacent use. As a result, the parking area was reconfigured, resulting in the total parking provision reducing from 66 spaces to 49 spaces.

In this case, the site relates the north-eastern corner of the car park adjacent to Woolley Street. The area is presently occupied by a number of metal storage containers and stacked pallets and is flanked to the north and east by the rear of existing warehouses and to the south by a vehicular access to the development off Woolley Street.



View of application site from the car park - currently occupied by storage containers

Many of the existing units within the development have frontages to both the car park and the roads to which they address.



View of the access into the development and car park from Derby Street. The position of the proposed building is indicated by the arrow.

Principal vehicular access into the wider development is via a set of metal gates from a vehicle crossover on Derby Street.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located with the 'warehouse district' of the Strangeways area of Manchester located within the Cheetham Ward. The area comprises a range wholesale cash and carry units (sui generis) which offer a range of clothing and accessories, together with other goods, on a trade basis.

Aside from HMP Strangeways which dominates the area, 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 the rection of a two-storey building comprising 3no. wholesale cash and carry units (954 sqm) (sui generis), together with associated alterations to site car parking layout.

The 3 units which would be spread over two floors would present shop frontages to the parking courtyard area and are principally constructed from a combination of masonry and metal cladding.

The proposal also involves alterations to the car park and would result in an increase from the current on-site provision of 49 parking spaces 53 parking spaces and reconfiguration and formalisation of the existing arrangement to include spaces adjacent to the front and side of the proposed building.

The site access is to remain the same as in the current situation, with one access from Derby Street to the south and another access provided onto Woolley Street to the east.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are advised in relation to operational and servicing hours, construction management, air quality, external equipment and waste management.

Highway Services – The following principal comments are made:

Trip Generation - The submitted Transport Statement (TS) provides a trip generation assessment based on the Wholesale/Cash & Carry trip rates used to assess the 2020 approval. The assessment shows that the proposed building would generate a maximum of 5no. two-way vehicle movements during the peak-hour assessment periods. Highways accept that the proposals are unlikely to generate a significant level of peak period trips and as such, would not give rise to operational or safety issues.

Parking - The proposals will require reconfiguration of the existing car park with an increase from 49no. car parking spaces to 53 spaces therefore providing an additional 4no. parking spaces to cater for the proposed 3no. units. The TS provides an assessment of parking provision against MCC Core Strategy parking standards for B8 use-class which would equate to a maximum provision of 10 spaces based on 1no. parking space per 100sqm. The proposed level of additional parking is therefore considered acceptable.

Access - Plans have been updated to show egress only onto Wooley Street given the narrowing of that access route caused by parallel parking provision. This will be supported by appropriate internal signage/road markings. The submitted swept-path assessment is acceptable.

Cycle Parking - A total of 4no. sheltered cycle stands are proposed, to be located adjacent to the previously approved cycle shelter. Whilst this level of provision is accepted by Highways, a mixture of secure (long-stay) and short stay provision should be provided to cater for both staff and visitors/customers.

EV Charging - The proposed EV parking space should provide min. 7Kw charging provision.

Servicing - Additional bins are shown to be stored within the existing bin storage area, accessed from Sherbourne Street. The additional bins will be serviced alongside existing operations from the highway. Deliveries for the proposed units will be made within the internal car park area which will also continue to cater for deliveries associated with surrounding units. A swept-path assessment has been submitted which demonstrates that the car park could accommodate a 12m rigid truck. The TS demonstrates that this is the largest vehicle size currently utilised by the existing units.

It is recommended that the car park and delivery/servicing arrangements are reconfigured or managed within a Servicing Management Plan to ensure efficient and safe servicing operations.

Off-site highways works - Access to the site will be retained from both Derby Street and Woolley Street and no works to the adopted highway are proposed. It is understood that the existing access gates will be retained. The proposals would retain the right of access through the car park (from Derby Street) as previously approved. Highways seek confirmation that that allows parking to be provided at this location. Highways note the existing access points do not benefit from dropped kerbs or tactile parking provision. Highways therefore request that the applicant funds the implementation of such facilities as part of a S278/S184 agreement.

Travel Plan - It is unclear whether the existing site benefits from a Travel Plan which the proposed units could be incorporated. Alternatively, it is requested that the site, including the existing and proposed units submit a Travel Plan, to be conditioned with any approval in order to promote sustainable modes of travel.

CMP - A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

GMP (Design for Security) - It is recommended that the proposed development achieves 'Secured by Design' accreditation.

Flood Risk Management - No evidence of a culvert structure was found. A condition is requested in relation to a surface water drainage scheme.

Planning History

127009/FO/2020

Subdivision of existing building to form 21 no. Wholesale Cash & Carry units (sui generis) together with associated elevational alterations and reconfiguration of the car park. *Approved 20 July 2020.*

113282/FO/2016

Change of use of wholesale cash & carry / MOT centre units within the existing building into 21 nos. of wholesale cash & carry units (Use Class Sui Generis) and associated alterations to the existing elevations. *Approved 3 October 2016*.

100740/FU/2012/N1 - Unit 14/16

Retrospective Change of Use from cash and carry (Sui Generis) to car repair garage and MOT testing centre (B2). *Approved 21 December 2012*.

089165/FU/2009/N1 - Units 3,5 And 7

Retrospective change of use from snooker hall (leisure) to wholesale cash and carry unit. *Approved 7 May 2009.*

021641 – Unit 21

Change of use to food preparation with warehousing and ancillary offices. *Approved 17 May 1984.*

020785

Demolition of part of factory to form a car park for 59 cars and conversion of remaining works into small industrial and warehouse units. *Approved 10 January 1984.*

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 (consultation draft);
- National Planning Policy Framework (NPPF);
- Guide to Development in Manchester (SPD).

Issues

Principle

Given the overarching policy context 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.

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.

Design, Scale and Appearance

The two-storey scale of the proposed building is comparable in scale to that of neighbouring buildings and warehouses within the immediate vicinity. In terms of appearance, the external materials of the building shell comprise a mixture of Staffordshire blue engineering brick masonry to ground floor level, with grey trapezoidal cladding to the upper elevations and with glazed shopfronts with aluminium window frames. These materials reflect those used locally for other recent warehouse building/cash and carry developments and reflect the use of materials in the area which include a combination of masonry and metal clad buildings. A condition has been included which requires samples of the material to be agreed prior to commencement of above ground works.

Given the above, it is believed that the proposed building responds appropriately and sympathetically into the immediate context and due to the design and relationship with neighbouring buildings, with no views from the road frontages, there would be material impact to neighbouring occupiers either in terms of over-dominance, overshadowing or overlooking, or to the character and appearance of the area.

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 a Transport Statement which provides details of a parking, access and an assessment of vehicular trips. The assessment and modelling show that the proposed development would generate a maximum of 5no. two-way vehicle movements during the peak-hour assessment periods. Highway Services consider this trip generation unlikely to generate a significant level of peak period trips that would not give rise to operational or safety issues.

The proposal also involves the reconfiguration of the existing car park with an increase from 49no. car parking spaces to 53no. therefore providing an additional 4no. parking spaces to cater for the proposed 3no. units. The submitted Transport Statement provides an assessment of parking provision against Core Strategy parking standards for B8 use-class which would equate to a maximum provision of 10 spaces based on 1no. parking space per 100sqm. The proposed level of additional parking is therefore considered acceptable by Highway Services. In the event that further provision is necessary, it is considered that sufficient unrestricted on-street, car parking is available along adjoining roads is available to satisfy any further demand. Together with the implementation of a Travel Plan to promote non-car modes of travel, to be secured by way of an attached planning condition, and given the accessible location of the site, the level of provision is considered satisfactory in this location for development of the type proposed.

In terms of servicing, Highways initially requested further details of access arrangements including swept path analysis for servicing within the courtyard car park. In response, updated drawings have been submitted to show egress only onto Wooley Street, given the narrowing of that access route caused by parallel parking provision. This is considered acceptable provided it is supported by appropriate internal signage/road markings to support one way movement. The submitted swept-path assessment also is considered to acceptably demonstrate satisfactory manoeuvrability within the site.

Further details have been requested in relation to how deliveries would be coordinated between all units and 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. A condition has therefore been included to agree the terms of Servicing Management Plan prior to the development becoming operational.

With regard to access Highway Services note that the existing access into the wider development benefits from dropped-kerbs to the vehicle access points, but lack tactile crossing points access the accesses. It is therefore requested that the applicant funds the implementation of such as part of a S278/S184 agreement. It is considered however that as the access points relate to an existing arrangement shared by all existing units, it would be unreasonable to request that the applicant fund off site highway works for the wider development already in existence. In any event, pedestrian footfall in the area is low and therefore the lack of a tactile crossing point is not considered to jeopardise highways safety as a result of the proposal.

On balance, it is believed that the proposed use and the resultant impact to the highway is considered satisfactory and complaint with development plan policy and planning guidance.

Noise and disturbance

Given the context of the site within a predominantly commercial area, it is not considered that the proposal will 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 general principle of the proposed waste management arrangement is considered acceptable.

A communal bin store is proposed adjacent to existing bin storage area to the side of the building opposite. Access arrangements would remain as existing.

Further details regarding collection frequency confirming, especially for the 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.

Drainage and Flood Risk

A previous, almost identical proposal was withdrawn due to Council records indicating the possibility of a culvert located where the proposed building is located. Details of the survey results have been assessed by Flood Risk Management and highlight no culvert is present

where the proposed building it to be located. On this basis, the previous objection of Flood Risk Management has been removed. A condition requiring the submission and approval of a drainage scheme has been included at their request, as well as a informative relating to the presence of a nearby brook.

Security

The proposed development would improve security on the site, which due to its existing condition, currently forms an attractive environment for criminal and anti-social behaviour.

GMP are generally satisfied with the impact but recommend that the development is built to secure by design standards. An appropriate condition is included.

Climate Change

Whilst it is acknowledged that there will be some localised impact upon air quality during construction, this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management 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, it is considered unlikely that the proposed development would 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 to promote alternative forms of travel other than by private car and for the implementation of an electric vehicle charging point. Such measures would go serve to mitigate any harm to climate changes.

Other Legislative Requirements

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

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

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

posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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 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 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 PL.01, PL.06A, PL10, PL.07, PL.08 and PL.09, received by the City Council as Local Planning Authority on 10 October 2023 and drawing referenced PL.05B, received by the City Council as Local Planning Authority on 4 December 2023.

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 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 plan.

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

5) Notwithstanding details submitted, 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.

6) Before the development hereby approved commences, a report (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 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 the 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.

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 EN18, DM1 and SP1 of the Manchester Core Strategy.

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

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

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

8) 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.

9) None of the units hereby approved shall not be open outside the following hours:

09.00 to 18.00 hrs Monday to Saturday;
09.00 to 17.00 hrs Sundays and Bank Holidays.

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

10) 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.

11) 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.

12) 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.

13) The car parking area indicated on drawing referenced PL.05B, received by the City Council as Local Planning Authority on 4 December 2023 shall be surfaced, demarcated and made available for use prior to any of the units hereby approved being occupied.

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

14) Prior to the first occupation of the development hereby approved, full details of the electric car charging provision shall be submitted for approval in writing by the City Council, as Local Planning Authority. Details shall include the specification of the charger. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the units and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

15) No part of the development 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.

16) 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.

17) 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).

18) 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.

19) 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.

20) The apartments 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.

21) 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 Manchester's Core Strategy and the National Planning Policy Framework.

Informatives

1) Culvert investigation completed; no evidence of a culvert structure was found. MCC records highlighted an underground culverted watercourse (Fairy Lane Brook) located on site, while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, it is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted
immediately.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Units 8E And 8F, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Units 8B And 8D, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 14 And Unit 16, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 7B, 23 Broughton Street, Manchester, M8 8LZ
Unit 1B, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
4A Woolley Street, Manchester, M8 8EW
4B Woolley Street, Manchester, M8 8EW
Unit D, 23 Broughton Street, Manchester, M8 8LZ
Unit 3A, 50 Derby Street, Manchester, M8 8HF
Unit 7 And Unit 8, 50 Derby Street, Manchester, M8 8HF
Units 8B 8D 8E And 8F, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 4, 35 Broughton Street, Manchester, M8 8LZ
Unit 3, 35 Broughton Street, Manchester, M8 8LZ
WHOLESALESHOPPING.CO.UK, Unit 2, 35 Broughton Street, Manchester, M8 8LZ
Unit 1, 35 Broughton Street, Manchester, M8 8LZ
Unit 8B, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 11A, 50 Derby Street, Manchester, M8 8HF
Unit 1 First Floor, 50 Derby Street, Manchester, M8 8HF
Unit 5 Part First Floor, 50 Derby Street, Manchester, M8 8HF
Unit 5 Ground Floor, 50 Derby Street, Manchester, M8 8HF
Unit 5 First Floor, 50 Derby Street, Manchester, M8 8HF
39A Broughton Street, Manchester, M8 8LZ
Unit 21, Commerce House, Sherborne Street, Manchester, M8 8NE
Unit 10, 10 Woolley Street, Manchester, M8 8WE
Unit 9, 10 Woolley Street, Manchester, M8 8WE
Unit 8, 10 Woolley Street, Manchester, M8 8WE
Unit 7, 10 Woolley Street, Manchester, M8 8WE
Unit 6, 10 Woolley Street, Manchester, M8 8WE
10 Woolley Street, Manchester, M8 8WE
Unit D, 50 Derby Street, Manchester, M8 8HF
Unit C, 50 Derby Street, Manchester, M8 8HF
Unit B, 50 Derby Street, Manchester, M8 8HF
Unit A, 50 Derby Street, Manchester, M8 8HF
Unit 5, 50 Derby Street, Manchester, M8 8HF
Unit 4, 50 Derby Street, Manchester, M8 8HF
Unit 3, 50 Derby Street, Manchester, M8 8HF
Unit 2, 50 Derby Street, Manchester, M8 8HF
Unit 1 Ground Floor, 50 Derby Street, Manchester, M8 8HF
50 Derby Street, Manchester, M8 8HF
Unit 11, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 10, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 9, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 8A, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 7, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 7A, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 18 To 20, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit C, 48 Derby Street, Manchester, M8 8HN

Unit A, 48 Derby Street, Manchester, M8 8HN
Unit B, 48 Derby Street, Manchester, M8 8HN
39B Broughton Street, Manchester, M8 8LZ
8 Woolley Street, Manchester, M8 8WE
Unit 11, 50 Derby Street, Manchester, M8 8HF
39D Broughton Street, Manchester, M8 8LZ
39C Broughton Street, Manchester, M8 8LZ
Unit 1, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 32, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
46 Derby Street, Manchester, M8 8HN
First Floor, 37 Broughton Street, Manchester, M8 8LZ
48 Derby Street, Manchester, M8 8HN
Unit 4A, 50 Derby Street, Manchester, M8 8HF
35 Broughton Street, Manchester, M8 8LZ
Rear, 46 Derby Street, Manchester, M8 8HN
Warehouse Unit 1, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 27, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 22, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 9A, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
First Floor, 46 Derby Street, Manchester, M8 8HN
Ground Floor, 46 Derby Street, Manchester, M8 8HN
Basement, 46 Derby Street, Manchester, M8 8HN
Unit 6, Rear, 46 Derby Street, Manchester, M8 8HN
Unit 5, 23 Broughton Street, Manchester, M8 8LZ
Unit E, 23 Broughton Street, Manchester, M8 8LZ
Unit 8, 23 Broughton Street, Manchester, M8 8LZ
Unit 6, 23 Broughton Street, Manchester, M8 8LZ
Real Taste, Unit 7, 23 Broughton Street, Manchester, M8 8LZ
Unit 25, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 23, Commerce House, 52 - 54 Derby Street, Manchester, M8 8NE
Units 17 And 19, Commerce House, 52 - 54 Derby Street, Manchester, M8 8NE
Unit 15, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 13, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
31 Broughton Street, Manchester, M8 8LZ
37 Broughton Street, Manchester, M8 8LZ
Units 6 To 8A, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Unit 11, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Units 3 And 5 And 7 And 9, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
37A Broughton Street, Manchester, M8 8LZ
Ground Floor, 37 Broughton Street, Manchester, M8 8LZ
Unit 21, Commerce House, 52 - 54 Derby Street, Manchester, M8 8HF
33 Broughton Street, Manchester, M8 8LZ
39 Broughton Street, Manchester, M8 8LZ
11 Sherborne Street, Manchester, M3 1JS
Luross House, Derby Street, Manchester, M8 8HF

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