

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134426/FO/2022

Date registered valid: 29 July 2022

Proposal: Erection of 3 storey building to form wholesale warehouse (sui generis) following demolition of existing building and creation of new vehicular access

Address: 102 Waterloo Road, Manchester, M8 8AW

Ward(s): Cheetham Ward

Applicant: Mr Naeem Patel, NN Holdings Ltd

Agent (if any): Mr Ian Malyan, FOB D UK Ltd

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

Recommendation: Approve

Date of recommendation: 11 October 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 August 2023

Standard consultations:

Printed: 3 August 2022 Expired: 24 August 2022

Neighbour notifications

Printed: 3 August 2022 Expired: 24 August 2022

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 single storey, flat roof warehouse building of masonry construction, situated at the corner of Waterloo Road and Broughton Street.



The building is set back into site to allow forecourt parking along its perimeter, with access achieved from Broughton Street.

The site is almost entirely hard landscaped, partially enclosed by low level metal hoops. A telecommunication mast and associated equipment immediately adjoins the back of pavement adjacent to the site along Broughton Street.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated along Waterloo Road on the western edge, but within the 'warehouse district' - as identified by the Strangeways Local Plan, as well within the allocated area policy bounds of saved policy CC10 of the UDP.

The side of road to which the site relates is dominated by various wholesale uses and general industrial buildings with large floor plates comprising a mixture of older, brick-built warehouses and larger, new build, metal clad structures. To the north and east of the site, site is bounded by relatively recent warehouse developments.

On the opposite side of Waterloo Road, the area becomes residential in character, including properties situated above a raised, landscaped embankment with pedestrian access achieved via a series of steps off Waterloo Road.

Description of development

Planning permission is sought for the erection of a 3 storey, flat roof, wholesale warehouse (sui generis) following the demolition of an existing single storey masonry warehouse.

The proposed building is to be orientated to provide frontages to both Waterloo Road and Broughton Street.

To the south, the building line is set back from the Broughton Street frontage by approximately 2.1 metres from the boundary to create a paved area between the level access customer entrances and back of pavement and to allow sufficient space between the proposed building and neighbouring telecommunication mast.

Servicing and off-street parking access is proposed off Waterloo Road via an under-croft ramp down, with parking for ten vehicles, as well as refuse and cycle storage areas.

The application is a submission follows the withdrawal of application referenced 132635/FO/2022 due to previous concerns surrounding a lack of off-road parking, evidence that a small servicing vehicle (Transit van) is capable of accessing and egressing the site in forward gear and design concerns surrounding the window fenestration. The current application seeks to overcome such concerns.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions relating to construction management, acoustic insulation, external equipment, waste management and air quality are recommended.

Highways Services - The site is considered to be adequately accessible by sustainable modes and is in close proximity to local bus services.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The existing access will be repositioned approximately 3.2m south. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed

vehicular access and dropped kerbs on Waterloo Road and will require a crossing licence/agreement.

An under-croft car parking area with ramped access is provided for 10 vehicles, the layout and parking provision is acceptable.

It is recommended that a disabled bay and space for electric vehicle charging bay is provided.

It is proposed that waste will be collected directly from Waterloo Road from a collection point adjacent to the roadside and this arrangement is acceptable.

Plans demonstrate that a 3.5ft van can enter, manoeuvre and exit the site in forward gear. This is acceptable.

Four secure and sheltered cycle spaces are proposed. This is acceptable.

Greater Manchester Police (Design for Security) – No objection, provided the recommendation for physical security outlined within the submitted Crime Impact Statement are implemented.

United Utilities – A condition relating to surface water drainage is advised.

Cadent – An ‘informative’ is requested in relation to Cadents’ assets and infrastructure.

Flood Risk Management – An objection was originally raised because the proposal did not demonstrate consideration of the indicative culverted ordinary watercourse referenced in the submitted drainage strategy and illustrated within Council records as being situated beneath the site.

It was requested that further information be submitted include a site investigation to prove or disprove the presence of the culvert onsite and where proven, survey results to show its mapped route and condition.

Following the submission of site investigation works including trench excavation, video proof and a layout plan to evidence an appropriate easement between the culvert and proposed building, along with details of other embedded design, the objection has been lifted.

A condition is recommended with regard to incorporating a satisfactory surface water drainage scheme which should not rely on the culvert.

Planning History

091597/FO/2009/N1

Change of use to a restaurant with external alterations. *Approved 10 February 2010.*

F15931

Change of use from Tyre & Exhaust Fitting/replacement Depot to Wholesale cash and carry warehousing. *Approved 30 July 1981.*

Policy

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

- Saved policies CC10, DC19.1 and DC26 of the Unitary Development Plan for the City of Manchester;
- Policies DM1, SP1, EC1-EC4, T2, EN3 and EN14-19 of the Manchester Core Strategy;
- Strangeways Local Plan;
- National Planning Policy Guidance;
- National Planning Policy Framework (NPPF).

Issues

Principle

The application site relates to an existing, vacant warehouse within the 'warehouse district' - an area for which Development Plan policy supports the general principle of such uses that support a high degree of economic activity and contribute to the employment function of the area. In this regard the provision of a larger, wholesale warehouse to be situated on the site of an existing warehouse of the same land use is considered entirely compatible in terms of overarching policy.

It is considered that the proposed development will improve the appearance and function of a vacant site, bringing it back into effective use and would maximise the development potential of the site and be consistent with neighbouring land uses.

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.

Given the policy context, it is considered that the general principle of the proposed use would be acceptable in this location, although other issues surrounding amenity, design, environmental issues, servicing and the impact on the highway also need to be considered.

Specific planning issues are outlined further below.

Residential Amenity

This part of Cheetham is dominated by similar, businesses and is identified within policy as being suitable for such businesses.

Given the context of the area and the detached position of the nearest residential neighbourhood situated at a higher topography to the west, it is not believed that there would be any significant, adverse impact upon the living conditions of nearby occupiers in terms of increased levels of activity and any associated noise and disturbance. Any impact can be mitigated though the use of planning conditions to control hours of use, construction management, external equipment and servicing arrangements. Conditions have therefore been included in this regard.

Visual Amenity

The proposed development would regenerate a redundant site and would enliven the street-scene.

The proposed building reflects the building typology, scale, materials and form of other nearby buildings, including that of the immediate neighbouring building at 132 Broughton Street.

The proposed design is consistent with neighbouring buildings and the wider Strangeways employment area and therefore it is believed that the design of the building and use of materials is appropriate in this location.

On this basis, it is felt the proposed development would easily assimilate into the surrounding without any significant, harmful impact to visual amenity.

Design, Scale and Appearance

The building would be of a similar scale to that of the neighbouring warehouse building at 132 Broughton Street and at three storeys, is not dissimilar in scale to that of the adjoining two storey warehouse structure to the north.

It is considered the road junction into the warehouse district would benefit from a landmark presence on the corner, in contrast to the low-rise structure presently on site.

In terms of appearance, the external materials of the building comprise a dark grey brick up to first floor level, with metal cladding to the upper storeys, coated in black, Tata "Colorcoat Prisma" finish with black framed windows and glazed customer entrances. A full height corner window would mark the apex of the building at the street corner.

These materials reflect those used locally for other recent warehouse building/cash and carry developments as 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.

It is considered that the proposed design, including the revised windows detail, which gives the building a uniform horizontal emphasis, coupled with the neighbouring context, present a building an appropriate scale and appearance that would assimilate appropriately into the local surroundings, without any significant or material harm to the appearance of the streetscape.

Waste Management

Waste storage is proposed within a dedicated enclosed waste store at the rear of the premises beneath the under-croft, with individual waste containers for segregated waste and a cardboard storage bailer.

On collection day, bins are to be brought to a communal collection point for collection by staff of the warehouse unit and taken away by a private waste contractor.

Highways and Environmental Health consider the general arrangement satisfactory, although Environmental Health require further details of collection frequency, as it's expected that frequent collections will be required, as smaller containers have been proposed in relation to size of the development. An appropriate condition requiring an updated waste strategy has been included.

Car Parking and Highway Issues

Saved Policy CC10 relates specifically to the Cheetham area of Manchester 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.

In this case 10 spaces are proposed which Highways consider to represent an appropriate ratio for the proposed land use.

It is considered that sufficient on-street car parking is available to satisfy any potential overspill demand and that the number and frequency of vehicular movements is unlikely to have a harmful impact on highway safety or operation of the surrounding highway network.

On balance, it is believed that the proposed use and the resultant impact to the highway is considered satisfactory.

A condition has been included which requires the submission and agreement of a servicing management plan in order to ensure the efficient operation of the loading area, along with a condition requiring details of the off-site highway works required as part of a S.278 agreement. This is to include details of dropped-kerbs and tactile paving across the new site access and the reinstatement of footways at the redundant site access.

Flood Risk/Drainage

Following an objection raised by Flood Risk Management as the proposal did not demonstrate consideration of the indicative culverted ordinary watercourse referenced in the submitted drainage strategy and illustrated within Council records as being situated beneath the site, further site investigation details have been submitted to demonstrate the route of the culvert and a revised site layout plan has been submitted to evidence an appropriate easement between the culvert and proposed building.

On this basis the impact of the culvert is considered acceptable. A condition is recommended with regard to incorporating a satisfactory surface water drainage scheme which should not rely on the culvert.

Security

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

GMP are generally satisfied with the impact of the proposed design, subject to the physical security measures contained within the submitted Crime Impact Statement being implemented. A condition has been included in this regard.

Ground Conditions

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

Construction Management

In order to ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction/Demolition Management Plan. This will need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

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 which will require the building to achieve a 'very good' BREEAM rating and the requirement for electric vehicle charging points to be provided.

These measures will go some way to offset any environmental impact and therefore, it is not believed that the impact to air quality or climate change should form a barrier to development.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

Drawings referenced 26213-PL 01, 26213-PL 03, 26213-PL 06/C and 26213-PL-07/C received by the City Council as Local Planning Authority on 20 July 2023 and drawing referenced 26213-PL 04/E received by the City Council as Local Planning Authority on 22 August 2023.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) 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 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 the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) The premises shall not be open outside the following hours:

07.30- 18.00 hrs Monday to Saturday;

09.00 to 13.00 hrs Sundays and Bank Holidays.

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

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

07.30 to 20.00 Monday to Saturday.

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

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

6) The car parking indicated on drawing referenced 26213-PL 04/E received by the City Council as Local Planning Authority on 22 August 2023 shall be surfaced, demarcated and

made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies DM1 and SP1 of the Manchester Core Strategy.

7) Notwithstanding details submitted, the building hereby approved shall be occupied until a full servicing strategy has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of highway safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) The development hereby approved shall be implemented in accordance with the cycle storage details shown on drawing referenced 26213-PL 04/E received by the City Council as Local Planning Authority on 22 August 2023. The approved space and facilities 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.

9) Prior to the commencement of development, a construction management/demolition management plan outlining working practices during development and demolition shall be submitted to and approved in writing by City Council as 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.

10) Notwithstanding details submitted, before the development hereby approved commences, an updated 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.

Further investigation is required for the ground underneath the existing building to be demolished, which would provide the footprint for the proposed development.

Also required is an intrusive site investigation and confirmation that ground gas monitoring will take place over 3 months, include at least 6 rounds of monitoring and monitoring during occurrences of low and falling atmospheric pressure.

11) 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.

12) 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.

13) a) The premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

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

Reason - To safeguard the amenities of the occupiers of the building and 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.

14) Notwithstanding the details submitted, the building shall not be occupied until a 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 - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. A post construction review certificate(s) shall be submitted to and approved in writing by the City Council as Local Planning Authority within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

16) The development hereby approved shall be carried out in accordance with details contained with the Energy and Environmental Standards Statement (Ref: FOBD001) received by the City Council as Local Planning Authority on 20 July 2023. A post construction review certificate/statement shall be submitted for approval within 3 months post final construction of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

17) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

18) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to

adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

19) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. 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.

20) 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.

21) 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).

22) The development hereby approved shall only be implemented in accordance with the physical security specifications outlined within sections 3.3 and 4 of the submitted Crime Impact Statement (Ref: 2009/1275/CIS/01 Version A) received by the City Council as Local Planning Authority on 25 September 2023.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

23) Prior to the commencement of above ground development, full details of any proposed roller shutters (including shutter housing) shall be 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 details and retained thereafter.

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

24) Prior to occupation of the development hereby approved, full details of all necessary off-site highway works, to be implemented via a S.278 agreement, 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. Such works should include:

- The reinstatement of any redundant vehicle crossovers adjacent to the application site, along with the resurfacing/reinstatement of associated footway;
- The provision of dropped kerbs and tactile paving for the new site access.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

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

25) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

Reason: 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 Core Strategy.

Please note that the City Council would not consider the culverted watercourse asset found on site to be a viable option for any proposed drainage connection, due to the condition and connectivity issues highlighted by the survey.

26) For the avoidance of doubt, the unit hereby approved shall be used for retail sales (Use Class E).

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

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the building shall not be further subdivided to form additional units.

Reason - To prevent an over-intensive use of the site, pursuant to Policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) Please note that any signage or advertisements may require the separate consent of the City Council as Local Planning Authority.

3) The site investigation evidenced identification of a culvert asset and the scheme has been approved on demonstration of an appropriate easement between the culvert and proposed building. The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

1 Cragie Street, Manchester, M8 8GA
Unit B, 102 - 104 Waterloo Road, Cheetham, Manchester, M8 8AF
Unit A, 102 - 104 Waterloo Road, Cheetham, Manchester, M8 8AF
Tradewize, 108 Waterloo Road, Cheetham, Manchester, M8 8AF
106 Waterloo Road, Cheetham, Manchester, M8 8AF
6 Wellmead Close, Manchester, M8 8BS
First Floor, 96 - 98 Waterloo Road, Cheetham, Manchester, M8 8AW
Ground Floor, 96 - 98 Waterloo Road, Cheetham, Manchester, M8 8AW
8 Wellmead Close, Manchester, M8 8BS
102 - 104 Waterloo Road, Cheetham, Manchester, M8 8AF
100A Waterloo Road, Cheetham, Manchester, M8 8AW
113 Waterloo Road, Cheetham, Manchester, M8 8BY
109 Waterloo Road, Cheetham, Manchester, M8 8BY
91 Waterloo Road, Cheetham, Manchester, M8 8BY
85 Waterloo Road, Cheetham, Manchester, M8 8BY
81 Waterloo Road, Cheetham, Manchester, M8 8BY
15 Wellmead Close, Manchester, M8 8BS
1 Wellmead Close, Manchester, M8 8BS
Gurdev House, 132 Broughton Street, Manchester, M8 8AN
103 Waterloo Road, Cheetham, Manchester, M8 8BY
117 Waterloo Road, Cheetham, Manchester, M8 8BY
115 Waterloo Road, Cheetham, Manchester, M8 8BY
111 Waterloo Road, Cheetham, Manchester, M8 8BY
107 Waterloo Road, Cheetham, Manchester, M8 8BY
105 Waterloo Road, Cheetham, Manchester, M8 8BY
101 Waterloo Road, Cheetham, Manchester, M8 8BY
99 Waterloo Road, Cheetham, Manchester, M8 8BY
97 Waterloo Road, Cheetham, Manchester, M8 8BY
95 Waterloo Road, Cheetham, Manchester, M8 8BY
93 Waterloo Road, Cheetham, Manchester, M8 8BY
89 Waterloo Road, Cheetham, Manchester, M8 8BY
87 Waterloo Road, Cheetham, Manchester, M8 8BY
83 Waterloo Road, Cheetham, Manchester, M8 8BY
79 Waterloo Road, Cheetham, Manchester, M8 8BY
9 Wellmead Close, Manchester, M8 8BS
7 Wellmead Close, Manchester, M8 8BS
5 Wellmead Close, Manchester, M8 8BS
3 Wellmead Close, Manchester, M8 8BS
19 Wellmead Close, Manchester, M8 8BS
17 Wellmead Close, Manchester, M8 8BS
13 Wellmead Close, Manchester, M8 8BS
11 Wellmead Close, Manchester, M8 8BS
51 Broughton Street, Manchester, M8 8AN

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3

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) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH AREA