

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135974/FO/2023

Date registered valid: 22 February 2023

Proposal: Erection of 9 cash and carry units with trade counter on the ground floor and storage on the first and second floors (sui generis) with associated car parking, boundary treatment and bin stores

Address: Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR

Ward(s): Cheetham Ward

Applicant: Fareed Denhill, Radnor Ltd

Agent (if any): Mr. Muthahar Khan, Studio Tashkeel Architecture

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 21 July 2023

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 30 March 2023

Standard consultations:

Printed: 24 March 2023 Expired: 14 April 2023

Neighbour notifications

Printed: 7 March 2023 Expired: 28 March 2023

Site notice

Posted: 30 March 2023 Expired: 20 April 2023

Press advert

Published: 14 March 2023 Expired: 4 April 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is roughly rectangular in shape with flat topography. The site has recently been cleared and comprises hard standing, with scattered debris. A single tree lies adjacent to the rear boundary. Tree previously aligned the front boundary, but these have recently been felled, with only the stumps remaining.



The site is enclosed by concrete posts and timber fence panels to the side and rear boundaries and Palisade fencing to the front boundary with Sherborne Street.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is situated within a predominantly commercial area, situated at the edge, but within the northern boundary of the Strangeways employment area - as prescribed by area allocated, saved policy CC10 of the UDP.

The site is bounded to the north by Jamia Tul Muntazir mosque and to the east and south by warehouse units associated with Sherborne Trading Estate. Opposite the site to the west, on the opposite side of Sherborne Street lies Cheetham Park, which contains a Grade II listed bandstand.

The immediate area, particularly to the east, west and south is predominantly commercial in nature, dominated by low-rise warehouses and cash and carry type uses which epitomise the character and function of the area. Further to the north, to the other side of the neighbouring mosque, the area becomes more residential.



Aerial view of the site (extract from Google maps)

Description of development

Planning permission is sought for the erection of 9 x 3 storey cash and carry units, with trade counters on the ground floor and storage on the first and second floors (sui generis).

The site is arranged with two blocks of accommodation. A block to the front contains 4 units, with a block to the rear of the site containing 5 units. Between the blocks is central car park and servicing area containing 18 parking spaces and a loading bay.

Access is gained to the left-hand side of the site via Sherborne Street. To the site perimeter areas of soft landscaping are proposed, along with replacement tree planting provided to the front of the site and along the northern side of the front block.

A cycle store is proposed to the northern side of the front block.

Each unit incorporates an individual waste store. A communal bin collection point is proposed for collection day.



Proposed site layout

The blocks containing the units include shopfronts to the ground floor and front elevations, with a series of horizontally aligned windows to the upper floors. Both blocks incorporate pitched roofs and comprise a masonry plinth to the ground floor, with cladding enveloping the building to the upper sections of the buildings.

The application relates to a revised proposal following the withdrawal of an earlier scheme and also following revisions made as part of the current application.

The current application has sought to overcome the Council's previous concerns surrounding design, replacement tree works, the impact on the neighbouring mosque and the impact to the operation of the highway. The revised proposal now entail 9 units - a reduction from the previous proposal for 12 units.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Greater Manchester Police (Design for Security) – It is recommended that gates to the rear of the development are 2100mm high, visually permeable and of robust construction.

It is recommended that the building is constructed to secured by design standards.

Highway Services – The following comments are made:

Trip Generation and Junction Capacity

Concerns were initially raised regarding the trip generation assessment and the land use category used to provide the calculations.

Additional information on trip generation has been provided on justification of the proposed TRICS assessment and although Highways note the TRICS 'commercial storage' category is likely to be less representative than the proposed, Highways accept that no operational assessments are required given that trips would generally disperse equally along Sherborne Street therefore resulting in less than 30 trips per hour impacting upon the wider highway network.

Servicing

It is requested that a Service Management Plan is conditioned given the constrained internal nature of the site and given that only 1no. loading bay is proposed to cater for all units. The SMP should coordinate deliveries to ensure efficient use of the loading bay and to ensure deliveries to not impact upon the wider car park area. The SMP should also ensure the maximum size of delivery vehicles aligns with those assessed as part of the TS (7.5t box van) during opening hours as larger vehicles are likely to require use of the wider car park area.

Site Accessibility

The TS demonstrates that the site is reasonably well located for access by sustainable modes with access to frequent bus service provision along Queens Road and Waterloo Road.

Vehicular Access and off-site highway works

Access to the site will be provided from Sherbourne Street, with widening of the existing site access providing a 6m access route into the site. Such works would be undertaken as part of a S.278 Agreement.

It is requested that the S.278 design also includes provision of dropped-kerbs and tactile paving across the site access and the reinstatement of footways at the redundant site access points to the south.

Gates are also proposed, set-back from the highway which will reduce the risk of vehicles queuing back onto the highway. However, the applicant should confirm that the gates would only be closed when the units are non-operational to ensure significant queuing does not occur.

The TS demonstrates that an appropriate 2.4m x 43m visibility splay can be achieved at the site access. However, Highways request that the visibility splay is protected by double yellow waiting restriction TRO in order to ensure adequate visibility is maintained, given that the surrounding area can experience high levels of on-street parking associated with the adjacent Mosque. This would also protect visibility should any overspill parking associated with the proposals encroach onto Sherbourne Street. This TRO should be provided as part of the S.278 Agreement. Should the planning application be approved, the applicant will be required to enter into a S278 agreement for any alterations to the existing adopted highway.

Pedestrian Access

Pedestrian access to the units fronting Sherbourne Street will be provided directly from the widened footway. Whilst it is noted that part of the footway, which falls within the site's redline boundary would not be adopted, it is recommended that all doors at this frontage are inward opening to reduce the risk of conflicts with passing pedestrians.

Parking

Following the submission of revised details, the proposed parking arrangement and ratio is considered acceptable.

2no. disabled parking space is considered acceptable. At least 10% Electric Vehicle (EV) (min. 7Kw) charging bays should also be provided.

Cycle Parking

A total of 7no. 'Sheffield' cycle stands are proposed, providing parking for 14no. bicycles. Whilst this level of short-stay provision is acceptable, the applicant should ensure that both long-stay (sheltered and secured) and short-stay provision is made available to cater for both staff and customers/visitors.

Construction Management

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

Neighbourhoods (Trees) - The tree stock on the site is made up self-set low quality specimens with no long-term futures, however, the applicant has proposed to retain the most valuable tree, which is a young Ash to the rear of the site.

Environmental Health – Conditions are recommended in relation to external equipment, acoustic insulation, air quality, ground conditions, construction management, waste management and opening hours.

Flood Risk Management – Conditions are advised which require further details of a surface water drainage scheme and for its subsequent maintenance.

United Utilities – A condition is advised with respect to the submission and agreement of a surface water drainage scheme based on the drainage hierarchy and for its subsequent maintenance.

Planning History

No history relating to this site.

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 proposed development is situated on vacant, brownfield land, now cleared and within the 'warehouse district' - an area which Development Plan policy supports the general principle of uses that supports a high degree of economic activity and contribution to the employment function of the area.

It is considered that the proposed development will improve the appearance and function of a vacant site, bringing it back into effective use, in an area where the principle of wholesale uses is considered entirely acceptable and 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 overarching 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 to the north, 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 which would enliven the street-scene.

The proposed building reflects the building typology, scale, materials and form of other nearby buildings, including those further along Sherborne Street. Similarly, the design is consistent with neighbouring buildings and the wider Strangeways employment area. It is therefore believed that the design of the building is appropriate in this location.

During the course of the application, negotiations took place to enable the expanse of cladding to be broken up. This has been achieved to an extent by incorporating a brick exterior to the ground floor, an increase in windows and tree planting to the building frontage.

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

Heritage Impact

There is a need to have special regard to the desirability of preserving the character of heritage assets.

S.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'

This supported by policies EN3 and DC19.1 of the Core Strategy, along with Section 16 of the NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets.

Guidance contained at paragraph 194 of the NPPF states that:

'In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset's importance'.

Paragraph 197 states further: *'in determining applications, local planning authorities should take account of:*

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness'.*

The bandstand is situated approximately 50 metres to the west of the application site and is currently in a neglected and dilapidated stated, presently surrounded by protective fencing for health and safety reason and to provide security.

A Heritage Statement accompanies the application and considers that in its current condition, the bandstand is of low to medium significance.

The City Council agrees with the assessment of its significance. It is further considered that given the separation distance, the screening provided by trees within the park and the surrounding context which is dominated by built form and warehouses buildings of low architectural significance, the proposed development will have minimal impact upon the heritage asset. The bandstand is viewed within the setting of a park, for which views will be largely unaffected. On this basis, the impact of the development upon the asset is considered to be of a low or neutral impact.

Paragraph 202 advises that:

'Where a development proposal will lead to less than substantial harm to the significance of designated heritage asset, this harm should be weighed against the public benefits of the proposal, including where appropriate, securing its optimum viable use'

In this case, the lesser the harm, the lesser the degree of public benefit is required to justify the proposal.

The proposed development would lead to job creation and the regeneration of a vacant site, leading to environmental and social improvements. It is believed that these public benefits are of sufficient weight to negate any harm to the bandstand.

In summary, it is considered that the proposed development will have a neutral or less than substantial impact to the setting of the nearby listed structure and the public benefit derived from the proposed development outweighs any less than substantial harm.

Design, Scale and Appearance

The scale of the proposed development at three storeys is not dissimilar in scale to that of the adjoining two storey warehouse structures, the neighbouring mosque to the north, or the three-storey apartment block apartment beyond.

During the course of the application, amendments were sought by the Council to lessen the impact of scale, given the siting of the building at the periphery of the warehouse district and its location opposite the park.

Revised plans have been submitted which reduce the height of the front row of units to Sherborne street by 1 metre, by removing the entire 'band' of cladding above the top most windows. Contrasting light and dark banded cladding has also been introduced to lessen the impact of the large expanse of cladding and add more interest.

It is considered that with the proposed changes and given the neighbouring context, the proposed scale of the design is satisfactory and would assimilate appropriately into the local surroundings, without any significant or material harm to the appearance of the streetscape.

In terms of appearance, the external materials of the building shell comprise a mixture of grey brick masonry and dark grey and light coloured, banded cladding to provide contrast, with glazed shopfronts. 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.

Given the local environment, the design, scale and appearance of the proposed building is considered acceptable and would assimilate appropriately into the neighbouring urban fabric.

Trees and Landscaping

The application is accompanied by an Arboriculture Assessment which indicates the former presence of trees at the site and provides details of trees that are proposed to be felled to facilitate the development. The survey indicates 2 trees and 3 grouping of trees, all assessed as being young or semi-mature, low quality, category C or U trees.

Following an Officer site visit, it is clear that all trees proposed to be felled have already been removed. Whilst the trees were not statutorily protected, the submitted assessment is somewhat redundant.

To off-set the tree removal, the proposed scheme includes tree planting to the front of the proposed building to provide a setting to the development, and also along the northern

boundary to the front block which lines the car park access route. A total of 9 new trees are proposed, along with low level soft landscaping to the site perimeter.

The trees proposed will provide a net gain of tree cover and would represent healthier, higher quality species to those previously identified and would uplift the appearance of the site. On this basis, it is believed the impact upon trees is acceptable. A condition has been included to agree the exact specification of the replacement tree planting.

Waste Management

Waste from each unit is proposed to be located in a dedicated, internal storage area at the rear of each unit. Individual waste containers are to be used for segregated waste.

Each unit would have two 1100L Eurobins, one 1100L general waste (non-recyclable) and one 1100L recycle cardboard bin (pulpable waste). There would be 18 of 1100L Eurobins in total.

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

Highways and Environmental Health consider the arrangement satisfactory, although Highways have requested a Servicing Management Plan to ensure there is no conflict with the operation of the car park. An appropriate condition 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 18 spaces are proposed (2 per unit) 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.

In terms of vehicular movements, Highways accept that no operational assessments are required, given that trips would generally disperse equally along Sherborne Street therefore resulting in less than 30 trips per hour which can be readily sustained on the wider 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 bay, 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 site access, the reinstatement of footways at the redundant site access points to the south and the implementation of a TRO to the site access to maintain visibility.

Flood Risk/Drainage

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

Security

The proposed development will 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 but recommend that the development is built to secure by design standards. A condition has been included which will require the development to be implemented in accordance with the physical security recommendations contained within the submitted Crime Impact Statement.

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

As previously referred to, in order to ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, air quality or the operation of the highway, a condition has been included which requires the submission and approval of a Construction Management Plan. This 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) 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-003/A, PL-004/A and PL-005/A received by the City Council as Local Planning Authority on 12 May 2023, drawings referenced PL-001/B and PL-002/B, received by the City Council as Local Planning Authority on 14 June 2023 and drawings referenced PL-007/B and PL-008/B, received by the City Council as Local Planning Authority on 19 July 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) 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.

6) 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.

7) Notwithstanding details submitted, 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 City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details.

Details shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable; surface water should be restricted to a rate of 5 l/s;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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;
- Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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 Manchester Core Strategy.

8) The development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the City Council as Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

9) 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.

10) 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 SP2 of the Manchester Core Strategy.

11) Prior to the development hereby approved becoming operational, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The NMP shall include an assessment of noise from all activities associated with the loading bay, service yard and loading dock area. The scheme shall be implemented in full before the use commences and shall remain in operation for the lifetime of the development.

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 SP2 of the Manchester Core Strategy.

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

09.00 to 18.00 Monday to Friday

09.00 to 15.00 Saturdays, Sundays and Bank Holidays.

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

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

07.30 to 20.00 hrs Monday to Saturday.

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

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

14) The development shall be carried out in accordance with the Waste Management Strategy received by the City Council, as Local Planning Authority on 16 January 2023 and indicated on drawing referenced PL-002/B received by the City Council, as Local Planning Authority on 14 June 2023. 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. No bins shall be stored outside the curtilage of each unit, other than on the day of collection.

Reason - In the interests of amenity and public health, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy.

15) The development hereby approved shall be carried out in accordance with details contained with the Environmental Standards Statement and BREEAM pre assessment, received by the City Council as Local Planning Authority on 16 January 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.

16) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. 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.

17) 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.

18) 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.

19) 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.

20) Prior to the first operation of the development hereby approved, an external signage strategy for the entire development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

21) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details indicated on drawing referenced PL-002/B, received by the City Council as Local Planning Authority on 14 June 2023. The approved space and shelter 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.

22) 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 across the site access;
- The provision of waiting restrictions adjacent to the site access, in order to ensure satisfactory junction visibility. This would take the form of a traffic regulation order (TRO).

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.

23) 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. This should take place when the car park is closed to the public;
- Allocation of use for the loading bay, in order to ensure deliveries do not impact upon the use of the wider car park area;
- Maximum size of delivery vehicles;
- Safety arrangements.

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

24) The car parking area indicated on drawing referenced PL-002/B, received by the City Council as Local Planning Authority on 14 June 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.

25) 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.

26) The development hereby approved shall only be carried out in accordance with details and mitigation measures contained within the submitted, revised Air Quality Assessment produced by Redmore Environmental (Ref: 5636r2r) received by the City Council, as Local Planning Authority via e-mail on 19 June 2023

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

27) No gates associated with the development shall open outwards over the adjacent footway at any time.

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

28) 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.

29) 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: 2021/0168/CIS/01 - version A) dated 23 May 2021, received by the City Council as Local Planning Authority on 16 January 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.

30) Notwithstanding details submitted, the development hereby approved shall not be occupied until a hard and soft landscaping scheme (including replacement tree planting) has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To green the site frontage and ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy

31) 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).

32) a) Prior to the commencement of above ground works, details of a local labour agreement in order to demonstrate commitment to recruit local labour for operational element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved document shall be implemented as part of the occupation of the development. Within six months of the first occupation of the development, details of the results of the scheme shall be submitted for consideration.

Reason - To ensure the applicant has demonstrated a commitment to recruiting local labour, pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

33) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the submitted Arboricultural Impact Assessment and Method Statement (Ref: AIA.13473.01) dated 4 June 2023 and received by the City Council as Local Planning Authority on 14 June 2023, and the particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

34) 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 buildings shall not be 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.

35) For the avoidance of doubt, none of the units 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.

Informative

1) City Council records highlights an underground culverted watercourse (Fairy Lane Brook) is located within close proximity to the site (approximately 62m east of the site). 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 the City Council should be contacted immediately.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
United Utilities Water PLC
Work & Skills Team

Unit 1D And Unit 1E, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 6, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 2C, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Jamia Tul Muntazir Mosque, 102 Sherborne Street, Manchester, M8 8ND
Unit 1G, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1F, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1C, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1B, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1A, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
First Floor, Werner House, 76 Sherborne Street, Manchester, M8 8HT
Ground Floor, Werner House, 76 Sherborne Street, Manchester, M8 8HT
Unit 8, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 2 Right, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 2 Left, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 5, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 4, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 2A, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR

Appendix 2 – Planning constraints

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