

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133759/FO/2022

Date registered valid: 26 May 2022

Proposal: Demolition of existing buildings and erection of a two warehouse units with ancillary office space (sui generis use), with associated access, parking, service yard and landscaping, including works to roadway to the existing adjacent warehouse unit from within from New Smithfield Market

Address: Land To The North Of Lawton Street, New Smithfield Market, Manchester

Ward(s): Clayton & Openshaw Ward

Applicant: E&E Barton Estates Ltd & Khanjra International Foods Ltd C/o Agent

Agent (if any): Ms Helen Hartley Russell WBHO 13 Westpoint Enterprise Park, Clarence Avenue, M17 1QS

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 5th September 2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Industry

Date of site visit:

Standard consultations:

Printed: 31 May 2022 Expired: 21 June 2022

Neighbour notifications

Printed: 31 May 2022 Expired: 21 June 2022

Site notice

Posted: Expired:

Press advert

Published: 7 June 2022 Expired: 28 June 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site located in the south east corner of New Smithfield Market and measures approximately 3.54 hectares in area. New Smithfield Market is the largest wholesale market in the North West of England occupying a 35 acre site, 4km from Manchester city centre. The northern parcel of the application site is currently used as an open car parking area within the Market boundary. The southern parcel is split into two uses, with the eastern half being used as an external storage compound, and the western half providing a vehicular access point into the rear of the Market via Lawton Street.

The north, and west boundaries of the site adjoin the Market while the southern boundary abuts Lawton Street, and the eastern boundary adjoins Press Street, which sits at an elevated level to that of the general market. The southern boundary is demarcated with a palisade fence and a landscaped bank, which grades to suit the difference in levels along Lawton Street. The boundary to Press Street comprises a high brick wall.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Planning History

The application site has been subject to the following planning applications:

Planning Application Ref: 104903/FO/2014/N2 was approved on the 9th May 2014 for "erection of anaerobic digestion facility including waste building, associated detached buildings and two 10 metres storage tanks and 10-metre-high gas buffer tanks and related landscaping, car parking and boundary treatment following demolition of existing buildings."

Planning Application Ref: 109361/FO/2015/N2 was approved on 7th March 2016 for "erection of anaerobic digestion (AD) facility including waste and office building along with associated digestate tank, two fermenters, a desulphurisation chimney and hydrolysis tank with associated landscaping, car parking and boundary treatment following demolition of existing buildings".

Planning Application Ref: 122231/FO/2018 was approved on the 14th January 2019 for: "Erection of two storey warehouse (Class B8) comprising 1,553 sqm of floorspace with an ancillary first floor office (B1c) comprising 123 sqm of floorspace with associated access, parking, service yard and landscaping."

Planning Application Ref: 127742/FO/2020 was approved on 23rd November 2020 for the "Demolition of existing buildings and erection of a 15.6 metre high warehouse and office building (sui generis use), with associated access, parking, service yard and landscaping".

Description of area

The surrounding buildings are predominantly part of New Smithfield Market and are of warehousing/industrial uses and vary in height and condition. The predominant use of the buildings across the surrounding area is open storage units, trading halls and self-contained warehousing which all serve commercial traders who supply market produce. The adjacent site on Lawton Street is occupied by Greater Manchester Police Headquarters Openshaw Complex and the Booker Belmont Wholesale warehouse building.

The unit immediately west of the application site is a self-contained storage warehouse, which is occupied by the applicant, Barton and Redman for use in their existing wholesale operations, and recently has planning approval for a temporary storage building within part of the parking area.

Description of development

Consent is sought for the demolition of existing open storage units and the eastern section of Two trading hall buildings, with the subsequent erection of two warehouse units with ancillary office space (sui generis use), with associated access, parking, service yard and landscaping, including works to roadway to the existing adjacent warehouse unit from within from New Smithfield Market. The commercial floorspace to be demolished is 9,205 sq.m.

Planning permission is sought through this application for a combined total of 11,988 sq.m. of new floorspace in the form of two warehouse units with ancillary office space. It is understood that one unit would be to enable Barton and Redman to move out of their existing accommodation within New Smithfield Market into purpose built warehouse accommodation to meet their needs.

Unit 1 would have 4,292 sq.m of floor area, comprising a detached triple height commercial building (15.7m to top of the proposed parapet), which would provide a freezer store, chill store, ripening room and dry storage, with a demonstration kitchen, canteen and staff welfare facilities, an small office facility and drivers room at ground floor level, and office and, office space and boardroom at first floor level. 4 loading bays with roller shutters in recessed boxes are proposed to the southern elevation with an open sided external canopy of the easterly pair of loading bays

Unit 1 would be a fully clad unit with a combination of Merlin grey and white coloured cladding the form the main areas of the proposed elevations, with the proposed two storey office area on the northern elevation, and the location of the main entrance comprising areas of horizontal

cladding in silver and anthracite grey . The proposed roof would comprise Goosewing grey Kingspan cladding .

Unit 2 would have 7,696 sq.m of floor area , and also be a triple height building(17.05m to top of the proposed parapet), comprising a dry storage warehouse Class B8 at ground level, with ancillary office space and staff welfare facilities on the upper floors.

Unit 2 would be a predominantly clad unit with a combination of Merlin grey and white coloured cladding the form the main areas of the proposed elevations, with the proposed three storey ancillary office area and staff facilities on the northern elevation , and the location of the main entrance comprising areas of blue brick work set into white horizontal cladding, and the remainder of the ground floor level comprised blue brickwork.

To the southern elevation one level loading bay is proposed to service Unit 2 alongside the servicing area to the south of the proposed building.

The development is supported by 152 car parking spaces including 14 no. disabled parking bays, and covered cycle storage for 24 bicycles, which would be located to the west of the proposed building for use by staff and visitors. Unit 1 would have 12no. electric charging points within the car park (including two of the bays for disabled users), with Unit 2 would having 19 no. electric charging points within the car park (including four of the bays for disabled users),

The proposals would involve the removal of the gatehouse from the existing access from Lawton Street, which is not in regular use with one of the gates currently locked . The proposals will retain the existing Lawton Street access although this will become a secondary access point used for emergency access and egress only.

Confirmation has been received from the planning agent all access into the site will be from the controlled access into the Market off Whitworth Street East.

The proposed development would also involve the replacement of the access roadway to the existing adjacent unit in the Smithfield Market site.

The proposed development would involve the removal of the existing galvanised fencing to Lawton Street replacing it with a 2.4m green weldmesh paladin fence .

External lighting is proposed in the form of building mounted lighting at heights of 4m , 8m and 10m on the proposed elevations, and column mounted lighting (6m) to the northern car parks, and column mounted lighting to the southern servicing area (8m).

The hours of operation sought are 24 hours a day/seven days a week.

In addition to the above works, soft landscaping is proposed to the perimeter of the retained parking areas serving the existing retained Barton and Redman site, together with hedging to the perimeter of the car parking serving Unit 1 , and tree planting to the landscaped buffer to Lawton Street, and to the soft landscaping within the site.

Consultations & Notification Responses

Local Residents – No comments

Local Business - you can demolish their building but they will not give our building to the future occupiers of the proposed buildings because they are running the business in this property from the last 10 years (Block B) .

The business was subsequently advised that the the buildings to be demolished are in Block E which backs onto Press Street, and not Block B, where their business is located, and that their

business had been notified as the works which were being proposed were in close proximity to their site. The business subsequently confirmed receipt of the clarification.

Highway Services –

ACCESSIBILITY:

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus and rail services.

SITE ACCESS:

Primary vehicle access into the site will be from the north via Whitworth Street East with emergency access only provisioned to the south from Lawton Street and this arrangement is acceptable.

PARKING AND TRAFFIC IMPACT:

Unit 1 has a B8 GIA of 3,695 sqm and B1 GIA of 446 sqm. The car park provided is for 58 spaces of which four are disabled spaces and six are electric vehicle (EV) charging spaces. Overall provision exceeds the maximum standards set out in the core strategy and they query whether this amount of parking can be justified. They recommend that 20% of the bays are provisioned with EV charging (minimum 7kW) with the remaining car park area provided with the necessary infrastructure (ducting/cabling) to allow for future EV conversion.

Unit 2 has a B8 GIA of 6,303 sqm and B1 GIA of 1,119 sqm. The car parking provided is for 116 spaces (of which eight are disabled spaces and ten are EV charge spaces). Overall provision again exceeds the maximum standards set out in the core strategy and they query whether this amount of parking can be justified. They recommend that 20% of the bays are provisioned with EV charging (minimum 7kW) with the remaining car park area provided with the necessary infrastructure (ducting/cabling) to allow for future EV conversion.

Unit 1 has eight cycle parking spaces whilst unit 2 has 16 spaces and this aligns with core strategy requirements. This level of provision is acceptable providing that the facilities are secure and sheltered.

Each standard parking bay should be a minimum of 2.4 x 4.8m with disabled bays a minimum of 3.6 x 6m and minimum aisle widths of 6m. They seek verification from the applicant that this is the case.

In relation to traffic impact, the transport statement concludes that two-way movements will decrease. However, given the amount of on-site parking being proposed, they query this conclusion and require this to be reviewed.

LAYOUT:

Subject to verification of parking bay dimensions and aisle widths identified above, the car park layouts are acceptable in principle. A pedestrian zone is shown in the car park to unit B, and they seek confirmation that a designated pedestrian area can also be provided within the car park to Unit A.

A revised internal access road is being provided with footways to each side and tracking has been provided to verify vehicle movements. This layout is acceptable to Highways. Separate service yards and loading bays are provided to the two units, and the required vehicle movements have been verified via swept path submission. Their layout is acceptable.

In relation to pedestrian access to the buildings they recommend that no doors other than fire doors should open outwards onto walkways.

WASTE MANAGEMENT:

Whilst it is understood that waste collection is arranged internally by Smithfield Market, no details have been provided of waste stores for the proposed units and in this regard, they seek further details.

EXTERNAL LIGHTING AND BOUNDARY TREATMENTS:

In relation to external lighting provision, they are satisfied that no light spill will occur on the adjacent adopted highway.

The boundary fencing and gate proposals are acceptable.

CONSTRUCTION MANAGEMENT:

The submitted Construction Management Plan is acceptable.

SUGGESTED PLANNING CONDITION(S): -

None.

FURTHER HIGHWAYS RESPONSE 23/08/2022:-

The amount of on-site car parking including accessible bays and electric vehicle charging bays is acceptable to Highways.

Waste management arrangements are acceptable from a highway perspective.

Environmental Health- recommended conditions relating to :

- the implementation of the lighting scheme with a condition ensure any glare would be mitigated;

- the Construction Management Plan with the proviso that there be no noisy works on Saturdays after 2pm (2:30pm is proposed), and contact details should be displayed at the site for use by members of the public;

- that the hours of operation are as applied for;

- the restriction of servicing hours to between 07.30 to 20:00 on Mondays to Saturdays ;

- that the scheme shall be implemented in accordance with the measures in the submitted E3P Noise Impact Assessment, ref. 50-110-R1-4, dated 9th February 2022 in order to ensure there will be no adverse noise impact at the identified receptors due to the proposed operations.

These measures should form the basis of the recommended NMP;

- acoustic insulation of any external plant to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, as it is understood from the submitted noise report that details of fixed plant are as yet unknown, therefore the recommendations provided in section 4.4. of that report should be followed and details submitted for approval;

- refuse storage;

- air quality and the provision of electric charging points and other consideration such as boiler emissions; and

- contaminated land.

Have further advised that the following reports also submitted for application 127742/FO/2020 have been previously reviewed:

E3P Phase I Geoenvironmental Site Assessment Ref: 12-757-R3-1 Date: July 2020

E3P Phase II Geoenvironmental Site Assessment Ref: 12-757-R2-1 Date: July 2020

E3P Remediation and Enabling Works Strategy Ref:12-757-R4-2 Date: August 2020

They have also reviewed the following additional reports submitted for application 133759/FO/2022:

E3P Ground Gas Addendum Report Ref: 12-757-L1 Date: 29th March 2019

E3P Supplementary Ground Investigation Report (Area 1) Ref: 12-757-L4-01 Date: 15th December 2020

E3P Supplementary Site Investigation Ref: 12-757-L5 Date: 03rd March 2022

Enabling works phase:

1. The conclusions of the additional investigations undertaken in areas previously inaccessible are accepted together with those reports' recommendations:

a. No significant changes to the E3P Remediation Strategy ref: 12-757-R4-2 August 2020.

b. Further post-demolition site investigations are proposed to confirm ground conditions when full access is available (including beneath present buildings) and underground services have been disconnected. Areas of impact will require full delineation and assessment (including areas around exploratory locations WS201 and TP306).

c. No visual signs of ACM but any asbestos-impacted soils to be managed according to the asbestos risk mitigation conceptual site model.

2.It is understood that some identified hotspot areas will be in car parking areas and may not require treatment or removal. **Accepted with a caveat that free phase product should be removed.**

3.It is understood that a CL:AIRE Materials Management Plan (MMP) will be produced if necessary - accepted.

4.It is understood that there may be a requirement to treat impacted materials on site (hydrocarbon impacted soil or groundwater) and the necessary permissions/notifications will be obtained/undertaken if necessary. **Action: Odour control measures should be implemented if necessary.**

5.It is understood that Natural clay may be considered for use as subsoil subject to chemical validation sampling and also that material may be imported for use in soft cover areas. **Action: The proposed sampling frequencies set out in tables 3.2 and 9.1 for Brownfield sources are not in accordance with MCC's requirements.**

6.The conclusion of low risks to controlled waters is accepted.

Build phase mitigation proposals (preliminary):

1.300mm cover system using certified material with appropriate validation within proposed areas of public open space and soft landscaping.

2. Ground gas - the E3P Supplementary Site Investigation dated March 2022 refers to a Ground Gas Addendum Report Ref: 12-757-L1 dated April 2019 and states that "*A full assessment will be detailed upon completion of the gas monitoring schedule*". **Action: The April 2019 report has not been submitted for their review, however they only require the final report.**

3.Construction of appropriate potable water supply infrastructure (barrier pipe likely to be required).

4.Validation report as detailed in section 7.2 of the Remediation and Enabling Works Strategy.

Further comments will be provided on the build phase mitigation proposals following the completion of post-demolition site investigations and the submission of any revised remedial strategy.

Please also note that the E3P reports do not address invasive plant species therefore the applicant should confirm whether any such issues are present at the site and, if so, a mitigation report should be submitted and forwarded to the GM Ecology Unit for their review.

Updated comments 01.09.2022

Waste Management Plan

The submitted Waste Proforma is the same as that submitted with the application and this appears to be referred to in the email from Russell Homes below, however it is accepted that waste/recycling management for the proposed development would be carried out by the New Smithfield Markets waste management operator and they therefore recommend the following amended condition:

The details of the approved Waste Management 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.

AIR QUALITY - Electric Vehicle Charging

The revised number of charging points is acceptable but cable routes for all other spaces are recommended best practice, and we therefore maintain the relevant condition wording as

previously recommended. The comment in the below email regarding gas boilers is acknowledged, and we have no objection to the removal of this specific wording from the condition.

CONTAMINATED LAND

They provide below a summary of the findings and recommendations of the submitted E3P reports; Remediation and Enabling Works Strategy (Ref: 12-757-R4-4 Dated July 2022) and Ground Gas Addendum Report (Ref:12-757-R5-1 Dated July 2022), with required further actions in bold:

It is understood that pre-commencement supplementary site investigations are proposed following building demolition and service disconnection, as part of the enabling phase remediation. Accepted; any amendments to the remediation strategy (RS) should be reported in the proposed Enabling Works Remedial Verification Report (EWVR) to be submitted for LPA approval prior to commencement of the construction phase.

Notwithstanding point 1 above, the below email from Russell Homes states that the pre-1978 substation (referred to in the E3P report as an area requiring further investigation for PCB analysis) is to be retained in the completed scheme. Action: The RS should be updated with this point and clarify whether PCB analysis is required in the area surrounding the substation.

It is understood that the remedial works will include the full depth turnover of all Made Ground under the supervision of an independent geoenvironmental consultant. Accepted; any subsequent updates to the RS to be included in the EWVR.

Delineation, Excavation, Treatment and Disposal of Known Visual and Olfactory Hydrocarbon-Impacted Material (RE-8): hotspot delineation and possible treatment of soil/groundwater at WS201/TP201/TP202 (SE corner of site) and TP306 (in W of site) (validation samples to be collected at 5 linear metre centres from the sides and base of the excavation). Accepted.

Table 3.1: Specification of Chemical Validation Laboratory Analysis - Hotspot Validation Samples - 1 Sample per 10 m of linear excavation to base and sidewall. Action: Validation sampling as per proposed RE-8 at 5m centres.

Independent Validation: Watching Brief (RE-15). Accepted; any encountered previously unidentified contamination and any amendments to the RS to be included in the EWVR.

Delineation, Excavation, Treatment and Disposal of any as of yet Unknown Visual and Olfactory Hydrocarbon-Impacted Material (RE-9): An E3P engineer is to regularly monitor stockpiled impacted material with a PID to determine the need for boundary monitoring, material will then be subject to laboratory analysis to determine reuse or off-site disposal. Validation samples are proposed to be collected at 10 linear metre centres from the side and base of the excavation.

Action: Where PID determines the need for lab analysis, validation sampling as per proposed RE-8 at 5m centres.

Any encountered free phase product to be removed along with any semi-volatile/ volatile organic impact that will require delineation, validation and potential treatment. Accepted; report in due course in EWVR.

Odour control measures to be implemented if necessary. Accepted; report in EWVR.

Waste Soils Surplus to Requirements (RE-16) - waste classification assessment to be undertaken and waste transfer documentation included in EWVR. Accepted.

Installation of cover system to unsurfaced areas to address identified human health risks.

Proposed sampling frequencies for imported and reused materials are accepted.

Action: The proposed 300mm clean cover thickness for landscaped areas is not accepted; as per MCC's guidance, the minimum total depth for fill materials (including any break layer) within areas of soft landscaping is 450mm.

Figure 2.1 Asbestos Risk Mitigation Conceptual Site Model. Actions: The CSM/RS should be revised with respect to the following 2 points and, in due course, the MMP QP should undertake

a risk assessment in order to be satisfied that the material is suitable for reuse on site, and include these details in the EWVR.

450mm cover system required in soft landscaped areas.

The Environment Agency (the waste regulator) have advised us that, where volumes and percentages of asbestos in materials are below the Hazardous Waste threshold (0.1%), then this material may be reused on site under low risk areas such as roadways, or solidified in concrete for deeper foundations. They advised that the material should be covered by high vis plastic cover (or similar) and recorded in site deeds to prevent harm to any future site workers, and the material should be situated below the dig level for any utilities.

Chemical analysis of the natural drift deposits has identified these soils to be acceptable for use as subsoil within soft landscaped areas, however validation sampling will be required to confirm this. (There are no suitable sources of topsoil available on the site.) Accepted.

A low risk to controlled waters is concluded due to underlying glacial till and proposed further investigation and delineation/removal of identified elevated VOC/SVOC hotspots as per above points. Accepted.

Potable water supply infrastructure to be confirmed by UKWIR risk assessment however it is considered likely that barrier pipe will be required. Accepted, confirm in due course.

The below email from Russell Homes includes a comment regarding invasive plants, however the RS includes a relevant section on page 24 stating that "At this time no invasive plant species have been identified, however the remediation contractor must satisfy themselves with respect to the extent of all species deemed invasive prior to the commencement of works on site. The contractor shall employ a suitably qualified expert to investigate the presence of invasive plant species on or adjacent to the site. Once all invasive plant species are identified, these will be treated in strict accordance with an approved method statement to be submitted to the supervising consultant for review prior to the instigation of any works." Action: The RS recommendations should be followed and duly reported to the LPA.

Ground gas monitoring suggests that the site can be classified as CS1, and that gas protection measures will not be required due to the fact the elevated ground gas concentrations identified are not below the proposed structures and that the site will undergo a Made Ground turnover resulting in anthropogenic material being removed. Action: The gas analyser calibration certificate relevant for the monitoring periods is required before we can comment further regarding this point.

Due to the above outstanding issues related to ground contamination issues, no part of the standard Contaminated condition can currently be recommended for discharge, however the requirement to submit a PRA has been satisfied by the E3P Phase I Geoenvironmental Site Assessment (Ref:12-757-R3-1 Dated July 2020) submitted with the application.

As an additional point related to the comments in the below email, any external plant such as air source heat pumps should be included within the noise impact assessment.

Environment Agency - have no objection in principle to the proposed development provided that the following conditions, outlined below, are included as part of any subsequent planning approval granted.

Without inclusion of the conditions recommend below, as submitted, we consider that the proposed development would fail to align with the guidance of the National Planning Policy Framework (NPPF). NPPF paragraph 174 requires planning decisions to ensure that new development will not contribute to, or be adversely affected by. unacceptable levels of pollution, improving environmental conditions and water quality where possible. Please see outlined a further explanation of our reasoning for this determination.

Groundwater and Contaminated Land (GWCL) Commentary

To inform their position statement above, our GWCL team has undertaken a review of

the following reporting with regards to the protection and enhancement of controlled waters:

- Phase I Geoenvironmental Site Assessment for Smithfield Market prepared by E3P for Russell WBHO Reference:12-757-R3-1 Date: July 2020
- Phase II Geoenvironmental Site Assessment for Smithfield Market prepared by E3P for Russell WBHO Reference: 12-757-R2-1 Date: July 2020
- Supplementary Site Investigation For Smithfield Market prepared by E3P for Russell WBHO Ref: 12-757-L5 Date: 03rd March 2022

From the reporting detailed above, we have identified the previous use(s) of the proposed development site included a locomotive and carriage works with associated railway tracks, cranes and tanks. An electricity substation is also shown on historic plans from pre 1978.

The previous historic uses of the development site presents a 'medium risk' of contamination that could be mobilised during construction to pollute controlled waters. The site is underlain at rockhead by the Sherwood Sandstone Group which is sensitive in terms of risk to controlled waters . However sensitive receptor is provided with some protection by a variable thickness of clay - although the depth to which this protection exists and therefore its effectiveness in this role has not been fully proven and there remains the risk of construction techniques associated with the development proposal resulting in the creation of preferential pathways which could bypass naturally occurring protective layers.

Having studied reporting provided, they advise the planning authority that further detailed investigation/ assessment and associated reporting will be required before development. In particular, further work is required to delineate the contamination found in WS201 and TP306. They also advise that the area around the northwest of the site where the electric substation was situated should be investigated for PCBs.

The above notwithstanding, for the purpose of 133759/FO/2022, they advise that sufficient initial investigation has been undertaken/submitted to conclude that the any potential risks posed to controlled waters by the development can be appropriately managed (subject conditional control).

They believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission .

They therefore recommend conditions to require the submission of a remediation strategy to deal with the risks associated with contamination of the site; a verification report; the suspension of works if unforeseen contamination is identified to be present, and that works do not recommence within the defined area of contamination until the developer has submitted and obtained written approval of a remediation strategy detailing how the identified contamination shall be dealt with; that piling or other foundation designs using penetrative methods are not be carried out other than with the written consent are attached to any approval .

Furthermore, informatives are requested in regard to waste arisings.

Greater Manchester Police – No comments received . In regard to the earlier scheme on this site they recommend that a condition to reflect the physical security specifications set out in Section 7 of the Crime Impact Statement should be added, if the application is to be approved.

Flood Risk Management – 14.06.2022 – Originally objected to the planning proposal as the proposed development is situated directly above the ordinary watercourse culvert (the Corn Brook Tributary - Smithfield) and the proposed design did not consider the culverts location.

They advised that the following information needed to be provided as a minimum to overcome their concerns:

- Investigation works to establish the exact route of the culvert or to establish if the culvert exists beneath the site.
- If the culvert is found to be directly beneath the site then a rerouting plan should be presented to and approved by the LLFA, if this is not feasible then alterations to the proposed development should be considered.

Updated comments 25.07.2022

Based on the provided new evidence and site investigations put forward by the applicant they removed their previous objection.

From the new evidence submitted it appears that the culvert either does not exist in this location or is part of the combined brick sewer, and recommend that the conditions set out below as attached to any approval.

Furthermore, they advise that an informative is attached to any as their records show an ordinary watercourse culvert to be positioned beneath the site, and that the applicant must inform the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any further major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- o Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- o 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 climate change in any part of a building; some discrepancies between hydraulic model and proposed drainage layout.
- o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- o Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

Condition 2: No 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 local planning authority. The scheme shall be implemented

and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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.

United Utilities - the plans are not acceptable to United Utilities, on the basis that have not seen robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems.

United Utilities have requested that conditions relating to details of a sustainable surface water drainage scheme and a foul water drainage scheme, and a sustainable drainage management and maintenance plan for the lifetime of the development .

United Utilities have also advised that a public sewer crosses this site and they may not permit building over it. They will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of Part H of the Building Regulations, for maintenance or replacement. Therefore, a modification of the site layout, or a diversion of the affected public sewer may be necessary. All costs associated with sewer diversions must be borne by the applicant.

Furthermore that there is a water main in the vicinity of the site boundary It must not be built over, or their access to the pipeline compromised in any way. This information has been forwarded to the planning agent.

Arboricultural Officers – No comments received .

Greater Manchester Ecology Unit - Advise that for the previous application 127742/FO/2020 on the site , the developer's ecological consultant identified no significant ecological issues. They advise their previous comments therefore remain materially unchanged.

Bats

Buildings and trees on site were assessed for bat roosting potential. No roosting was recorded and all buildings assessed as having negligible bat roosting potential. Previously in 2020 one emergence survey also occurred with no roosts found. They have no reason to doubt the findings of the reports, the building clearly of very low bat roosting potential, located in an area that lacks any foraging habitat. No further information or measures are required.

Badgers and Hedgehog

The potential for these two species to be present on the site was noted. They believe however that this risk is extremely low despite the records for both these species in the area. They are therefore satisfied that all that are required are informatives along the following lines.

The applicant is reminded that under the Protection of Badgers Act 1992 it is an offence to intentionally or recklessly interfere with a badger sett. If a badger sett is found on or near the

developments site work should cease immediately and a suitably experienced ecologist employed to advise on how best to proceed.

And

The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

Nesting Birds

The site has only low bird nesting potential associated with boundary shrubs and landscape trees. They recommend the following condition is attached to any approval.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is primarily hardstanding and buildings. The proposed site layout results in an increase in the area of soft landscaping. They are therefore satisfied that net gain will occur, and have no objection to the landscape proposals being conditioned.

Coal Authority - The application site **does not** fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

Cadent – Have no objections but request an informative is attached to any approval relating to the presence of gas infrastructure in the vicinity.

Issues

NPPF

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework.

Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to-date development plan without delay."

Of particular relevance to this application is Section 6 of the NPPF - Building a strong, competitive economy. Paragraph 81 sets out how;

"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 111 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 197 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 120 states that planning decisions should promote and support the development of under-utilised land and buildings.

Section 15 and Paragraph 17 recognise that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policies SP1 (Spatial Principles) , EC1 (Employment and Economic Growth in Manchester), EC2(Existing Employment Space), EC5 (East Manchester), T1 (Sustainable transport), T2(Accessible Areas of Opportunity and Need), EN4 (Reducing CO2 emissions by enabling low and zero carbon development); EN6 (Target Framework for CO2 reduction from low or zero carbon energy supplies), EN 14(Flood Risk) , EN15 (Biodiversity and Geological Conservation), EN18 (Contaminated Land and Ground Stability), EN19 (Waste) and DM1 (Development Management).

Saved Policies within the Unitary Development Plan for the City of Manchester (1995)
The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. The policies that is of relevance to this proposal include the following:
Policy DC26

Issues

Principle of Use

The site is situated in a predominantly commercial/industrial area to the south of Ashton Old Road in Openshaw. The application site forms part of New Smithfield Market, which is the largest wholesale market in the North West. As this area is dominated by wholesale/industrial uses along with the Greater Manchester Police Openshaw depot, it is agreed that the development would be suitable for this area. In addition, Core Strategy policy EC5 indicates that East Manchester is expected to provide approximately 80-85ha of employment land with development being supported in existing employment and economic development areas. Therefore, it is considered that the principal of the proposed use is acceptable in this location and accords with policy EC5 of the Core Strategy.

The proposals form an early phase of the Council's wider plans for the redevelopment of New Smithfield Market. In 2019 the Council appointed consultants to advise on the options for redevelopment of the market. All options look to reduce the area of the current market buildings with demolition in the eastern part of the site. The retained units will be either refurbished or redeveloped to provide more suitable space for traders and respond to market needs. Reflecting this strategy, the application proposals will involve the demolition of an existing terrace of industrial units and the eastern part of the market units. These are a mixture of vacant and currently occupied units. The existing occupiers would be relocated to existing vacant units in other parts of the market site in order to facilitate the development.

The development will enable an existing local business (Strawberry Catering) to expand into a larger, more suitable unit, thereby securing their future in the local area. Strawberry Catering is part of the Barton and Redman group, fruit and vegetable wholesalers who have been located at New Smithfield Market since 2013. The proposals would enable the introduction of a new business (Khanjra Cash & Carry) into the local area.

The proposed development would support the Council's wider plans to redevelop the Market to ensure its future suitability for traders and therefore its continued operation and success in this location. The principle of the development is in accordance with Core Strategy Policies EC2 and EC5 which relate to the retention and protection of employment within East Manchester.

Siting, Design and Scale

The proposals have been designed to reflect the necessary activities of the future Class B8 with ancillary offices uses, which are intended to operate from the two buildings within the site, the surrounding businesses and in response to the comments made through the life of this planning application. The siting of the buildings has been developed to address the principal frontage with the main office elements and building entrance facing the surrounding market

buildings within New Smithfield Market and the loading bays being located on the southerly elevation facing onto the service area and Lawton Street beyond. The boundaries around the site onto Lawton Street would be landscaped to soften the appearance of the new building onto this street, and appropriate permeable boundary treatments are proposed to retain a visible street frontage and provide a presence and activity to Lawton Street.

Although the proposed development would comprise triple height commercial buildings, due to the significant changes in levels within the New Smithfield Market and Press Street which lies to the east (the market lying at a lower level than the immediate surrounding area), it is not considered that the proposed development would give rise to issues resulting from the proposed scale and mass of the two proposed buildings, when viewed from Press Street, and would not give rise to significant visual impacts in the immediate area. Furthermore, the proposed buildings would be set well back from the boundary with Lawton Street and the proposed retained and additional planting would contribute to the reduction of the visual impact of the proposed building, and reduce the visual impacts of the proposed service area and associated trailer parking.

It is noted that to the south of the site lies a wholesale cash and carry, with a GMP facility lying further to the west on Lawton Street. The nature of the local area is of large commercial buildings with the nearest housing being 62m away from the Lawton Street / Press Street junction, on Cornwall Street.

The car parking and service areas to Unit 1 to serve the sister business to Barton and Redmore are located to relate closely to the existing Barton and Redman site.

The design of the new buildings is industrial in nature, utilising a materials palette already present in the locality, and which would not be out of character with developments in the wider market site. The siting of the buildings has been informed by the site constraints and represents the most suitable and efficient layout to respond to these constraints and achieve the occupier's requirements.

Sustainability has been a key driver in the design process with material selections carrying extended design lives, meeting insulation requirements with minimal maintenance required. The design of the building follows the traditional form synonymous with industrial use and utilises a material palette already prevalent in the surrounding area. The unit 1 colour scheme is a blend of contrasting greys, silver and white with Unit 2 comprising blue brickwork at ground floor level, and to the two upper floors to the main entrance and office accommodation on the northern elevation of the proposed building, with the remainder of the building comprising white cladding. The result of this is a development that offers a distinctive sense of place, whilst remaining neutral in colour and contemporary in style. The elevations are further enhanced by the incorporation of windows and doors on the predominant elevation. It is, however, proposed to attach a materials condition to enable further consideration to be given to the final material specifications, with associated jointing designs to prevent drip lines from the cladding system used.

The main site constraints are the active foul sewers and associated easements and the Corn Brook Culvert, which run across the application site, significant consideration has been given to the location of these during the design process to enable an appropriate location of the proposed building within the site.

Therefore, it is considered that the proposed buildings have been sited and designed to provide an improved quality of built environment within the Market and along Lawton Street and in the surrounding area in accordance with policies, SP1 and DM1 of the Core Strategy.

Landscaping/Trees/Ecology

Policies EN9 and EN15 require that the natural environment is considered when there is potential for it. The application site is an existing employment site with derelict hardstanding and has been considered as having no ecological value. Due to the nature of the operations carried out at the site, the proposed external finishes are predominantly hard landscaping. Pedestrian routes will be clearly identified through the use of footways to the rear of the proposed parking spaces.

The Preliminary Ecological Appraisal accompanying the application indicates that the site has limited ecological value comprising commercial units surrounded by hardstanding. The report suggests that no further surveys are required for the development to proceed, but that mitigation measures in the form of the timings of vegetation clearance to avoid bird nesting season, and Precautionary Working Methods for Badger are recommended. Furthermore, that during site clearance, any scrub and debris piles, that require removal, should be demolished under ecological supervision to ensure no sheltering hedgehogs are impacted by the works.

The existing buildings and trees on site were assessed for bat roosting potential. No roosting was recorded and all buildings assessed as having negligible bat roosting potential. Previously in 2020 one emergence survey also occurred with no roosts found. GMEU have advised that they have no reason to doubt the findings of the reports, the building clearly of very low bat roosting potential, located in an area that lacks any foraging habitat, and are of the view that no further information or measures are required.

A Tree Survey and Implications and Method Statement has been undertaken. This identified that 2 lime trees and a group of 7 maple trees (Category B) are to be removed to facilitate the development, but that the existing sycamore and group of maple trees along the southern boundary and in the south-east corner of the site are to be retained as part of the development. It is therefore proposed to attach a condition to any approval to require that any trees to be removed are removed outside the bird nesting season, unless the trees have been checked for the presence of nesting birds by a suitably qualified ecologist up to 24 hrs before works commence, and confirmation has been submitted that no nesting birds are present.

A landscaping masterplan accompanied the application which includes feature tree planting to the perimeter of the parking arrangement to the north of the site, together with an evergreen hedge. Shrub and ornamental tree planting are proposed to the western boundary with the internal Market road, with planting including trees to the boundary with the retained existing warehouse unit to the south of Unit 1, and tree planting to the Lawson Street boundary.

Whilst the scheme gives thought and consideration into improving the green infrastructure and natural environment, it is not clear whether the existing and mature planting at the junction of Lawton Street and Press Street would be retained. The masterplan indicates the planting of 20 feature trees and 9 ornamental trees, shrub planting, and an evergreen hedge, which would offset the loss of the 9 trees identified in tree survey to be removed, and enable improvements to biodiversity at the site. As clarity is needed regarding the retention of existing planting at the junction of Lawson Street and Press Street, and no species have been submitted for consideration it is proposed to attach a condition to require a fully detailed landscaping plan to be submitted. The submitted Ecological Appraisal recommends the scheme refers to the provision of biodiversity enhancements within the site including bat and bird boxes, to be erected on the proposed buildings. It is also proposed to attach a condition relating to the incorporation of measures to improve biodiversity at the site.

Therefore, it is considered that the proposed development is acceptable in relation to landscaping and is in accordance with Core Strategy Policies EN9 and EN15.

Highways Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement. A Transport Statement (TS) has been completed by Eddisons (Transport Consultants) which confirms that the proposals are acceptable in regards to highways matters. The primary access point into the site will be from the north via the existing New Smithfield Market, with a secondary access to the south off Lawton Street. It proposed that main vehicular access would remain from the north off Whitworth Street East and via the Market. Although the TS refers to a secondary access to the south off Lawton Street adjacent to the application site, this access is currently limited in use, and the planning agent has confirmed that the Lawton Street access would not be used by HGV's to access the site. It is recommended that this aspect of the scheme is conditioned in order to respond to impacts from noise arising from HGV movements to and from the site in the early hours of the morning and the proximity of residential properties to routes which would be used to access the Lawton Street access to the New Smithfield Market. A condition is proposed to require the submission of an HGV Routing Strategy to confirm that the proposed route from Whitworth Street East through the Market would be used. The development would then be required to be operated in strict accordance with the approved strategy for as long as the development is operational.

Tracking plans are provided in the Transport Statement to show how the site can be accessed by HGVs.

The Transport Statement sets out how the site is accessible to a range of local facilities by foot, cycle and public transport. Frequent bus services operation from the bus stops to the east of the site on Ogden Lane, within a walking distance of approximately 200 metres from the centre of the site. Further bus stops are located on Ashton Old Road. The site is also accessible on foot and cycle. The Fallowfield Loop (National Cycle Route 60) is located approximately 230 metres to the east of the site providing a route from Chorlton-cum-Hardy through Fallowfield and Levenshulme to Gorton and Fairfield in Manchester.

In regards to traffic generation, the Transport Statement provides an assessment of the forecasted trip generation. It has been confirmed that the proposed trip generation does not give rise to a material level of traffic that would have a minimal impact upon the local highway network operation, especially when taking into account the loss of existing floorspace as a result of the proposed demolition and the trip generation already approved under the previous proposal. An assessment of likely parking demand generated from the proposals has also been undertaken. The proposal is therefore considered to be acceptable in this location.

Car Parking

Following the concerns expressed by Highway officers, the scheme has been revised to reduce the levels of parking provision to 52 spaces (including 6 for disabled users) for Unit 1 and 100 spaces (including 8 for disabled users) for Unit 2, which addresses the matters which were raised, and is considered to be appropriate for this development and is in accordance with Core Strategy policies.

In addition to cycle parking provision, 4 Sheffield cycle hoops which accommodate up to 8 cycles are to be provided near to the entrance of the building for Unit 1 and 8 Sheffield cycle hoops which accommodate up to 16 cycles are to be provided for Unit 2. In addition, revised floor plans been received for each unit, with a shower added to the a shower to the Disabled persons toilet room on the first floor of Unit 2, and a shower & WC facility has been included on

the First Floor of the Unit 1 to provide washing facilities for those travelling to work by bicycle. In order to encourage the use of the cycle storage facilities, it is recommended that the proposed spaces are covered with canopies to encourage the use of cycle in inclement weather. It is therefore proposed to attach a condition to any approval to require the installation of canopies above the cycle storage provision before the premises are occupied.

The proposed site layout has 4 level loading bays to Unit 1 and 1 no to Unit 2 to the southern elevation of the proposed buildings, and a swept path assessment has been undertaken to demonstrate that the service yard/parking area can suitably accommodate large articulated HGVs in addition to the proposed parking arrangements.

Therefore, for the reasons outlined above, the proposals are considered to be acceptable on highway safety grounds. The level of car parking is considered to be acceptable for this development and the provision of cycle parking is requested through an appropriately worded condition. Therefore, the proposals are considered to be acceptable on highway and pedestrian safety grounds in accordance with policy DM1 and Paragraph 111 of the NPPF.

Residential Amenity and Noise

There are residential properties within proximity to the proposed industrial building situated to the east across Cornwall Street. The application has been submitted with a detailed Construction Management Plan, which confirms that the appointed contractor will work within City Council permitted hours for construction sites (with the addition of 30 minutes additional time on Saturday afternoons) and will deal with construction traffic and waste appropriately to avoid any significant detrimental impact on existing residents. It is recommended that a condition be attached to any approval to require compliance with the CMP with the exception that Saturday working shall cease at 2pm.

The application is also accompanied by a detailed Noise Impact Assessment by E3P which outlines that a full weekday and weekend background sound survey was undertaken in the eastern corner of New Smithfield Market a position considered representative of the closest existing residential receptor to the east on Cornwall Street, to quantify the existing levels of background noise. Noise modelling of all the proposed sources has been undertaken in order to predict noise levels at the closest receptors to assess the commercial sound impact. The assessment determined that the predicted rating level during the daytime and night-time periods would either achieve or fall below the existing background sound level. However, effective site management is required during night-time periods to ensure no adverse impact. These include ensuring the unloading areas at Unit 2 under the canopy closest to the receptors are not be used at night as the movement of HGVs, FLT movements and unloading activities this close to the receptors will result in adverse impact. Furthermore, the report states when adverse weather requires the use of the canopied area, this would be acceptable as it is assumed the adverse weather would result in higher background sound levels at the receptor.

The report also recommends that All plant and equipment should be regularly maintained to ensure that no item will produce excessive noise; all engines should be switched off when stationary or being loaded/unloaded; that site staff be made aware, particularly at night, that residential receptors are in the immediate vicinity of the Site and that they should avoid any unnecessary noise due to misuse of tools and equipment, and unnecessary shouting and radios; and all doors and windows should always be kept closed, where practicable, except when access is required, to attenuate any sound generated within the building.

Environmental Health have advised that the noise mitigation recommendations in section 5 of the submitted E3P Noise Impact Assessment Reference:50-110-R1-4 are accepted and should be implemented prior to commencement of use of the development.

Furthermore, the planning agent has confirmed by email that no vehicles will be accessing/egressing the site via Lawton Street. Barton and Redman are in agreement that their wagons will access/egress the market via Ashton Old Road.

Given the requirement for effective site management at night a condition is requested that the development is built in accordance with the mitigation measures recommended within section 5 of the Noise Impact Assessment, along with a routing strategy condition to ensure that HGV's are not driven past residential properties at unsociable hours. In addition as the details of the proposed fixed external plant has not yet been finalised a condition is recommended to ensure that all externally mounted ancillary plant, equipment and servicing is selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, and a verification report submitted once the plant has been installed to validate the work which has been undertaken is recommended.

It is considered that the appearance of the site will be improved significantly compared to the current areas of hard surfacing, and the proposed landscaping around the site boundary will help to soften the appearance of the site.

The application site is located within an existing industrial area immediately adjacent to a busy arterial route into the City Centre. Therefore, this is already a busy and noisy area of Openshaw. Notwithstanding this, a number of conditions have been included as recommended by Environmental Health to ensure that there is no detrimental impact on the nearby residential properties. Therefore, subject to the conditions proposed, it is not considered that the proposed development would give rise to unacceptable impacts on residential amenity and therefore accords with policy DM1 of the Core Strategy.

Waste Strategy

Waste management for the new Units 1 & Unit 2 will be carried out by the New Smithfield Markets waste management operator (currently Biffa). Subject to the volume of waste generation bins or skips are provided daily by Biffa to the loading bay area of each unit and emptied as required. All generated waste and recycling is managed on site by the waste management operator. As no finalised details of bin store design have been provided for consideration it is proposed that this aspect of the scheme be conditioned.

Security

The application is accompanied by a Crime Impact Statement completed by an independent security advisor, which sets out the possible crime and security risks based on the type of development and nature of the area.

Pedestrian and vehicular access and exit routes have been kept to a minimum and the main entrance is controlled via the market gatehouse. Enhanced security and surveillance is achieved by situating all access routes directly off the main access roads and is also further enhanced by the market's 24/7 operations hours, with onsite security presence with mobile patrolling and full CCTV coverage.

The proposed units and service yards and trailer parking bays will effectively sit as two secure facilities within the larger market site, with the northern, western and southern perimeters of both sites having 2.4m high metal paladin fencing and gates.

Unit 2 will also feature a single leaf pedestrian gate with push pad Fire Escape panic latch to the internal side for emergency egress, as will the entrance from Lawton Street. The separation between the two units would also comprise 2.4m high metal paladin fencing.

All visitor entrances are kept legible in layout terms and are monitored from one controlled reception area which would be open, and well lit.

The buildings, car park and entrance doors are highly visible from either the access road, estate road or internal yard with windows to habitable rooms ensuring good surveillance levels are achieved. Furthermore, all external entrance doors, windows and escape doors should be compliant to BS PAS 24. The scheme also includes the provision of external lighting to the elevations of both buildings and by column mounted lighting within the parking and servicing areas.

The proposals also include the provision of security fencing around the entire boundary of the site along with the existing security at the wider New Smithfield Market site. This site has a 24 hour operation and therefore, personnel will be on site at all times. In addition to this, there is natural surveillance of the site from Lawton Street and the adjacent businesses.

It is recommended that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be attached to any approval and achieve the secure by design accreditation.

Lighting

External lighting is proposed in the form of building mounted lighting at heights of 4m , 8m and 10m on the proposed elevations, and column mounted lighting (6m) to the northern car parks, and column mounted lighting to the southern servicing area (8m). As the location of the building mounted lighting has not been provided , it is recommended that this aspect of the proposed development is considered, and the column mounted lighting locations together with the design of the all the proposed lanterns (column and building mounted) are conditioned to be implemented in accordance with the submitted lighting plan.

Sustainability

The application has been accompanied by an Energy Statement, which outlines to maximise the energy efficiency of the development and reduce the energy demand, the development will benefit from a high specification of building fabric with U values that will improve on Part L2A standard values, and have low air leakage rates. The development will utilise highly efficient space and water heaters and would be provided with highly efficient mechanical ventilation and dedicated low LED energy efficient light fittings in all areas.

All artificial lighting will utilise PIR and daylight sensors to prevent unnecessary use. The use of natural lighting will be designed into the scheme to minimise use of artificial lighting in daylight hours.

The building has also been designed with a fabric first approach , using materials which will require minimal maintenance with a collective thermal performance exceeding the standards required by current building regulations. The construction will be largely from steel / aluminium, materials that can also be recycling at the end of the building's life cycle. Water usage would also be reduced through the use of dual flush WC's and flow restrictors throughout.

In relation to renewable technologies, the following renewable technologies have been evaluated as part of this report; Solar Thermal, Solar PV, Combined Heat and Power (CHP), Biomass, Air Source Heat Pump, Ground Source Heat Pump and Wind Turbines. An ASHP has

been selected as the most suitable renewable technology. Preliminary calculations include for an ASHP with a seasonal efficiency of 300 % and a cooling efficiency of 300%. The steps listed above highlighted confirm Unit 1 will achieve a 15.8% improvement over Building Regulations Part L 2016 and Unit 2 will achieve a 13.4% improvement above Building Regulations Part L 2016. It is considered that this satisfies the requirements of Core Strategy policies.

Furthermore the proposed development incorporates 31 electric vehicle charging points , and storage for 24 cycles . It is therefore recommended that these aspects of the scheme are conditioned, together with a requirement for cable routing to other spaces .

Air Quality

The application has been accompanied by an Air Quality Assessment that has been completed by Enzygo, which concludes that due to the nature and scale of the proposals there is the potential for impacts to occur at nearby sensitive receptors during the construction and operational phases. Impacts could arise following dust emissions generated by construction phase activities, as well as road vehicle exhaust emissions associated with vehicle movements generated during operation. Potential impacts were therefore assessed against industry standard guidance.

It is advised that assuming the implementation of good practice dust control measures, during construction that air quality impacts relating to fugitive dust emissions are predicted to be not significant.

Operational road vehicle exhaust emissions impacts were modelled and assessed and the dispersion modelling indicated that predicted impacts as a result of operational phase emissions were predicted to be not significant at all sensitive locations in the vicinity of the site.

The report includes mitigation measures to deal with dust during the demolition and construction phases of the proposed development on the basis mitigation measures are implemented the residual effect from all dust generating activities (Step 4) is predicted to be negligible and therefore not significant in accordance with the IAQM guidance.

Predicted impacts on NO₂, PM₁₀ and PM_{2.5} concentrations during the operational phase were predicted to be negligible at all sensitive receptor locations within the vicinity of the site with no new exceedances as a result of the Proposed Development.

This has been assessed by Environmental Health, who have accepted the findings of the submitted Air Quality Assessment in respect of the impact, but sought that 20% of the proposed car parking spaces had Electric Vehicle Charging points . The revised parking layout has 152 parking spaces which would lead to the requirement for the provision of 31 EVC's. The revised plan incorporates 12 electric vehicle charging points for Unit 1 and 19 for Unit 2 which would comply with the suggested level of provision. It is however recommended that this aspect of the scheme is conditioned, together with a requirement for ducting to enable additional EVC's to be provided in the future..

Contaminated Land

Historical mapping indicates the site was occupied by a locomotive and carriage works up to the mid-1900s, including railway tracks, cranes and tanks. Since circa 1970s, the New Smithfield Market has occupied the site and surrounding area; the subject site is located within the vehicle access and parking area of the market. An electricity substation is shown on plans from pre 1978 until the present.

The submitted Remediation and Enabling Works Strategy states that due to the site currently being active, areas of the site could not be fully accessed, and therefore, recommends that when the site is vacant a series of trial pits and further chemical analysis is undertaken in order

to fully appraise the site. One of the areas requiring further investigation is below the electricity substation for PCB analysis.

A Tier I Human Health Risk Assessment has been undertaken using the chemical analysis results of the soils and comparing to the relevant Tier I criteria. This assessment has identified the presence of elevated lead, asbestos, Semi Volatile Organic Compounds (SVOC's) and VOCs. Lead has been identified within one location on the site, and the report indicates that the risk to human health associated with the elevated concentrations of inorganic heavy metals can be mitigated through the construction of the proposed buildings and associated hard standing which will remove direct exposure between the contaminant source and site end user. Asbestos in the form of loose amosite fibres has been identified in the granular Made Ground, but has been quantified as <0.001 %. As such the report recommends that impacted soils should be managed according to the asbestos risk mitigation conceptual site model shown in the report. The supplementary ground investigation identified the presence of elevated SVOC's in the south east corner of the site, and SVOC's and VOC in the west of the site. As these present a potential indoor volatilisation risk, they will require a hotspot removal and validation to assess chemical suitability for retention on site in an area of no future sensitivity. Where they are present in parking areas or covered in hard standing there is a low/moderate risk to the end-user but controlled waters risk needs to be considered.

Chemical analysis of the natural clay drift deposits has identified these soils to be acceptable for use as subsoil within any proposed landscaping areas; however, further chemical validation samples will be required to confirm this.

The report suggest that in view of the Ground gas monitoring results that gas protection measures will not be required. This is due to the elevated ground gas concentrations identified not being below the proposed buildings, furthermore that as part of the proposed development the site will undergo a Made Ground turnover which will result in any anthropogenic material being removed.

The report also confirms that site investigation and contaminant risk assessment identified elevated concentrations of potentially volatile hydrocarbon compounds, which could permeate into the potable supply infrastructure, and that it will therefore be necessary to undertake appropriate remediation works with robust validation tests, and that it is likely that barrier pipe will be required.

Due to the above outstanding issues related to ground contamination issues, it is therefore recommended that a contaminated land condition be attached to any approval. However, the standard requirement to submit a Preliminary Risk Assessment has been satisfied by the E3P Phase I Geoenvironmental Site Assessment (Ref:12-757-R3-1 Dated July 2020) submitted with the application.

Flood Risk and Drainage

Whilst the proposed site is in flood zone 1, the development floor space exceed 1,000sq.m and the site area exceeds 1ha, and is a risk of surface water flooding. Therefore, in accordance with the footnote to paragraph 169 of the National Planning Policy Framework (NPPF July 2021), a site-specific flood risk assessment is required.

The application is accompanied by a Flood Risk and Drainage Assessment.

The proposed development area is at low risk of flooding from most sources except for overland flows resulting from exceedance of surface water or other sewerage systems. No special mitigation measures are deemed as necessary to be incorporated into the development proposals other than ensuring the building finished floor level is at least 300mm above the

adjacent existing ground levels to the west of the development area to mitigate the risk of adverse effect from overland flooding.

A Drainage Strategy has also been provided showing how attenuation of runoff can be implemented to suit the constraints of the site and in line with the principles discussed in the drainage assessment with a provisional finished floor level of 67.20m for Unit 1 and 67.70m to Unit 2. The Assessment states that underlying ground conditions are not deemed appropriate for the disposal of surface water runoff via infiltration. A positive outfall with therefore be required and it is proposed that surface water runoff from the site should be discharged to one or more of the several surface water sewers that cross the site subject to agreement with United Utilities.

However, following the observations received from the Flood Risk Management officers, conditions are proposed in relation to surface water drainage and the opportunities for a SuDS based scheme, together with a condition relating to the on-going maintenance of any subsequently approved surface water drainage scheme. Further clarification has been provided relation to the exact locations of the sewer, and Corn Brook Culvert within the site. From the new evidence submitted it appears that the culvert either does not exist in this location or is part of the combined brick sewer, however records do show an ordinary watercourse culvert to be positioned beneath the site, and as such an informative is proposed to be attached to any approval, advising that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any further major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Disabled Access

Level access will be provided into the building through adjusted site levels at recommended gradients. There will be a main entrance door with a clear opening that exceeds 1000mm, all door thresholds are to be level.

Accessible toilet facilities are to be provided with all hallways and corridors throughout the development set at a minimum of 1200mm clear width and door openings set to facilitate wheelchair access. Provision for future level access to the first floor office accommodation is achieved by making an allowance in the base build for trimming steels and breakouts for the easy installation of a suitable passenger lift ensuring that all areas of the building can be accessible to users in wheelchairs or with mobility limitations if required.

An area has also been included within the layout of the building for the provision of a lift to enable access to the upper floor areas in Unit 2.

Six parking spaces with transfer spaces have been provided within the proposed car park close the main pedestrian entrance to the proposed building to serve Unit 1, with 8 spaces for disabled users provided for Unit 2.

Boundary Treatment

It is proposed to erect 2.4m green weldmesh paladin fencing to the northern and southern perimeter of the proposed development. This would involve the removal of the existing galvanised palisade fencing to the back of pavement on Lawton Street. The replacement of the existing fencing on Lawton Street combined with the proposed retained and extended landscaped buffer, would improve the setting to the proposed building and reduce the impact of the proposed building within the street scene.

Employment

The submitted Design and Access Statement advised that Unit 1 would be occupied by the sister company of Barton and Redmore - Strawberry Catering who deal in fresh fruit and vegetables, with Unit 2 being occupied by a business currently based in Blackburn who would use Unit 2 for wholesale warehouse purposes. The proposed development should therefore lead to short term job creation in regard to construction, and longer term jobs at the site, as well as enabling the businesses to retain existing jobs.

It is proposed to attach a condition relating to a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, and to work in the resultant premises.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice was sought prior to the submission of this application. Officers worked in a positive and proactive manner with the applicant to deliver an acceptable scheme, in particular in relation to issues traffic routing, drainage, parking provision, electric vehicle charging points and changing facilities for cyclists. The revised proposal is considered to be in accordance with City Council policy and appropriate conditions are attached.

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:

Location Plan ref: AS763-01

Existing site plan ref: AS 763 02, and Photographic study sheets;

Unit 1 GA Roof plan AS 763-05 rev.B

Unit 1 GA elevations ref: AS 763-06 rev.D;

Unit 2 GA Building plan ref: AS 763-07 rev.C (notwithstanding to any annotated reference to Cash and Carry use);

Unit 2 GA Roof plan AS 763-09 rev.A

Unit 2 GA elevations ref: AS 763-010 rev.B;

Proposed Cross sections ref: AS 763-011;

Enabling works plan with MMC demise overlaid ref: AS763-SK15 rev.A

Lighting plan ref: D40759/RD/B (notwithstanding parking layout);

Proposed perimeter fencing elevations ref: AS763-14;

Landscape Masterplan ref: 49068 101 rev. A received 12th May 2022;

Design and Access Statement rev.A (AS763 DMR E)

Air Quality Assessment Ref: MAN.1969.AQ.001 .R.0 02 February 2022

Crime Impact Statement V.1 January 2022

Energy Statement ref: CSS 1108 dated 16th February 2022

2.0 Outline Statement for Demolition works by P.P. O'Connor

Planning Statement April 2022

New Warehouse Construction Phase Logistics Site Plan ref: 20777 SK/CPL1

Construction Management Plan (notwithstanding the work finish time on Saturdays)

Transport Statement by Russell Construction April 2022

Technical Note ref:01 July 2022 (3044)

Waste Management Strategy Proforma

E3P Noise Impact Assessment reference 50-110-R1- 4 dated February 2022

Arboricultural Implications Report Ref: TRE/BRM/Rev C 14th February 2022 (including tree survey);

Arboricultural Method Statement Ref: TRE/BRM/Rev C 14th February 2022

E3P Preliminary Ecological Appraisal Report Ref: 80-261- R3 -3 23rd February 2022;

Flood Risk Assessment and Drainage Strategy - prepared by EMM Ltd;

Russell WBHO Investigative Works to Establish the Location of the Cornbrook Tributary as shown on Arcmap GIS information dated 12th July 2022;

Wholesale Market Drainage Layout;

Underground Services Survey ref: 211016 sheet 03;

Underground Services Survey ref: 211016 sheet 04;

E3P Ground Gas Addendum report Smithfield Market Lawton Street ref: 12-757 L1 dated 29th March 2019;

E3P Phase I Geo- Environmental Site Assessment Ref: Report No.12-757-R3 - 1, dated July 2020

E3P Phase II Geo-Environmental Site Assessment. Ref: Report No. 12-757-R2 - 1 dated July 2020.

E3P Supplementary Ground Investigations Report Area 1 ref: 12-757- L4-01 15th December 2020;

E3P Supplementary Site Investigation ref: 12-757-L5 3rd March 2022;

Email from agent dated 26.05.2022 confirming the weldmesh fence colouration as green.

Email from agent dated 30.05.2022 confirming the Lawton Street access will be for emergency vehicles only.

Highways Technical Note 01 – JULY 2022 (3044) and Proposed Site Layout plan ref: AS763-03 rev.G received 14th July 2022;

Proposed site plan ref: AS763-03 rev.H; Unit 1 GA building plans ref: AS763-04 rev.D ; Unit 2 Office Area plans ref: AS763-08 rev.D; received 3rd August 2022.

Drainage Separator details ref: HC-21093-(30)- 004; Manhole Details and Sections plan ref: HC-22121- (30)-003;

Ground Gas Addendum report Smithfield Market Lawton Street ref: 12-757- R5-1 dated July 2022; Remediation and Enabling Works Strategy New Smithfield Market ref: 12-757- R4-4received 15th August 2022;

Flood and drainage Assessment dated August 2022 ref: 146B31-FRDA/03 ; Drainage Site Layout GA plan sheet 1 of 2 ref: HC-22121- (30)-001; Drainage Site Layout GA plan sheet 2 of 2 ref: HC-22121- (30)-002;received 17th August 2022;

Completed waste proforma received 22nd August 2022;

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 (2012).

3)The development hereby approved shall be implemented in accordance with the submitted construction management plan , with the exception that any Saturday working shall finish at 14:00 hrs .

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding the materials annotated on the submitted plans ,prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) a) The development shall be implemented in accordance with E3P Phase I Geoenvironmental Site Assessment (Ref:12-757-R3-1 Dated July 2020) . As the E3P Phase I Geoenvironmental Site Assessment (Ref:12-757-R3-1 Dated July 2020) identifies risks which in the written opinion of the Local Planning Authority require further investigation, no development, other than works that relate solely to demolition , shall take place until a scheme for the investigation of the site and the identification of remediation measures (Site Investigation Proposal and Remediation Strategy) 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 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.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation 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 in each phase 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 policy EN18 of the Manchester Core Strategy (2012).

6) No development other than works that relate solely to demolition, shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

7) No 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 local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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, pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

8) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable

risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - For the future protection of the Water Environment from risks arising from land contamination and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants, pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

9) Notwithstanding the planting details on the Landscape Masterplan ref: 49068 101 rev. A , no development other than works that relate solely to demolition shall commence until a hard and soft landscaping treatment scheme (including 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 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 (2012).

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Method Statement Ref: TRE/BRM/Rev C 14th February 2022; 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 (2012).

11) The car parking indicated on plan ref: Proposed site plan ref: AS763-03 rev.H; received by the City Council, as Local Planning Authority, on 3rd August 2022, shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car park shall then be available at all times whilst the development 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 SP1, T2 and DM1 of the Manchester Core Strategy (2012).

12) a) The electric vehicle charging points indicated on plan ref :Proposed site plan ref: AS763-03 rev.H; received by the City Council, as Local Planning Authority, on 3rd August 2022 shall be installed and made available for use prior to the buildings hereby approved being occupied. The electric vehicle charging points shall then be available at all times whilst the development is occupied.

b) Finalised details of the additional ducting to enable cabling to be provided to the other parking spaces within the development for enable the future provision electric vehicle charging points, shall be submitted to and approved in writing by the City Council as local planning authority, prior to above ground works being undertaken.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

13) a)The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking indicated on plan ref :Proposed site plan ref: AS763-03 rev.H.

b) Finalised detailed design and colouration of the cycle shelters to be installed shall be submitted to and approved in writing by the City Council as local planning authority, prior to the occupation of the buildings hereby approved

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 (2012).

14) The development hereby approved shall be carried out in accordance with the Air Quality Assessment Ref: MAN.1969.AQ.001 .R.0 02 February 2022, and the Construction Management Plan (notwithstanding the work finish time on Saturdays)
The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Manchester Core Strategy(2012), and Greater Manchester Air Quality action plan 2016.

15) a) The development hereby approved shall be completed in accordance with the physical security specifications outlined within Section 7 of the Crime Impact Statement Version 1.0 dated January 2022, received by the Local Planning Authority on 12th May 2022, in relation to

the measures to be incorporated into the development to achieve the secure by design accreditation.

b) The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

16) a) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement completed by Complete Sustainability Solutions Ltd (ref:CSS 1108) dated 16th February 2022, received by the Local Planning Authority on the 12th May 2022 including measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

b) Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures in the development, including dated photographic documentary evidence of the implementation and completion of required works.

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 (2012) 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 be constructed and operated in accordance with the recommendations and mitigation measures detailed section 5 of the submitted E3P Noise Impact Assessment reference 50-110-R1- 4 dated February 2022 in relation to the control of any noise impacts of the operation of the development outlined in the City Council's Planning & Noise Technical Guidance. The development shall be operated in accordance with this scheme for as long as the development is in operation.

Reason - In order to protect the amenity of local residents in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

18) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall 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. The approved scheme shall be completed before the premises is occupied.

b) Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has 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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

19) Prior to the first occupation of the development hereby approved, a HGV Routing Strategy shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then be operated in strict accordance with the approved strategy for as long as the development is operational.

Reason - In order to protect the amenity of local residents in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012).

20) The details of the approved Waste Management Scheme (including waste management plan and waste proforma) 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 EN19 and DM1 of the Manchester Core Strategy (2012).

21) Prior to the first occupation of the development hereby approved, finalised designs of bin stores shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The development shall then implemented in accordance with the approved scheme

Reason - In order to protect the amenity of local residents in accordance with policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

22) Deliveries, servicing and collections, including waste collections to the building hereby approved, shall not take place outside the following hours: 07:30 to 20:00, Mondays to Saturdays, with no deliveries/waste collections on Sundays/Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

23) a) The external lighting shall be implemented in accordance with the locations shown on plan ref: Lighting plan ref: D40759/RD/B (notwithstanding parking layout)

b) Prior to the installation of the proposed lighting, finalised details of the location of the wall mounted lanterns shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure the security of the development and to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy (2012).

24) 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 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 policy DM1 of the Manchester Core Strategy (2012).

25) The development hereby approved shall be completed in accordance with the proposed boundary treatments shown on plan ref :Proposed site plan ref: AS763-03 rev.H., and Proposed perimeter fencing elevations ref: AS763-14; in relation to the positions, design, materials and type of boundary treatment to be erected in this area of the site. The boundary treatment shall be completed before the development is first 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 along Lawton Street 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 with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

26) No removal of or works to any hedgerows, trees or shrubs should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Manchester Core Strategy (2012).

27) Prior to any above ground works of the development hereby approved, a scheme for delivering biodiversity enhancement at the site, shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures for the development shall be implemented in accordance with the approved scheme, prior to the occupation of the building.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

28) (a) Three months prior to the first use of either of the two buildings hereby approved, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within 6 months of the first use of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

29)The two units hereby approved be shall each be occupied as a Class B8 use and for no other purpose in the Town and Country Planning (Use Classes) Order 1987 , (as amended),or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. The first use of each of the units to be implemented shall thereafter be the permitted use of that unit.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of residential amenity, pursuant policy DM1 of the Manchester Core Strategy (2012).

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) Cadent Gas Ltd own and operate the gas infrastructure within the area of the proposed 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.

3)The applicant is reminded that under the Protection of Badgers Act 1992 it is an offence to intentionally or recklessly interfere with a badger sett. If a badger sett is found on or near the developments site work should cease immediately and a suitably experienced ecologist employed to advise on how best to proceed.

4)The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

5) Environment Agency advises in regard to waste on-site:
The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material

arising from site during remediation and/ or land development works are waste or have ceased to be waste.

Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used onsite providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

They recommend that developers should refer to:

- The [position statement](#) on the Definition of Waste: Development Industry Code of Practice
- The [waste management](#) page on GOV.UK#

In relation to Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005

'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.

If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the [hazardous waste](#) pages on GOV.UK for more information.

Dewatering

If dewatering is necessary these abstractions were previously exempt from requiring an abstraction licence, but since 1 January 2018 most exempt dewatering operations above the 20m³/day threshold now require a licence to abstract water.

More information is available on gov.uk: <https://www.gov.uk/guidance/watermanagement-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>

6) An ordinary watercourse culvert is positioned beneath the site, the applicant is therefore advised that they inform the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any further major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Greater Manchester Police
Environment Agency
United Utilities Water PLC
The Coal Authority
Greater Manchester Ecology Unit

Stall At H5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At G5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F35, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
12A Dewey Street, Manchester, M11 2NT
Unit 3, Ashton Old Road, Manchester, M11 2NN
D36-37, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A33-34A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D25-26A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Stall At C14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A23-24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Stall At D2-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
B21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F10, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E21, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C32-35, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C31, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B36-37, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A25-26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
C9-10, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F33, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 5, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 1, Norbury Court, Welcomb Street, Manchester, M11 2NB
J1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C6-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
2 Cherry Avenue, Manchester, M11 2LW
77 Cornwall Street, Manchester, M11 2EN
63 Cornwall Street, Manchester, M11 2EN
20 Cornwall Street, Manchester, M11 2PS
Job Centre, Cornwall Street, Manchester, M11 2WR
10A Dewey Street, Manchester, M11 2NT
F15, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Cafe At A27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B18-19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F9, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

D4-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C28, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B23, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C16-17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C1-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
65 Cherry Avenue, Manchester, M11 2LW
63 Cherry Avenue, Manchester, M11 2LW
Unit 5, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
52 Cornwall Street, Manchester, M11 2PS
Belsize Garage, Cornwall Street, Manchester, M11 2WQ
50 Cherry Avenue, Manchester, M11 2LW
12C Dewey Street, Manchester, M11 2NT
D15-16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At D1-2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At C14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E1-2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C29-30, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B33, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B28-30, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F40, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B4-5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C18, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
M7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
M1-6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E9-12, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B15-16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A7-10, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
54 Cherry Avenue, Manchester, M11 2LW
55 Cherry Avenue, Manchester, M11 2LW
62 Cherry Avenue, Manchester, M11 2LW
Office At H5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
H6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
H7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 3, Smithfield Ent Estate, Whitworth Street East, Manchester, M11 2NQ
10 Dewey Street, Manchester, M11 2NT
12D Dewey Street, Manchester, M11 2NT
D14A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
E6-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
D26B-27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Stall At D1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At C27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A31, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Office At B14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F23, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F36, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A37, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

A32, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A36, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C25-26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
M8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J5-6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A2-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A18-19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
3 Cherry Avenue, Manchester, M11 2LW
75 Cornwall Street, Manchester, M11 2EN
73 Cornwall Street, Manchester, M11 2EN
Stall At G5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Unit 1, Smithfield Ent Estate, Whitworth Street East, Manchester, M11 2NQ
F34, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A34B-35, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A29-30, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F18, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E18-19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B34-35, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F42, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 4, Norbury Court, Welcomb Street, Manchester, M11 2NB
E & M BRENNAN LTD, 1 Cornwall Street, Manchester, M11 2NR
58 Cherry Avenue, Manchester, M11 2LW
56 Cherry Avenue, Manchester, M11 2LW
59 Cherry Avenue, Manchester, M11 2LW
57 Cornwall Street, Manchester, M11 2EN
55 Cornwall Street, Manchester, M11 2EN
61 Cherry Avenue, Manchester, M11 2LW
47 Cornwall Street, Manchester, M11 2EN
J3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D19-20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C23-24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At D38-39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 3, 961 Ashton Old Road, Manchester, M11 2SL
12B Dewey Street, Manchester, M11 2NT
Ground Floor Left, 1026 Ashton Old Road, Manchester, M11 2NG
1026 Ashton Old Road, Manchester, M11 2NG
Unit 6, 7 Cornwall Street, Manchester, M11 2WQ
Unit 2-5, 7 Cornwall Street, Manchester, M11 2WQ
52 Cherry Avenue, Manchester, M11 2LW
12E Dewey Street, Manchester, M11 2NT
Upper Floor A38, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Ground Floor A38, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B25B-26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

Shop At A27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B10-11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B9, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F25, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
E15-16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
E3-4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D8-9, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B38, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B2-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A28, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
C15, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A5-6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Unit 3, Norbury Court, Welcomb Street, Manchester, M11 2NB
Booker Cash And Carry, Cornwall Street, Manchester, M11 2NR
64 Cherry Avenue, Manchester, M11 2LW
17 Cherry Avenue, Manchester, M11 2LW
The Sun Lounge, 1024 Ashton Old Road, Manchester, M11 2NG
Smithfield Ent Estate, Whitworth Street East, Manchester, M11 2NQ
Greater Manchester Police, Openshaw Workshops, Cornwall Street, Manchester, M11 2NS
1026B Ashton Old Road, Manchester, M11 2NG
F2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
60 Cherry Avenue, Manchester, M11 2LW
7 Cornwall Street, Manchester, M11 2WL
B27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Stall At D38-39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Shop At C27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B6-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F11-12, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D10-11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F37, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D25, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Beulah Hall, Beulah Street, Manchester, M11 2NZ
F6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D26A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
1022 Ashton Old Road, Manchester, M11 1ND
9 Cherry Avenue, Manchester, M11 2LW
15 Cherry Avenue, Manchester, M11 2LW
11 Cherry Avenue, Manchester, M11 2LW
18 Cornwall Street, Manchester, M11 2PS
B24-25A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
AA Veg Ltd, C5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
1026A Ashton Old Road, Manchester, M11 2NG
Unit 1, 7 Cornwall Street, Manchester, M11 2WQ
Unit 5, 7 Cornwall Street, Manchester, M11 2WL
Flat Above Unit 6, 7 Cornwall Street, Manchester, M11 2WL

Unit 19, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
C And H Sausage Co Ltd, 9 Cornwall Street, Manchester, M11 2WL
1026C Ashton Old Road, Manchester, M11 2NG
Unit 2, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
Unit 14, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 18, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 17, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 16, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 15, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
57 Cherry Avenue, Manchester, M11 2LW
Unit 4, 961 Ashton Old Road, Manchester, M11 2SL
Unit 1, 961 Ashton Old Road, Manchester, M11 2SL
Unit 2, 961 Ashton Old Road, Manchester, M11 2SL
961 Ashton Old Road, Manchester, M11 2SL
1000A Ashton Old Road, Manchester, M11 2NG
1000B Ashton Old Road, Manchester, M11 2NG
1000 Ashton Old Road, Manchester, M11 2NG
2 Silkstone Street, Manchester, M11 2ES
1024 Ashton Old Road, Manchester, M11 2NG
1047 Ashton Old Road, Manchester, M11 2NN
947 Ashton Old Road, Manchester, M11 2NH
M9 To M12, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D28-34, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C38-39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C36-37, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
6 Wimpory Street, Manchester, M11 2FP
Strawberry House, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
9 Cornwall Street, Manchester, M11 2WL
53 Cornwall Street, Manchester, M11 2EN
53 Cherry Avenue, Manchester, M11 2LW
69 Cornwall Street, Manchester, M11 2EN
7 Cherry Avenue, Manchester, M11 2LW
5 Cherry Avenue, Manchester, M11 2LW
65 Cornwall Street, Manchester, M11 2EN
61 Cornwall Street, Manchester, M11 2EN
59 Cornwall Street, Manchester, M11 2EN
49 Cornwall Street, Manchester, M11 2EN
B32, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D35, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F31, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F30, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F29, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F27-28, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F32, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D23-24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
4 Cherry Avenue, Manchester, M11 2LW
1 Cherry Avenue, Manchester, M11 2LW
51 Cornwall Street, Manchester, M11 2EN
Unit 4, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
Units 2 To 4, 7 Cornwall Street, Manchester, M11 2WL
F3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Ground Floor And First Floor, 1026 Ashton Old Road, Manchester, M11 2NG

A15-16A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A16B-17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D24-25A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At D3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At A27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D14B, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
F20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
E22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C19-20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B31, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F41, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F38, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 2, Norbury Court, Welcomb Street, Manchester, M11 2NB
J4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
D17-18, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C4-5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A20-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
6 Cherry Avenue, Manchester, M11 2LW
71 Cornwall Street, Manchester, M11 2EN
67 Cornwall Street, Manchester, M11 2EN

Appendix 2 – Planning constraints

[illegible]