

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141869/FO/2025

Date registered valid: 10 July 2025

Proposal: Erection of 1no. industrial unit (Class B2) with associated parking and external works.

Address: Land Off Gorton Road, Manchester, M11 2DZ

Ward(s): Ancoats & Beswick Ward

Applicant: Mr Fareed

Agent (if any): Mr Ceri Turner-Hill, Atelier Two

Case officer: Carl Glennon
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Recommendation: Approve

Date of recommendation: 8 April 2026

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit: 3 April 2025 and 24 March 2026

Standard consultations:

Printed: 16 July 2025 Expired: 6 August 2025

Neighbour notifications

Printed: 16 July 2025 Expired: 6 August 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located on the southern side of Gorton Road. The surrounding area is industrial in character. Vehicle storage has been most recently undertaken but has ceased. Outbuildings containers are located within the site. The southern site boundary is adjacent to an operational railway line. Trees along the adjacent (southern) boundary screen the site from the railway line. Access and egress to the site is via Gorton Road (to the north). The site is elevated resulting in changing ground levels to Gorton Road. The associated boundary is defined by high brick walls a mix of metal sheeting.





Fig. 1 – Views of the planning application site

Description of development

The development would comprise of a pitched roof building. The main part of the roof presented to Gorton Road would have a maximum ridge height of 10 metres and eaves at 8.5 metres when measured from within the application site. A secondary roof would project from the southern roof plane with the building responding to the angled configuration of the site. It would incorporate a dual pitched roof with a ridge height of 9.52 metres and ridge height of 8.5 metres. Due changing ground levels the building presented to Gorton Road (measured at street level) would have a maximum height of 12 metres.

The building would be sited 1.9 metres and 1.7 metres from the respective northern and southern boundaries. The building would have an angled configuration with a maximum length of 39.3 metres and width of 28.1 metres. The proposed building would comprise of metal profile cladding to the external elevations punctuated with roller shuttered service and staff doors. The planes of the roof would incorporate windows and PV panels.

The existing vehicular access and egress would be utilised from Gorton Road. An internal access road would serve the loading bay to the building and the car parking area positioned adjacent to the northern and western boundaries. The car parking area would provide 17 spaces, including two accessible spaces. One electric vehicle (EV) charging point would be provided. A separate pedestrian access and egress would be provided from Gorton Road linking to a pedestrian route through the site. The car parking area would incorporate bin storage enclosure. Parking for a motor cycle and cycle storage would be provided in this area. The proposed boundaries would involve the reinstatement of existing brick walls topped with railings. A small landscaped area involving two trees (four trees in total) would be formed to the north and west of the vehicular access.

Erection of 4no. Class B2/B8 industrial/warehouse units with associated parking and external works

ii. 035258: Approved - 01.02.1990
Southside Railway Sidings, Gorton Road, Ardwick
Erection of 5 industrial units

Consultations & Notification Responses

Local businesses – No comments received.

Highway Services – The following comments have been received reflecting significant dialogue with the applicant relating to highways issues:

- i. Highways are satisfied that the site could be appropriately access, egressed and serviced subject to the implementation of the submitted details and the inclusion of an off-site highways condition that delivers a TRO managing the site access to and from Gorton Road.
- ii. The proposal has demonstrated appropriate waste collection. These arrangements should be included as part of a requested car parking / site management plan.
- iii. The submission has demonstrated that the anticipated vehicle numbers and trips would not unduly impact on the operation of the highway.
- iv. Given the magnitude of the development the provision of a travel plan condition is not requested. However, a travel pack condition is requested to encourage the adoption of sustainable transportation options.
- v. The proposed car parking arrangement would be appropriate, including the provision of accessible car parking spaces.
- vi. Pedestrian access through the car park is noted, Concern is expressed regarding stepped pedestrian access / egress linking Gorton Road and the car park. This issue is addressed in this report.
- vii. A construction management plan condition is requested.

Environmental Health – Request conditions relating to:

- i. Arrangements for the management of demolition and construction.
- ii. Agreement of opening and servicing hours.
- iii. Noise attenuation condition relating the building plant and equipment. A noise management condition has also been requested.
- iv. Confirmation of a comprehensive waste contract is requested as part of a comprehensive waste and recycling management plan.
- v. An air quality assessment,
- vi. Contaminated land condition.

Flood Risk Management Team – A condition has been requested requiring the approval and implementation of a comprehensive sustainable drainage system. This requested is addressed by the attached condition.

GM Police Design for Security – No objection to the development but the following recommendations have been made:

- i. Roller shutters should meet appropriate security standards and installed in accordance with manufacturer's instructions.
- ii. External lighting should be provided to all entrances and elevations of the building and the car parking area. The fixtures should be fitted with a dusk till dawn sensors.
- iii. The development should be related to a CCTV system and an alarm.
- iv. New fittings and security arrangements should achieve Secured by Design standards.

Greater Manchester Ecology Unit – The development has been submitted with a bat roost assessment that has not identified the presence of bats and related habitats. Existing buildings showed negligible potential to support bat habitats. However, a railway line runs at the south of the site, and this could be used by commuting and foraging bats, who may use the buildings for roosting. It is recommended that the development is related to the following precautionary measures:

- i. Demolition should be undertaken by hand to avoid harm to bats that may be present.
- ii. If bats or signs of bat are found or suspected at any time during the works, work should cease immediately and advice sought from a suitably qualified bat worker.

Informatives should be used so that the applicant is aware that:

- i. They must seek ecological advice should they find or suspect that the proposal will impact on protected species.
- ii. Any vegetation removal should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.

Measures should also be provided to enhance biodiversity for through the integration of bat or bird boxes. This would be addressed through condition.

Network Rail – Following the submission and assessment of a BAPA, the initial holding objection from Network Rail has been withdrawn and there is no objection to the development. The applicant will need to agree issues affecting the implementation of the development with Network Rail where it presents issues affecting the railway.

United Utilities – Request a comprehensive condition relating to the provision of a sustainable drainage system.

Issues

National Planning Policy Framework Plan-making and national decision-making policies December 2025 - The above draft document is the subject of public consultation, which expires on 10 March 2026. Notwithstanding the above, this emerging guidance is material to consideration of the proposed development.

The Framework re-affirms that the planning system has the following objectives (paragraph 16):

- a. An economic objective
- b. A social objective –health, social and cultural well-being; and
- c. An environmental objective.

Paragraph 17 states these objectives are not criteria against which every development proposal can or should be judged. Development plans and decisions should play an active role in guiding development towards sustainable solutions, but in doing so, should take local circumstances into account, to reflect the character, needs and opportunities of each area.

As well as setting out the procedural policies relating to plan making (including strategic planning and new local plans) and decision making, the draft NPPF sets out objectives, policies for plan making and policies for decision making across key policy areas in a clearer and more rules-based way.

The following chapters are relevant to the proposed development:

Chapter 12. Making effective use of land – Objective: is to promote the 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.

Policy L2: Making effective use of land – States that substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

- a. Remediating despoiled, degraded, derelict, contaminated or unstable land;
- b. Making better use of vacant and under-utilised land and buildings;
- c. Making effective use of previously developed land and buildings.

The development would secure a sustainable use for a previously development site. The design of the development would significantly improve the appearance of the streetscene, Policy L2 would therefore be accorded with.

Chapter 14. Achieving well-designed places – Objective: To promote well-designed, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes.

Policy DP3: Key principles for well-designed places – Requires that the development responds to context and the creation of well-designed places. Consideration should therefore be given to:

- Context: Development should respond to the history, character and features of the site and its setting, so that it integrates into and enhances its surroundings (such as through the arrangement of development plots and buildings. The location does not have formal building lines of uniform arrangement of the development and improvements delivered through the quality of the proposal would uplift the appearance of the area.
- Climate: contribute to climate change mitigation and adaptation and the transition to net zero, by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating. This has been addressed through the submitted environmental performance assessment.
- Nature: incorporate and/or connect to a network of high quality, accessible, multifunctional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate resilience and improve air and water quality. The site has been assessed and considered to have low ecological value. Bio-diversity enhancement through the provision of bat and bird boxes and introduction of proportionate landscaping.
- Movement: provide transport infrastructure and choices which support the design vision for the site. This would be responded to through the site servicing arrangements, car parking and cycle storage and the provision of sustainable transport information pack.

The development would be appropriately related to policy DP3.

Chapter 15: Promoting sustainable transport - Objective - To ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

Policy TR3: Locating development in sustainable locations – States development should be located where it can support sustainable patterns of movement.

- Given the magnitude of the development related vehicle movement would be appropriated related the constraints of the site. Given the surrounding industrial context there would be limited harm to the character of the area.

- Opportunities utilise existing or proposed transport would be delivered through the related sustainable travel pack, which would also encourage cycling and walking and reduce air pollution.
- TR6: Assessing transport impacts – The development has been appropriately related to a transport assessment and supported drawings.

Chapter 17: Pollution, public protection and security – Objective - To ensure that new development is appropriate for its location taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security. Consideration has therefore been given to the following policies.

- Policy P2: Ground Conditions 1 – States the development proposals should take account of ground conditions and the arrangements for required mitigation.
- Policy P5: Maintaining public safety and security – States that development proposals should anticipate and address possible malicious threats and other hazards (whether natural or man-made). These issues have been addressed through the submitted details and the attached conditions.

Chapter 18: Managing flood risk and coastal change – Objective - To minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.

Policy F4: Assessing flood risk for decision-making – The development has been related to the assessment criteria for the flood risk assessment (FRA) detailed in policy F4. Whilst the site does not require the submission of a FRA, a drainage condition has been included in response to the historic and proposed use of the site.

The following chapters of the NPPF, adopted December 2024, are also relevant:

- Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development would deliver a building with a satisfactory quality of design that will enhance the quality of built form in the area and be beneficial to the amenities of the area. A condition has been included to ensure the delivery of measures the facilitate site security. Chapter 8 would be appropriately responded to.
- Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:
 - Sustainable transport modes are prioritised.
 - Safe and suitable access to the site can be achieved for all users.
 - Any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree. (paragraph 115).

Although the development would be supported with on-site car parking and transport impacts have been assessed and would be managed by condition. Opportunities for adoption of sustainable transport options would be delivered through the included sustainable travel pack

condition. Cycle storage would be provided. servicing arrangements are also capable of being delivered as part of the development. The development would thereby accord with Chapter 9.

iii. Chapter 11: Making effective use of land - States that planning decisions 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. The use of previously developed or 'brownfield' sites is strongly encouraged (paragraph 124). Chapter 11 would be positively responded to as the development would secure the re-use of a brownfield site and facilitate development that would improve the local industrial floorspace offer. The scale, proportions and character development would also be appropriately related to the constraints of the existing building and surrounding area.

v. Chapter 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities and that planning decisions should ensure that development (paragraph 135):

- a. Will function well and add to the overall quality of the area (over the lifetime of the development);
- b. Is visually attractive and related to good architecture, layout and landscaping;
- c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;
- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The application site does not positively contribute to the streetscene and the development would uplift the appearance of Gorton Road and views of the site from the operational railway line. The development would have a simple elevation form responding to its intended function. A condition has been included to ensure the appropriate use of materials. Chapter 12 would thereby be accorded with.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should (paragraph 164).

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 173).

The included conditions would respond to the above requirements and secure appropriate drainage and flood risk mitigation.

Planning Policy Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG, which have been positively responded to:

- i. Consultation and pre-decision matters
- ii. Health and well-being
- iii. Noise.

Places for Everyone (PfE) is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth and took effect and became part of the statutory development plan on 21 March 2024. The plan and its policies are now a material planning consideration in the determination of planning applications. The Plan specifically:

- i. Sets out how the nine boroughs should develop up until 2039
- ii. Identifies the amount of new development that will come forward across the nine districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused
- iii. Supports the delivery of key infrastructure, such as transport and utilities;
- iv. Protects the important environmental assets across the city region allocates sites for employment and housing outside of the existing urban area
- v. Defines a new Green Belt boundary for Greater Manchester.

The following policies are relevant to the development:

Policy JP-P1 – Sustainable places – The development would respond positively to the following aspects of policy JP-P1 as the development through the submitted details and condition would:

- Positively contribute to the quality of the built environment.
- Be designed to reduce the risk of crime and anti-social behaviour.
- Benefit from and contribute to the local industrial commercial provision.

Policy JP-P1 also focuses on creating safe, accessible, and inclusive environments that improve health and well-being. Amongst other things, policy JP-P1 requires measures to reduce the risk of crime and the delivery of inclusive access. The objectives have been demonstrated through the submitted details and delivered through the attached conditions.

Policy JP-P6 - Health - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. The development would be appropriately related to its context and harm from related impacts could be appropriately mitigated against. Policy JP-P6 would not thereby be accorded with.

Policy JP-S1 - Sustainable development - States that, to address climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. The development would achieve a quality of the accommodation that would encourage sustained future industrial occupation. Policy JP-S1 would not, therefore, be accorded with.

JP-S2 – Carbon and Energy – States that development should be consistent with Part L of the Building Regulations (2022). The development has been submitted with an environmental statement that demonstrates exceedance of the building regulations in relation to carbon reduction. The development would therefore respond positively to policy JP-S2.

Policy JP-S4 - Flood risk and the water environment - States that in locating and designing development to minimise the impacts of current and future flood risk. The site is in Flood Zone 1 with low risk of surface water flooding. It is considered that the development could incorporate satisfactory mitigation and drainage provision through the included conditions

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity - States that, through local planning and associated activities, a net enhancement of biodiversity resources will be sought. In this case, the development site has no apparent bio-diversity value. However, proportionate bio-diversity measures would be delivered by condition.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposal would allow the effective use of previously developed land for employment purposes. The operation of the site would be subsumed into the local noise environment through related noise attenuation conditions. Compliance with other aspects of policy SP1 would be secured through other operational conditions.

Policy EC1 (Employment and Economic Growth in Manchester) - The relevant sections of policy EC 1 have been related to the contribution of the development to:

- i. Improving access to jobs for all via public transport, walking and cycling;
- ii. Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use
- iii. Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses
- iv. Ensuring the continued social, economic and environmental regeneration of the city.

The development would continue to provide a contribution to the local economy and employment provision within an established industrial area. The development would thereby be positively related to policy EC1.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to meet high standards of design that would be positive related to the surrounding context. It is therefore considered that the development would deliver typical

industrial type building, which relates satisfactorily the surrounding context. Policy EN1 would therefore be complied with.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding). It is considered that these issues have been addressed through the submitted details to thereby are capable of being addressed through the agreed pre-commencement condition and would thereby achieve compliance with policy EN14.

Policy EN 16 (Air Quality) - States that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the new built form. A condition has been included to ensure the submission of an air quality assessment and the implementation of approved measures. Further measure to maintain air quality would be secured through impacts associated with private car usage through the provision of EV charging points and the inclusion of a sustainable travel pack. The development is therefore capable of securing compliance with condition EN16.

Policy EN 18 (Contaminated Land and Ground Stability) - Sets out the requirements for addressing issues relating to land contamination issues. In this case, the applicant has been of the need for a pre-commencement condition to address localised land contamination and its subsequent remediation. Sufficient information has been provided in relating to the initial ground condition survey and the required remediation measures can be addressed through the recommended condition to ensure compliance with policy EN18.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the submitted waste management arrangements, identify a storage location but further details are required relating to the appearance of the enclosures and confirmation of collection contracts. The development has the capacity accommodate appropriate bin storage and collection and through the included condition policy EN19 would be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Given the nature of the proposed use there would be localised traffic generation, but the limited identified vehicle movements would be predictable and capable of being absorbed into the highway network. Conditioned operational arrangements would ensure the appropriate demarcation of car parking and cycle storage. Policy T1 is therefore capable of being complied with.

Policy T2 (Accessible areas of opportunity and need) - States that applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues. A transport statement has been submitted, that demonstrates that the development would be capable of being accommodated into the local highway network and appropriate car and vehicle parking and servicing areas would be provided. A sustainable travel pack condition has been included. The development would therefore be positively related to policy T2.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- Appropriate siting, layout, scale, form, massing, materials and detail
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention
- Design for health
- Refuse storage and collection.

The development would be appropriately related that the above points, for reasons set out in this report it is considered that the operation of the development could be managed through conditions. On this basis policy DM1 would be accorded with.

Unitary Development Plan (UDP) saved policies

Part 2 policy

Policy DC26 Development and noise - The following elements of policy DC26 are relevant to the consideration of the proposal:

Policy DC26.1- The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. The effect of new development proposals which are likely to be generators of noise and
- b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.4 - Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures proposed to deal satisfactorily with it. Such measures might include the following:

- a. Engineering solutions
- b. Layout solutions
- c. Administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

The noise potentially generated by the development has been in relation to the character of the area in the immediate vicinity of the site, including the noise climate along Gorton Lane and operational railway line. In these circumstances, it is considered that generated noise is likely to be localised. A condition has been included to ensure appropriate acoustic insulation of internal and external equipment related to the development to prevent undue disturbance in the immediate area. On this basis, policy DC26 would be accorded with.

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters applications include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive

manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes.

Discussion between officers and the applicant's agent secured the submission of appropriate details relating to highway issues and the resolution of concerns regarding the potential impact of the development on the neighbouring operational railway line. It is considered that the submitted and supplementary details have facilitated the appropriate assessment of the proposed development thereby allowing the positive determination of the planning application.

Principle of the development – Contextually the development is locality that has a variety of built form, and its character is defined by the industrial activities that are undertaken in the locality, including noise and traffic generating uses. The development would present an opportunity to secure an appropriate use in this location alongside the delivery of an appropriately designed building. The design of the proposed building would uplift the appearance of the site and its contribution to the streetscene and views of the site from the adjacent railway line. The development would also make a contribution to the local labour market and economy. The principle of the development would be acceptable subject to implementation in accordance with the included conditions.

Scale and massing – The building would have a maximum height of 10 metres when measured within the site and 12 metres when ensure from the external ground level (from Gorton Road). Given the context of the site and nature of surrounding uses the elevated height of the building streetscene would not unduly harm the appearance of Gorton Road or views of the site from the operational railway line. The impact of the height of the building has been reduced by the incorporation of a shallow pitch. The scale and massing of the building is necessary to secure its viable function and sustained occupation.

Siting – The application building would be positioned 1.7 metres from the southern site. Adjacent embankment with trees would provide a further distance of 7.62 metres from the operational railway line. The development has been assessed by Network Rail the development and confirmation received that the proposed siting would not be objected to. The proposed building would maintain a distance of 1.9 metres to the northern boundary. There is no formal building line along this section of Gorton Road, and the proposed siting of the building would be relieved by articulation in the formation of the northern elevation and the visible space across the car park. On balance, the siting of the building would be acceptable.

Network Rail – The initial holding objection from Network Rail has been withdrawn following the submission and assessment of a BAPA. Issues relating to the implementation of the development regarding its proximity to the railway line would be addressed between the applicant and Network Rail.

Design – The proposed building would have relatively simple elevational form related to its proposed function and the attainment of the measures set out in the environmental performance statement. The surrounding area incorporates a mix of built form. It is not considered that the development would depart from the established characteristics of the streetscene, which has limited architectural quality. The use of cladding to the externally elevations is considered to be appropriate, and the proposed boundary treatment would secure and appropriate setting to the development. The proposed design would thereby uplift the appearance of the area. Final details of materials would be secured by condition.

Inclusive access – The entrance of the application building would secure level access in response to its operational requirement. The configuration of the car parking areas, in response

to the formation of the service areas and changes to ground level, has necessitated steps to the proposed car parking areas. The applicant has indicated that this arrangement is necessary as inclusive access would necessitate the formation of extensive ramps that would reduce the provision of car parking spaces. It would also impact on the viable operation of the servicing area. The applicant has also indicated that building regulations for inclusive access would not apply where the characteristics of the site would prevent its delivery. It is accepted in this case to inclusive access to the car parking area via the separate pedestrian access for Gorton Road could not be delivered, as the extent of access ramps would impact on the wider delivery of the development. The submitted accessibility statement indicates that inclusive access to the building would be achieved, including access from dedicated car parking spaces. If required non-car born wheelchair access could be achieved via the main entrance to the site. The car park would incorporate dedicated pedestrian routes. The proposed WC would incorporate an outward opening door with an internal turning area of 1.5 metres x 1.5 metres thereby meeting the requirement of document M of the building regulations. On balance, the development would secure appropriate and inclusive access.

Boundary treatment – The existing boundary treatment to Gorton Road comprises of brick walls and corrugated metals sheeting. The applicate acknowledges the need to repair and retention the boundary walls. The addition of railings to the boundary wall to Gorton Road is also proposed. The site access is enclosed by palisade style gating. These arrangements do not positively contribute the quality of the streetscene. To secure that site and improve the relationship of the site to the street and the wider context, a condition has been included to ensure the approval of all boundary treatment as part of the development.

Roller shutters - In response to comments of GM Police, a condition has been included requiring approval an implementation of final details of roller shutters and related housing boxes. This condition is required to ensure the appropriate security and appearance of the development.

Crime and security – Again in response to the comments of GM Police, a condition has been included relating to the approval and implementation of a scheme relating to the provision of measures to improve on-site security and to reduce the risk of crime. The implemented scheme would be implemented prior to the occupation of the development and maintained in situ at all thereafter.

External Lighting – A condition has been included to ensure that any lighting installed in support of the development, when illuminated, causes glare or light spillage, shall be related to a scheme to eliminate of such glare or light spillage. This condition is considered necessary given the proximity of the site to the adjacent railway and potential impact on the streetscene.

Highways – The applicant has demonstrated that the development would achieve satisfactory access and egress from Gorton Road and proportionate car parking would be achieved. A condition has been included to ensure the car parking and servicing areas as these would operate as a shared space. A condition has also been included to ensure that the demarcation of the car parking area in accordance with the approved drawings. A further condition has been attached to ensure the delivery of off-site highway works to Gordon Road, including:

- i. Reconfigured site access junction;
- ii. Provision of dropped kerb and tactile paving at the site access junction;
- iii. Resurfacing of footway along Gorton Road;
- iv. TROs with a minimum provision of no waiting restrictions and double yellow lines to the adjacent section of Gorton Road relating to the extent of visibility splay to the site access / egress.

The development would achieve satisfactory vehicular access / egress and car parking and servicing subject to the development being implemented in accordance with the related conditions.

Cycle and motorcycle storage – The applicant has indicated that six cycle spaces would be provided within an enclosure. A space for motor cycle storage has been indicated. The provision would be acceptable. A condition has been included to secure its delivery and to ensure the approval and implementation of secured cycle and motorcycle racks.

Sustainable travel pack – Highways have confirmed that a travel plan condition will not be required due to the magnitude of the development. However, to reduce staff reliance on private car usage and adoption of sustainable modes of transport, the development has been related to the provision of a travel information plan condition. This condition would be identifying options to adopt sustainable travel modes, including the use of public transport, walking and cycling. from the travel plan condition as it would be related to the provision of information and would not require subsequent monitoring.

Ecology, BNG and landscaping – The development has been related to the submitted bat roosts and its findings. The condition also required that the implementation of the development is related to the recommendations regarding the removal of roofs and timber to existing buildings of determine the presence of bats. An informative has been included detailing measure to be undertaken should bats be encountered during construction. The application demonstrates that the development does not involve more than 25 sq. metres of potential habitat and would therefore be exempt from BNG requirement. A proportionate contribution to bio-diversity would be gained through conditions

Trees – Consideration has been given to the submitted arboriculturally statement, that has identified self-buddleia within the north-western part of the site at without amenity benefit. The arboricultural officer has not commented on the proposal. However, comments were received in relation to application Ref: 139122/FO/2024, which replicates the building siting along the southern boundary. At that the development would have a minimal impact to the offsite tree rooting zones. The site consists of heavily compacted ground, which will therefore, likely be anaerobic and unfavourable to any adventitious roots. Whilst the site does not have any trees of significant value, the developer has proposed to plant 4 x new trees within the site boundary. Details of the planting proposals, including the species and sizes, was requested. This has been addressed through the attached landscaping condition. The submitted arboricultural statement has demonstrated root protection measures and construction methodology that would safeguard the root system of neighbouring trees. If tree work is required in relation to the adjoining site, this would be a civil matter that would need to be agreed with the adjacent landowner.

Flood risk and drainage – Given the magnitude of the development and in response to the comments of FRMT, a comprehensive drainage condition has been included.

Waste and recycling – The development has the capacity to secure appropriate waste and recycling management. The applicant has provided indicative details of how this would be delivered finalised details of bin capacities and related enclosures would be secured by condition.

Noise attenuation – Notwithstanding the noise environment surrounding the site, it is considered that some noise attenuation is required to maintain existing noise levels and reduce the potential for additional disturbance. Conditions have therefore been included to ensure noise attenuation of external plant and equipment and noise outbreak from the building.

Air quality – The application site is located in an industrial location and adjacent to an operational uses Air quality is therefore affected by local circumstances. However, to secure improvement to localised air quality, the condition requested by Environmental Health has been included. This required before the commencement of the development. Further measures, to maintain air quality and reduce carbon emissions would be secured through the provision of EV charging points, cycle storage and a travel plan. These measures would be addressed by condition. Appropriate safeguards to air quality are capable of being delivered as part of the development.

Contaminated land – As discussed, the application has been accompanied with a ground survey that has identified contamination issues affecting the implementation of the development. The details have been assessed by the Environmental Health Officer who has indicated that the issues are capable of being mitigated. A condition has been attached in response.

Opening and surviving hours – The development site surrounded by industrial uses and an operational railway line. In these circumstances limitations to opening hours would not appear to be necessary. As servicing of the site may have wider implication, in relation to noise generation affecting housing beyond the site, a condition has been included relating servicing to the following hours:

Monday to Saturday - 07:30 to 20:00

Sundays/Bank Holidays - No deliveries/waste collections.

Site management – As the car park and servicing area would operate within a shared spaces, it would be appropriate for the development to be related to a site management plan detailing a strategy for undertaking servicing and deliveries, including the routing of delivery vehicles and the arrangements for the supervision of vehicles accessing, egressing and manoeuvring within the site, including the undertaking of waste and recycling management. The condition would require the implementation of the approved scheme before the occupation of the development.

Environmental performance – The proposed design incorporates a passive approach through the incorporation of PV panels and glazing within the roof composition to utilise natural light. This would be combined with a fabric first approach with measures to secure building insulation and energy efficiency. The proposed methodology would secure a 15% reduction in carbon emissions above the building Regulations 2010. The proposed measures would be acceptable and are set out in an energy performance statement that is conditioned for implementation as part of the development.

EV Charging point - In addition, further reductions in carbon emissions would be potentially delivered through the provision of EV charging points. A condition has been included to ensure the submission of EV charging point specifications and their delivery as part of the development.

Contribution to the local economy and labour market – The development would secure a viable and sustainable use for the application site. The applicant has indicated that the development would potentially deliver 10 job opportunities (subject to confirmation of the end user). The development would have the capacity to deliver benefits to the local economy.

Conclusion – The magnitude of the development would be proportionate and appropriately related to the constraints of the site. The development would also improve the appearance of the site and the quality of industrial floorspace in the area. The operation of the development is capable of being managed through the attached conditions. The development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

In this case, 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. Discussion between officers and the applicant's agent secured the submission of appropriate details relating to highway issues and the resolution of concerns regarding the potential impact of the development on the neighbouring operational railway line. It is considered that the submitted and supplementary details have facilitated the appropriate assessment of the proposed development thereby allowing the positive determination of the planning application.

Condition(s) to be attached to decision for approval

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 received by the City Council as local planning authority on 8 January 2025, 23 September 2025 and 17 March 2026:

Site layout Ref: 2442 PL101 Rev H

Proposed elevation Ref: 2442 PL102 Rev E

Ground floor plan Ref: 2442 PL103 Rev D (external areas amended by Site layout Ref: 2442 PL101 Rev H)

Proposed site sections Ref: 2442 PL104 Rev D

Transport Statement by Aval Consulting Group Ref: 93252 Rev F (Final) dated 18 September 2025 amended by the following highways drawings:

General Arrangement/ Agreement Plan Ref: AVAL/93252/0000/001 Rev A

Swept path drawing Ref: 2568-SK1 Transit type vehicle

Swept path drawing Ref: 2568-SK2 Large vehicle

Swept path drawing Ref: 2568-SK3 Large car using parking

Swept path drawing Ref: 2568-SK4 Refuse vehicle

Swept path drawing Ref: 2568-SK5 Luton type van

Swept path drawing Ref: 2568-SK6 7.5 Tonne vehicle.

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

3) The development hereby authorised shall be implemented and maintained as one, Class B2 (General industrial) unit at all times with a maximum internal floorspace of 813 sq. metres, and shall not be sub-divided or used for any other purposes.

Reason – In interests of the visual amenity of the area within which the site is located and to ensure that the development is appropriate related to the capacity of the site, pursuant to in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) No above ground construction works shall take place until details/samples of the materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and the requirements of the National Planning Policy Framework.

5) Notwithstanding the details submitted with the application, no above ground works shall take place until details of the siting, scale, appearance and material for the proposed boundary treatment, including confirmation of the methodology and material specification for boundary wall repair and reinstatement and specification of gates and railings, has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

6) Before the occupation of the development roller shutters a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the appearance of roller shutters and related housing boxes and means of affixation shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason - In the interests of protecting residential and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Core Strategy for the City of

Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

7) The development shall be implemented in accordance with the arrangements of inclusive access as detailed in the documents and drawings referenced:

- i. Accessibility statement by Atelier Two Ref: 2434 RP900 Rev A dated December 2025
- ii. Site layout Ref: 2442 PL101 Rev H
- iii. Proposed elevation Ref: 2442 PL102 Rev E
- iv. Ground floor plan Ref: 2442 PL103 Rev D.

The approved arrangement shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason – To secure and inclusive and sustainable development pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone.

8) Before the commencement of the development hereby approved, a detailed demolition and construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which should include:

- i. The duration/phasing of demolition and construction works and associated vehicle trips;
- ii. Confirmation of display of an emergency contact number;
- iii. Contact details of the site manager/responsible person to discuss issues / amendments that arise;
- iv. Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- v. Requirements for any tower crane, including arrangements for delivery, assembly and removal
- vi. Routing of construction traffic and associated swept-path assessment;
- vii. Details of the location and arrangements for contractor parking;
- viii. The identification of the vehicular access points into the site;
- ix. Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- x. Impact on adjacent TROs including loading bays, bus stops/shelters.
- xi. Traffic Management measures for vehicles, pedestrians and cyclists;
- xii. Details/mitigation of any impacts on street furniture, crossing points, highway layout and lines.
- xiii. Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- xiv. The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- xv. Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Development shall be carried out in accordance with the approved demolition / construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policy JP-P1 of Places for Everyone Joint Development Plan and the National Planning Policy Framework.

9) Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- i. Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in

accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- ii. For surface water connections evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.
- iii. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.
- iv. Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
- v. Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- vi. Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.
- vii. A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- viii. Construction details of flow control and SuDS components.
- ix. Details of how the scheme shall be maintained and managed after completion. The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester, policies JP- P6, JP-S1 and JP-S4 of Sustainable Development Joint Development Plan Document - Places for Everyone and the National Planning Policy Framework.

10a) Prior to commencement of the development hereby approved, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site, and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the 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 Local Planning Authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall

be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy for the City of Manchester, policies JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone and the guidance with the National Planning Policy Framework.

11) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing:

- i. The specification and appearance of an enclosure for the storage on bins in the position shown on drawing referenced: Site layout Ref: 2442 PL101 Rev. H;
 - ii. Confirmation of a related commercial waste and recycling collection contract.
- The approved scheme shall be implemented upon occupation and in accordance with the detail of the waste management strategy received by the City Council as local planning authority on 8 January 2025 maintained in situ thereafter.

Reason – In the interests of the amenity of the area and to ensure appropriate waste and recycling management pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policies JP-P1, JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone.

12) All waste and recyclable material shall be stored within the authorised storage enclosures or within the authorised Class B2 building at all times prior to its disposal. No waste, recyclable material or parts shall be stored within the external areas at any time, including scrap metal tyres and used oil products.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policies JP-P1, JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone.

13) Prior to first use of the development hereby approved a scheme for the extraction of any fumes, vapours and odours from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the use commences and shall remain operational thereafter.

Reason - In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester, policies JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone and the National Planning Policy Framework.

14) Prior to commencement of the use hereby approved a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the loading bay, service yard and loading dock area. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P1, JP-S1 and JP-P6 of the Sustainable Joint Development Plan Document - Places for Everyone.

15) a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first use of the authorised Class B2 (General industrial) Unit, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, policies JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone and saved policy DC26 of the Unitary Development Plan.

16) a) Before the building hereby approved is first occupied it shall be insulated in accordance with a scheme 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 property.

b) Prior to the first use of the authorised Class B2 (General industrial) unit, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy, saved policy DC26 of the Unitary Development Plan and policies JP-P1, JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone.

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

Monday to Saturday - 07:30 to 20:00

Sundays / Bank Holidays - No deliveries/waste collections.

Reason - In order to protect local amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-P1, JP-S1 and JP-P6 of the Sustainable Joint Plan Document – Places for Everyone.

18) a) Prior to commencement of the development, an air quality impact assessment together with mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for the City of Manchester.

19) (a) Prior to the undertaking of above ground construction works, hereby approved, a scheme of highway works and details of footpaths reinstatement and / public realm works shall be submitted for approval in writing by the City Council, as local planning authority. This shall include the following:

- i. Reconfigured site access junction;
- ii. Provision of dropped kerb and tactile paving at the site access junction;
- iii. Resurfacing of footway along Gorton Road;
- iv. TROs with a minimum provision of no waiting restrictions and double yellow lines to the adjacent section of Gorton Road relating to the extent of visibility splay to the site access / egress.

(b) Prior to the first occupation of the development hereby approved, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

20) Car parking, servicing and other vehicular access arrangements shown on the approved drawings to serve the development hereby permitted shall be laid out and made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason - In the interest of highway safety and the free flow of traffic and in accordance with to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

21) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing measures to encourage the adoption of sustainable transportation modes and reduce reliance on private car usage, including information to support the use of public transport, walking and cycling. from the travel plan condition. The scheme shall be available upon occupation of the development and maintained in situ thereafter.

Reason - To assist promoting the use of sustainable forms of travel to and from the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

22) Before the occupation of the authorised building, details of the specification and appearance of an enclosure for the storage of cycles in the position shown on drawing referenced: Site layout Ref: 2442 PL101 Rev H, shall be submitted to and approved in writing by the City Council as local planning authority. The approved enclosures shall be available for use upon occupation of the authorised building and maintained in situ thereafter.

Reason - In order to ensure appropriate and secure cycle storage, pursuant to policies SP1, EN19, T1 and DM1 of the Core Strategy for the City of Manchester.

23) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the specification of the electric vehicle (EV) charging points as shown drawing referenced: Site layout Ref: 2442 PL101 Rev H. The EV charging points shall achieve a minimum charging specification of 7kw/H and be installed in accordance with positions shown on the approved drawings before first occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

24) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing a strategy for undertaking servicing and deliveries, including the routing of delivery vehicles and the arrangements for the supervision of vehicles accessing, egressing and manoeuvring within the site, including the undertaking of waste and recycling management. The arrangements shall be fully implemented before the occupation of the development and maintained in situ at all times thereafter.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

25) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of measures to improve on-site security and to reduce the risk of crime, including external lighting and the provision of CCTV cameras. The approve scheme shall be implemented prior to the occupation of the development and maintained in situ at all times thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

26) If any lighting installed in support of the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

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

27) The development hereby approved shall be implemented in full accordance with the measures as set out in document referenced: Energy Statement by Atelier Two Ref: 2442 RP200 Rev A dated December 2024, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

Within 3 months of the completion of the construction of the 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 at each phase of the construction of 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 Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

28) The development shall be implemented in accordance with the details of document referenced: Preliminary Bat Roost Assessment Rev A (Final) by Aval Consulting Group dated 10 June 2024 (including the methodology for implementing demolition as set out in Section 4). If bats or signs of bat are found or suspected at any time during the works, work should cease immediately and advice sought from a suitably qualified bat specialist.

Reason - To enhance local biodiversity and safeguard protected species and their habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and policy JP-G8 of the Places for Everyone Plan and the National Planning Policy Framework.

29) Before the occupation of the development a scheme to encourage bio-diversity, including the positioning, specifications and appearance of bat and bird boxes shall be submitted to and approved on writing by the City Council as local planning authority. The approved scheme shall be implemented upon occupation of the development and maintained in situ thereafter.

Reason - To safeguard local biodiversity and nature conservation pursuant to policy EN15 of the Core Strategy for the City of Manchester.

30) Before the occupation of the authorised development a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the inclusion of native tree and shrub planting within the site and arrangements for the future maintenance of communal hard and soft landscaping. The approved landscaping scheme shall be fully implemented during the first full planting scheme following the occupation of the development and maintained in situ thereafter in accordance with the approved landscape maintenance scheme. 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 the development incorporates 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 Core Strategy for the City of Manchester.

31) The development shall be implemented in accordance with the report referenced Arboricultural Impact Assessment with Arboricultural Method Statement Project No AIA.13884.01 dated 3 October 2024 including arrangements for protection of tree during construction (including the details set out in section 2 and 4). The tree protection measures shall be implementation upon commencement of works and maintained in situ throughout the demolition and construction phases of the development.

Reason - In order to avoid damage to any retained trees 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 Core Strategy for the City of Manchester.

32) No removal of shrubs or vegetation shall be undertaken in the main bird breeding season (March to August inclusive), unless nesting birds are found to be absent, by a suitably qualified person.

Reason - To safeguard local biodiversity and nature conservation pursuant to policy EN15 of the Core Strategy for the City of Manchester.

Informative

1) Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

3) The minimum standard S278 technical approval timescale is between 4-6 months and, if TROs are included up to 12 months. Works on the highway must not start until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

4) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highway_s_-_section_278_agreements/category/355/highways_and_pavements

5) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary access points (Section 50) with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

6) The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Network Rail

Unit 2C, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 4, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
The Yard, Vaughan Street, Manchester, M12 5FQ
Unit 3, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
Unit 1, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
MG Waste Management Ltd, Unit 2, Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
4 Wolverton Street, Manchester, M11 2ET
Vaughan Street Industrial Estate, Vaughan Street, Manchester, M12 5BT
H D Chadwick And Son, Gorton Road, Manchester, M11 2DZ
CGB Engineering Services, Britannia House Unit 2, Gorton Road, Manchester, M11 2DA
T D Autos, Gorton Road, Manchester, M11 2DZ
Gatley Leisure, Britannia House Unit 1, Gorton Road, Manchester, M11 2DA
T D X Ltd, Gorton Road, Manchester, M11 2DZ
6 Wolverton Street, Manchester, M11 2ET
Rasoul Motors Ltd, Gorton Road, Manchester, M11 2DZ

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M