MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143481/FO/2025
Date registered valid:	22 October 2025
Proposal:	Erection of 2 no. light industrial units (Class E (g)(iii)
Address:	Jubilee Works, Clifton Street, Manchester, M40 8HN
Ward(s):	Miles Platting & Newton Heath Ward
Applicant:	Mr Zulfiqar Ali
Agent (if any):	Philip Holmes, PHA Architects Ltd
Case officer:	Katie Raw Tel: 0161 234 4164 Email: katie.raw@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**15 January 2026**

Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit: 6 November 2025

Standard consultations:
Printed: 28 October 2025 Expired: 18 November 2025

Neighbour notifications
Printed: 28 October 2025 Expired: 18 November 2025

Site notice
Posted: 6 November 2025 Expired: 27 November 2025

Press advert
Published: 11 November 2025 Expired: 25 November 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to Jubilee Works, Clifton Street within the north Manchester ward of Miles Platting & Newton Heath. At the time of the site visit much of the land appeared to be cleared except one outbuilding to the south of the site. Previously the site was subject to industrial units which had been removed due to fire damage and are recorded within the submitted application form as being a light industrial and storage use (last known use 23 July 2023). The site is accessible off Clifton Street, through a set of high steel gates and is bounded by brick walls with steel railings above.

Description of area
The surrounding area is one of a mix of industrial and commercial uses and as a result Clifton Street is a busy access road. Surrounding businesses include the Alloy Bodies manufacturer to the north of the site and Malcolm Clarke Steel to the south of the site.

Description of development
The application seeks planning consent for the Erection of 2 no. light industrial units (Class E (g)(iii). The two units would be for a Class E (g iii)- (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. (Previously known as a B1c use).

The proposal would comprise of two units in a ‘L’ shaped formation. The two units would be attached to each other- unit 1 would run along the eastern side of the site and unit 2 would run

along the northern side of the site. Access to the units would be possible from the existing entrance off Clifton Street with car parking available in front of unit 1, to the south side of the site and to the west site of the site. Bin routes are proposed along the northern and southern sides of the site. The structure would be sited at least 3 metres from the eastern boundary of the site in line with Network Rail comments.

At the highest point the units would have a height of 7.4 metres. Floor plans show the units open in nature with a small kitchenette and toilet in each unit.

The proposal would involve the insertion of 11 doors and 6 roller shutters.

The opening times would be as followed:
Monday to Friday- 8am- 6pm,
Saturday- 8am to 5pm,
Sunday- closed.

15 car parking spaces would be available as a result of the proposal and 10 full time employees would be employed by the proposed business.

The materials to be used have been noted as:
-Wienerberger Sandown Smooth Red Perforated Class B engineering brick (L)215mm (W)102.5mm (H)73mm (All elevations below cladding)
-alumimum cladding walls with horizontal emphasis- Kingspan RAL 7016- QuadCore AWP LEC Wall Panel
-alumimum cladding roof with vertical emphasis- Kingspan RAL7016- Quad Core
-rainwater goods- gutters and RWPs- Kingspan RAL 7016.
-steel roller shutter doors- GLV-11 solid Roller Shutter, colour: van dyke brown
-alumimum access doors- steel hinged personnel door- Lathams- RAL7016
-door canopies- CANOFIX Door Canopy PC 3000 Width x 1270 Projection (Black Bracket - Bronze Sheet)
-rooflights- Dome Rooflight Polycarbonate - Mardome Trade

No BNG contributions are required for the application as the applicant confirms an de minimis exemption.

Negotiations during the Course of the Application

Further information was requested in respect of the proposed materials.

A CMP was provided by the agent for review by colleagues in Highway Services.

The developer disputed the need for Network Rail conditions given the distance between the applicant site and railway line and associated land.

Planning History

The current application is a re-submission for the previously refused scheme. The previous application was determined as a refusal based on a lack of sufficient detail to assess the application:
139600/FO/2024-Erection of 2 no. light industrial units (Class E (g)).
Reused 2 January 2025.

138173/FO/2023- Erection of 2 x light industrial units ('E' class).
Refused 13 March 2024.

Refused on the basis of a lack of sufficient detail to assess the application.

ENF/15596/23- Enforcement Enquiry- Change of Use- Possible change of use and new buildings.
Received 5 July 2023.

ENF/14787/20- Enforcement Enquiry- Change of Use. Received 6 February 2020.

099806/FO/2012/N1-Construction of new vehicular access from Clifton Street, new access ramp and associated works, installation of new gates and new roller shutter door opening to existing building.
Approved 17 September 2012.

Further planning history exists prior to the current policy plan of 2012.

Consultations & Notification Responses

Local Residents

No responses were received from local residents.

Highway Services

ACCESS:
o Proposed Site Access Plan confirms that the vehicle access point is 6.0m wide.
o Swept path assessment demonstrates two-way access with a large car at the vehicle access point from Clifton Street - Acceptable in principle.
o Proposed Site Access Plan demonstrates that a 2.4m x 43m visibility splay is achievable in both directions (northbound and southbound) along Clifton Street subject to TROs to prevent on-street parking and maintain visibility.
o No waiting at any time TROs in the form of double yellow lines will be implemented along Clifton Street and will cover the visibility splay extent. Additional double yellow line TROs will be introduced at the pinch point area adjacent to the site access on the western side of Clifton Street - Acceptable in principle to Highways.
o Drawing ref no. 4325-SP03 Rev A demonstrates that a large car can enter the site, manoeuvre into the disabled parking bay and then exit the site in a forward gear.

PEDESTRIAN ACCESS:
o Existing 1.8m high wall in the vicinity of the site access will be removed.
o An internal pedestrian path 1800mm in width will be provided - Acceptable in principle from a Highways perspective.

OFF-SITE HIGHWAYS WORK:
o Vehicle access point is to be 6.0m wide, with a vehicle crossover covering the access point.
o A S278 agreement is required for works to the adopted highway.
o As part of the proposal, plans indicate that the kerb line along Clifton Street is to be reconfigured. This is subject to a S278 agreement.
o Drawing No. 4325-FO1 Rev E confirms that a carriageway width of 6.2m will be retained at the pinch point adjacent to the site access along Clifton Street.
o Swept path assessment demonstrates that two large cars can pass one another at the pinch point along Clifton Street - Acceptable in principle.
o Resurfacing of the footway is to be undertaken on Clifton Street as part of the S278 works. This should also include provision of tactile paving & dropped kerbs at the site access.

o No waiting at any time TROs in the form of double yellow lines will be implemented along Clifton Street covering visibility splay and at the adjacent pinch point.
o Relocation of the telecommunication pole to be confirmed at detailed design stage.

PARKING:
o Total of 15no. car parking spaces is proposed within the site, including 2no. disabled bays.
o Noted that there will be approximately 10-15no. employees depending on end user.
o A TRICs based Car Parking Occupancy Assessment has been undertaken. The maximum demand for parking is approximately 12no. vehicles at 13:00 - 14:00. The level of car parking proposed is acceptable from a Highways perspective subject to a car parking management strategy.
o Parking dimensions are in line with MCC's guidelines.
o 3no. 7Kw EV charging points is to be provided - Acceptable in principle.
o A minimum aisle width of 6m is to be provided - Acceptable in principle.

CYCLE PARKING:
o Secure and sheltered cycle store is to be provided within the car park.
o Cycle store will accommodate 10no. cycle parking spaces - Acceptable in principle subject to monitoring cycle parking as part of a Travel Plan.

TRAVEL PLAN:
o A Full Travel Plan is required and should be condition to any planning consent.

REFUSE & SERVICING:
o Refuse bins are to be located within the site - Acceptable to Highways.
o Proposed Site Plan demonstrates 6no. loading areas with demarcated loading bays.
o Drawing ref no. 4325-SP01 Rev E and 4325-SP02 Rev C demonstrates that an 11.3m refuse vehicle and 10.0m Rigid vehicle car can enter, manoeuvre, and exit the site in a forward gear subject to TROs along Clifton Street.
o A Waste & Servicing Strategy is required and should be conditioned. This should include details on the waste collection point & waste servicing frequency as well as management and frequency of deliveries associated with the site.

CONSTRUCTION MANAGEMENT PLAN:
o Applicant has accepted for a Construction Management Plan (CMP) to be conditioned. This should be submitted prior to the start of any works.
o The CMP will comprise of the following:
- Size of HGV to be used in the construction period.
- This should include phasing and quantification of vehicular activity.
- Timing of deliveries during construction, to avoid peak periods.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site
- This should be evidenced with appropriate swept-path assessment.
o The CMP should also include:
- consideration of ongoing construction works and contractor parking in the locality
- a site plan for the development during the construction phase to show the welfare facilities, material and plant storage location, unloading/loading areas and appropriate waste storage location.
- dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

o The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.
o 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.

Further comments following review of Construction Management Plan (received 20 November 2025):
Currently Highways are not satisfied with the proposed CMP. A full/detailed CMP will need to be conditioned.

Environmental Health

Environmental Health request the following conditions be attached to any approval granted:
-Construction hours condition
- HOURS1 Premises opening hours
- HOURS2- Deliveries to commercial premises
-Acoustic insulation scheme condition
-External plant/equipment/servicing condition
-Waste management condition
-Contaminated land condition
-EV charging condition

MCC Flood Risk Management Team

The Team reviewed the application and requested a surface water drainage scheme condition and an informative for the Shooters Brook culvert (sited 90m west of the site) be attached to the decision notice of any approval granted.

Greater Manchester Police

The Greater Manchester Police raised no raises with the scheme but requested a Secured by Design condition attached to any planning permission if granted.

Environment Agency

The Environment Agency make no objection to the proposed development but wished to make comments in respect of land contamination.

This included requesting a planning condition is included to any approval granted requiring the submission and validation of a detailed land contamination management strategy for unsuspected contamination during the enabling, construction and/or development works.

Without this condition the Environment Agency would object to the proposal in line with paragraph 187 of the National Planning Policy Framework because it cannot be guaranteed that the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate or will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Advice was given to the applicant in respect of contamination.

Network Rail

Network Rail were consulted on the application and provided a detailed response, with reference made to:
-Obligations
-RAMS
-Fencing
-Fail Safe Use of Crane and Plant
-Encroachment
-Lighting
-Scaffolding
-Vibro-Impact Machinery
-Drainage proposals and Network Rail land
- Excavation and Earthworks and Network Rail land
-Demolition
-Basement/ deep excavation works
-Lighting
-Access to Railway
-Boundary Treatments
-3 metre gap with Network Rail requiring that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary.
-Trees
-BAPA (Basic Asset Protection Agreement)
- Parking / Hard Standing Area

United Utilities

Although not consulted during the course of the application, United Utilities made contact during the course of the application with the following comments:

All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

Noting this is a Full application, UU request that the applicant provides a detailed drainage plan, and that United Utilities has the opportunity to review and comment on this plan prior to determination.. Should planning permission be granted without the provision of this information UU request a condition is attached to any subsequent Decision Notice:

Detailed guidance notes were provided for the applicant’s review.

Cadent Gas

Although not consulted during the course of the application, Cadent Gas made contact during the course of the application.

Cadent Gas confirmed they had no objections to the application and provided detailed notes and an informative to be attached to any approval granted.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective, b) a social, and c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:
i. Chapter 9. Promoting sustainable transport
ii. Chapter 11. Making effective use of land
iii. Chapter 12. Achieving well-designed places
iv. Chapter 14. Meeting the challenge of climate change, flooding and coastal change

Draft National Planning Policy Framework (16th December 2025)

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:
-Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
-Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
-Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

The following specific policies are considered to be particularly relevant to the proposed development:
E2: Meeting the need for business land and premises (Chapter 7. Building a strong, effective economy)
DP3: Key principles for well-designed places (Chapter 14. Achieving well-designed places)
TR3: Locating development in sustainable locations (Chapter 15. Promoting sustainable transport)
TR6: Assessing transport impacts(Chapter 15. Promoting sustainable transport)
HC1: Planning for healthy communities (Chapter 16. Promoting health communities)
F4: Assessing flood risk for decision-making (Chapter 18. Managing flood risk and coastal change)

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 201, updated March 2024 following adoption of Places for Everyone Joint Development Plan

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:
Policy DM1 (Development Management);
Policy SP1 (Spatial Principles);
Policy EC5 (East Manchester);
Policy EN1 (Design Principles and Strategic Character Areas);
Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development);
Policy EN6 (Target Framework for C02 reductions from low or zero carbon energy supplies)
Policy EN 8 (Adaptation to Climate Change);
Policy EN9 (Green Infrastructure);
Policy EN14 (Flood Risk);
Policy EN15 (Biodiversity and Geological Conservation);
Policy EN 16 (Air Quality);
Policy EN18 (Contaminated Land and Ground Stability);
Policy EN19 (Waste);
Policy T1 (Sustainable Transport);
Policy T2 (Accessible Areas of Opportunity and Need).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC26.1 states 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.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states 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 he proposes to deal satisfactorily with it. Such measures might include the following a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods. Of relevance are paragraphs 2.3, 2.7, 2.14 and 2.16.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:
i.JP- S1- Sustainable development
ii.JP- S2 – Carbon and energy
iii.JP- S5 – Flood risk and the water environment
v. JP-C1- An integrated network
vi. JP- G9- A net enhancement of biodiversity and geodiversity
vii. JP- S6- Clean Air.

ISSUES

Principle of Development

The current application seeks planning permission for the Erection of 2 no. light industrial units (Class E (g)(iii). The current application is the 3rd submission of the scheme, as the previous 2 schemes were refused on the basis of a lack of information (see planning history for further details). The principle of two Class E (g)(iii) units is considered acceptable in this location. Development plan policy recognises the suitability of this location including Policy EC5 East Manchester of the 2012 Core Strategy as East Manchester is expected to provide approximately 80-85ha of employment land. East Manchester is considered a sustainable area of employment opportunities due to its proximity to the City Centre, a relatively low cost base, availability of large flexible sites, access to the M60 motorway and the extension of the Metrolink system. The proposed use would be sympathetic with the surrounding uses present around Clifton Street including Alloy Bodies manufacturer to the north of the site and Malcolm Clarke Steel to the south of the site. Further, the current application seeks to replace the previous Class E units on the site that is understood to have suffered fire damage. Given the overarching policy context, it is considered that the general principle of the proposed use would be acceptable in this location. However, other considerations need to be taken into account such as impact of the proposal on visual/ residential amenity, design and appearance and any considerations raised by consultees. The rest of the report will discuss such issues in detail.

Visual/ Residential Amenity

SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise. It is considered that there are three potential impacts associated with this development which require consideration:
- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

This part of Miles Platting and Newton Heath is dominated by similar businesses and is identified within policy as being suitable for such businesses. There are no residential properties within the immediate context to be considered in respect of residential amenity.

Given only doors and shutter doors would be inserted in the elevations of the proposal close to the neighbouring industrial uses, together with the commercial context of the site's immediate surroundings, it is not believed that there would be any significant, adverse effect upon the conditions of nearby occupiers in terms of loss of privacy or creating an overbearing feature from the proposed units to the other industrial units.

In respect of adverse noise implications, colleagues in Environmental Health request an acoustic insulation condition be attached to any approval granted. With this condition it ensures the proposal would not give rise to excessive noise outbreak. Further, given the commercial and industrial uses of the surrounding properties, there would be no residential accommodation that would be impacted by such noise outbreak.

In addition, conditions would be placed on any approval granted to restrict the hours of opening and deliveries at the site to ensure no adverse implications in respect of noise or comings and goings.

Design, Scale and Appearance

The proposal would replace the previous units on the site which are understood to be damaged from a fire. Whilst no drawings of the previous units were provided for review, Google Maps Imagery was provided within the submitted Design & Access document. The proposed units would be similar in appearance to the previous units, although the current proposal would involve more space for parking and deliveries within the applicant site.

The two units would be attached to one another- unit 1 would run along the eastern side of the site and unit 2 would run along the northern side of the site. At the highest point the units would have a height of 7.4 metres. Floor plans show the units open in nature with a small kitchenette and toilet in each unit.

Given the surrounding neighbouring industrial units of a single/ two storey heights, the proposal in terms of massing and scale is considered appropriate.

Materials have been listed previously within the report as:
-Wienerberger Sandown Smooth Red Perforated Class B engineering brick (L)215mm (W)102.5mm (H)73mm (All elevations below cladding)
-alumimum cladding walls with horizontal emphasis- Kingspan RAL 7016- QuadCore AWP LEC Wall Panel
-alumimum cladding roof with vertical emphasis- Kingspan RAL7016- Quad Core

-rainwater goods- gutters and RWPs- Kingspan RAL 7016.
-steel roller shutter doors- GLV-11 solid Roller Shutter, colour: van dyke brown
-alumimum access doors- steel hinged personnel door- Lathams- RAL7016
-door canopies- CANOFIX Door Canopy PC 3000 Width x 1270 Projection (Black Bracket - Bronze Sheet)
-rooflights- Dome Rooflight Polycarbonate - Mardome Trade

The proposed materials are considered appropriate given the proposal's use and would relate well to the surrounding industrial nature of the area. A materials condition to this effect would be attached to any approval granted.

The overall proposed design is considered to be acceptable and in accordance with Core Strategy Policies DM1 and SP1.

Boundary Treatment

It is understood that the existing 1.8m high wall in the vicinity of the site access will be removed, as identified on the proposed access plan ref: 4325-F01 REV E. The proposed finish of such area and boundary treatment securing the site has not been provided as part of this application. To understand the proposed works to the existing boundary treatment and any proposed boundary treatments, a condition to this effect would be attached to any approval granted.

Crime and Security

No details were supplied in respect of crime and security as a result of the proposal. Greater Manchester Police requested no concerns with the development but requested a Secured by Design accreditation condition to ensure an enhanced level of security be attached to any approval granted. As such, a prior to occupation condition has been added to any approval granted and so is considered to reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

Carbon Reduction, Climate Change Mitigation and Sustainability

Policy EN6 of the Core Strategy requests major applications (10 plus residential units or all other development over 1,000 sqm) to submit an Environmental Standards statement. The current application site has an area of 3,458m2. A BREEAM pre-assessment report was provided for review as part of the submission.

A condition requesting an Environmental Standards statement would be attached to any approval granted and would be considered acceptable to ensure compliance with Core Strategy Policies EN6.

Highways and Car Parking

Highway Services reviewed the proposal. It is to be noted that the two previous planning submissions on the site (see planning history details) were refused on a lack of information in respect of Highway Services. The amount and detail of information submitted in respect of highways and car parking is considered satisfactory in this case, and Highway Services raise no objection to the current proposal.

Colleagues are satisfied the proposal would not give rise to any concern in respect of access or pedestrian access. Off-site highway works would be required for this proposal and a condition to this effect would be attached to any approval granted. No issues were identified in respect of

the proposed parking at the site. Highways were happy with the 3no. EV charging points to be provided and a condition requesting further details of the EV chargers would be attached to any approval granted. Highways were happy with the 10no. cycle storage to be provided and is considered acceptable subject to monitoring cycle parking as part of a Travel Plan. Highways request a travel plan be conditioned within any approval granted. No issues were raised in respect of refuse and servicing and request a waste and servicing strategy be attached as a condition to any approval granted.

Given previous issues from previous applications that have been raised by Highways have been addressed within the current application and given the appropriate use conditions, the proposed development is therefore considered to be in accordance with Core Strategy policies T1 and DM1.

Construction Management

Highway Services requested a Construction Management Plan be attached to any approval granted. The developer provided a CMP for review. Highway Services reviewed the information but was not satisfied with the submission and requested sight of a full CMP. As such, the information would be requested by condition within any approval granted. Providing the inclusion of the construction management condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Waste

Bin routes are proposed along the northern and southern sides of the site. However, no further information is required in respect of waste. Both Highway Services and Environmental Health request further information in respect of waste. A condition to this effect to ensure the development secures appropriate arrangements for the storage and collection of segregated waste and recycling, would be added to any approval granted. With such condition the proposal is considered pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

10no. cycle storage is proposed as part of the proposal. The bike storage area elevations were provided as part of the submission for review and would take the form of a timber structure and macrolon roof. The proposed details are considered acceptable and would be conditioned accordingly within the decision notice of any approval granted.

Highway Services were happy with the provision of the cycle storage on the basis the cycle level was monitored as part of the Travel Plan.

With the inclusion of the condition for the cycle storage and condition for a travel plan, the proposal contributes to the provision of sustainable transportation options in accordance with Manchester Core Strategy policies T1, EN4 and EN8.

Noise and Disturbance

No concerns were raised in regard to noise and disturbance during the course of the application.

As previously stated, an acoustic condition be attached to any approval granted, as recommended by colleagues in Environmental Health. Colleagues also recommended an

external plant/equipment/servicing condition be attached to the decision notice. Such conditions seek to minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to this condition.

Air Quality

Both Highway Services and Environmental Health requested and accepted the provision of 3no. 7Kw EV charging points to be provided. Although the 3no. EVC are shown on the proposed site plan, no further details are provided in respect of the EVC specification and such details would be sought by condition.

With the above conditions and measures in place, the proposed development is therefore considered to be in accordance with policies EN16, SP1 and DM1 of the Core Strategy.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

No documentation or information was provided in relation to the ground conditions on Jubilee Works. Given the site has been previously developed, colleagues in Environmental Health request a contaminated land condition be attached to any approval granted.

Further, as requested by the Environment Agency, a watching brief condition would be attached to any approval granted to ensure that 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 after development commences, 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 is submitted.

The inclusion of such conditions would ensure compliance with Policy EN18 of the Core Strategy.

Flood Risk and Drainage

The applicant site sits within Flood Zone 1. The Team reviewed the application and requested a surface water drainage scheme condition and an informative for the Shooters Brook culvert (sited 90m west of the site) be attached to the decision notice of any approval granted.

United Utilities reviewed the proposal and requested that all options for the sustainable management of surface water must be thoroughly investigated before they will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, UU will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water. Although UU would prefer sight of a drainage scheme prior to determination, they did suggest a condition if this were not possible. A condition to this effect would be attached to any approval granted.

Such conditions would ensure the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14.

Landscaping

No details have been provided in respect of the hard or soft landscaping at the site, and so it is unclear as to how the space would be treated.

With the inclusion of such condition, it is considered the proposed landscaping scheme would improve the quality of the development and the visual amenity of the area in accordance with Manchester Core Strategy policies SP1, EN9 and DM1.

Network Rail

Network Rail were consulted on the application and provided a detailed response and requested several conditions be attached to any approval granted.

During the course of the application, the developer disputed the need for the Network Rail comments as there is an approximate 45 metre gap between the applicant site and the railway at the closest point.

No response was received from colleagues in Network Rail. Given the LPA have no confirmation that the comments and conditions from Network Rail can be redacted, the conditions requested would be attached to any approval granted.

Existing Building on the Site

One building remains on the site. To ensure there are no roosting bats within the building that could be harmed from the demolition, a condition requesting a Potential Roost Assessment (PRA) survey for bats, along with any additional survey work and mitigation measures identified by the PRA/survey work would be attached to any approval granted.

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

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

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

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration
Officers have worked with the applicant in a proactive and positive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to any approval granted.
Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) 3 year time limit
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) SPL
The development hereby approved shall be carried out in accordance with the following drawings and documents:
-Application Form, received by the City Council as Local Planning Authority on 22 October 2025.
-Location Plan, numbered F01/CS/06 REV B, received by the City Council as Local Planning Authority on 17 July 2025.

-Drawing- Proposed- Site Access Plan, numbered 4325-F01 REV E, received by the City Council as Local Planning Authority on 17 July 2025.
-Drawing- Proposed- Ground Floor Plan, numbered F01/CS/02 REV C, received by the City Council as Local Planning Authority on 17 July 2025.
-Drawing- Proposed- Elevations, numbered F01/CS/04 REV C, received by the City Council as Local Planning Authority on 17 July 2025.
-Drawing- Proposed- Section, numbered F01/CS/05 REV B, received by the City Council as Local Planning Authority on 17 July 2025.
-Drawing- Proposed- Cycle Storage Elevations, numbered F01/CS/08 REV A, received by the City Council as Local Planning Authority on 17 July 2025.
-Drawing- Proposed- Site Plan with Surface Water Drainage Marked in Red, numbered F01/CS/03 REV J, received by the City Council as Local Planning Authority on 17 July 2025.
-Supporting Information- Personnel Door Specification, received by the City Council as Local Planning Authority on 20 November 2025.
-Correspondence- Email- Door Canopies and Rooflight Materials Confirmed, received by the City Council as Local Planning Authority on 3 December 2025.
-Supporting Information- Materials Schedule, received by the City Council as Local Planning Authority on 15 January 2026.

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.

3) Landscaping
a) Notwithstanding the details submitted with the application, no above ground works shall take place until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications

and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason - To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with policies SP1, EN9 and DM1 of the Core Strategy and the National Planning Policy Framework

4) Boundary treatment
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 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.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no boundary treatment shall be erected on site other than that shown on the approved plans.
Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) Contaminated land
a) 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.
6) Contaminated land – unforeseen/unexpected contamination
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 after development commences, 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 is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

7) External plant equipment noise
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 of the proposed light industrial units, 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 and saved policy DC26 of the UDP.

8) Acoustic scheme
a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and

requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

9) Waste
Prior to the first use of the development hereby approved, a detailed scheme showing the design, location and size of a facility to store refuse and waste materials shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first use/occupation of the development and retained thereafter.

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

10) CMP
Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:
i.Display of an emergency contact number;
ii. Details of wheel washing;
iii. Compound locations where relevant;
iv.Location, removal and recycling of waste;
v. Routing strategy and swept path analysis;
vi. Parking of construction vehicles and staff;
vii. Sheeting over of construction vehicles.
vii. Parking of construction vehicles and staff;
viii. Dust suppression measures.
Development shall be carried out in accordance with the approved 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.

11) Highway works
Before the commencement of above ground construction works, details of highways works to Clifton Street that are required as part of the implementation of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, for the avoidance of doubt, including:
-Reconfiguration of kerb line along Clifton Street.
-Resurfacing of the footway on Clifton Street. This should also include provision of tactile paving & dropped kerbs at the site access.
-No waiting at any time TROs in the form of double yellow lines will be implemented along Clifton Street covering visibility splay and at the adjacent pinch point.
-Relocation of the telecommunication pole to be confirmed at detailed design stage.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

12) Drainage
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:
· 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.
· 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.
· 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.
· Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.
· 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.
· 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.
· 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).
· Construction details of flow control and SuDS components.
· 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

13) EV chargers
a) Notwithstanding the details shown within ‘Drawing- Proposed- Site Plan with Surface Water Drainage Marked in Red, numbered F01/CS/03 REV J’, prior to commencement of the development, a scheme for electric vehicle charging, 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.

14) Secured by Design
Prior to occupation, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been

submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

15) ES statement
Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

16) Travel Plan
Prior to the first use of the development hereby approved a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority.
In this condition a Travel Plan means a document which includes:
(1) The measures proposed to be taken to reduce dependency on the private car;
(2) A commitment to surveying the travel patterns of residents and those employed at the development during the first three months of the development and thereafter from time to time;
(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
(4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To 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 and the Guide to Development in Manchester SPD and policies JP-S1, JP-S1, JP-P1 and JPC1 of the Places for Everyone Joint Development Plan.

17) RAMS- Network Rail
Prior to the commencement of works within 10m of the eastern boundary of the site, a method statement and risk assessment in relation to works in proximity to the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The development shall be implemented in accordance with the approved method statement and risk assessment.

Reason - To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

18) Drainage- Network Rail
Prior to any above ground works, within 10m of the eastern site boundary, details of a scheme to direct both the disposal of surface water and foul water drainage away from the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To protect the adjacent railway from the risk of flooding, soil slippage and pollution, pursuant to policies EN14, T1 and DM1 of the Manchester Core Strategy (2012).

19) Earthworks Network Rail
Prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: To protect the adjacent railway and its boundary, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

20) Trespass fence- Network Rail
Prior to occupation of the development, the developer is to provide a suitable trespass proof fence adjacent to the boundary with the railway; the fencing details to be submitted to the council and Network Rail for agreement.

Reason: To protect the adjacent railway from unauthorised access, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

21) Scaffolding- Network Rail
Prior to any above ground works, details of scaffolding works within 10m of the railway boundary shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of protecting the railway and its boundary from over-sailing scaffolding, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

22) Vibro-impact works- Network Rail
Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason – To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

23) Vehicle safety protection measures- Network Rail
Prior to occupation of the development, details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

24) Cycle parking

The cycle storage works shown on the approved plan ‘Drawing- Proposed- Cycle Storage Elevations, numbered F01/CS/08 REV A’ and ‘Drawing- Proposed- Site Plan with Surface Water Drainage Marked in Red, numbered F01/CS/03 REV J’, shall be carried out in accordance with the approved details and shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

25) Hours of operation- customers
The premises shall only be open to customers between the following hours:
08:00 to 18:00 Mondays to Fridays
08:00 to 17:00 Saturdays
The premises shall not be open to customers on Sundays or Bank Holidays

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

26) Hours of operation- waste collections
No waste collections shall take place except between 07:30 to 20:00 Mondays to Saturdays, and not at any time on Sundays or on Bank or Public Holidays.

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

27) Hours of operation- servicing
No loading or unloading shall be carried out on the site except between 07:30 to 20:00 Mondays to Saturdays, and not at any time on Sundays or on Bank or Public Holidays.

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

28) Parking
The car parking, servicing and other vehicular access arrangements shown on the approved plans 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 Council policy T1 and DM1 and the National Planning Policy Framework.

29) Materials
The materials used in the external surfaces of the development hereby approved shall be as follows:
-Bricks: Wienerberger Sandown Smooth Red Perforated Class B engineering brick (L)215mm (W)102.5mm (H)73mm (All elevations below cladding)
-Walls: alumimum cladding walls with horizontal emphasis- Kingspan RAL 7016- QuadCore AWP LEC Wall Panel
-Roof: alumimum cladding roof with vertical emphasis- Kingspan RAL7016- Quad Core
-Rainwater goods: gutters and RWPs- Kingspan RAL 7016.
-Steel roller shutter doors: GLV-11 solid Roller Shutter, colour: van dyke brown
-Access doors: alumimum steel hinged personnel door- Lathams- RAL7016

-Door canopies: CANOFIX Door Canopy PC 3000 Width x 1270 Projection (Black Bracket - Bronze Sheet)
-Rooflights: Dome Rooflight Polycarbonate - Mardome Trade

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 and the requirements of the National Planning Policy Framework.

30) Use Class
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as light industrial units Class E (g)(iii), and for no other purposes within Class E of the Schedule to 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).

Reason - In the interests of amenity and in compliance with Council's policies DM1 and SP1 and the National Planning Policy Framework.

31) Prior to the commencement of demolition of the existing building on the site, a Potential Roost Assessment (PRA) survey for bats, along with any additional survey work and mitigation measures identified by the PRA/survey work shall be submitted to and approved by the local planning authority.

Survey work must be undertaken by an appropriately qualified ecologist and the methodology and mitigation measures shall follow best practice guidelines. If bats are recorded roosting in the existing building and will be impacted by the works a protected species licence will be required from Natural England. Once approved by the local planning authority, the measures in the report must be carried out in full.

Reason - For the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

Informatives
1)Off-site Highways Works Condition Discharge
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_highways_-_section_278_agreements/category/355/highways_and_pavements

2)Highways arrangements:
The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

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.

3)Culvert

MCC records highlight that the underground Shooters Brook is located within close proximity to the site (approximately 90 m to the West of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following.

4)EA advice
Advice to the Applicant (Contamination)
Where a site is affected by contamination responsibility for securing a safe development rests with the developer and/or landowner. Developers should:
• Follow the risk management framework provided in Land Contamination: Risk Management when dealing with land affected by contamination
• Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed
• Refer to the contaminated land pages on gov.uk for more information

5) Construction/demolition hours
Construction/demolition works shall be confined to the following hours:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

6) Cadent Gas
Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Network Rail

Portacabin, Victoria Works, Clifton Street, Manchester, M40 8HN
Rear Annexe, Victoria Works, Clifton Street, Manchester, M40 8HN
Warehouse 1, Victoria Works, Clifton Street, Manchester, M40 8HN
Warehouse 2, Victoria Works, Clifton Street, Manchester, M40 8HN
Open Warehouse, Victoria Works, Clifton Street, Manchester, M40 8HN
Diamond Steel, Jubilee Works, Clifton Street, Manchester, M40 8HN
Mcconnell Smith And Co, Jubilee Works, Clifton Street, Manchester, M40 8HN
Alloy Bodies, Jubilee Works, Clifton Street, Manchester, M40 8HN
Five Dimes Limited, Briscoe Lane, Manchester, M40 2XG
R And M DEVELOPMENTS, 55 Clifton Street, Manchester, M40 8HF
226 Briscoe Lane, Manchester, M40 2XG
Malcolm Clarke Steel, Clifton Street, Manchester, M40 8HN
Victoria Works, Clifton Street, Manchester, M40 8HN
Units 1 To 10, Clifton Street, Manchester, M40 8HF
228 Briscoe Lane, Manchester, M40 2XG
230A Briscoe Lane, Manchester, M40 2XG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA