

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143634/FO/2025

Date registered valid: 14 August 2025

Proposal: Erection of a three storey industrial building (B2 use class), with ancillary parking, servicing and landscaping.

Address: Land At Kelbrook Road, Manchester, M11 2GW

Ward(s): Clayton & Openshaw Ward

Applicant: Sarah Sheldon G. H. Sheldon Wholesale Bakers Ltd

Agent (if any): Simon Plowman Plan:8 Town Planning Ltd

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

Recommendation: APPROVE

Date of recommendation: 10th April 2026

Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit:

Standard consultations:

Printed: 21 August 2025 Expired: 12 September 2025

Neighbour notifications

Printed: 21 August 2025 Expired: 12 September 2025

Site notice

Posted: 2 September 2025 Expired: 23 September 2025

Press advert

Published: 26 August 2025 Expired: 9 September 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site covers an area of 2.15 ha/5.33 acres and is located within the Clayton and Openshaw Ward, in East Manchester. The site is currently an unmanaged, vacant overgrown brownfield site.

Planning History

066730/OO/NORTH2/02 Outline application for a residential school for 12 children living on site and 18 children with learning difficulties attending on a daily basis, with access from Kelbrook Road (To replace existing school in Didsbury.

Refused in 29.05.2003

024750- CITY COUNCIL DEVELOPMENT Laying out of industrial access road and erection of a gatehouse

Approved 31.07.1985

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

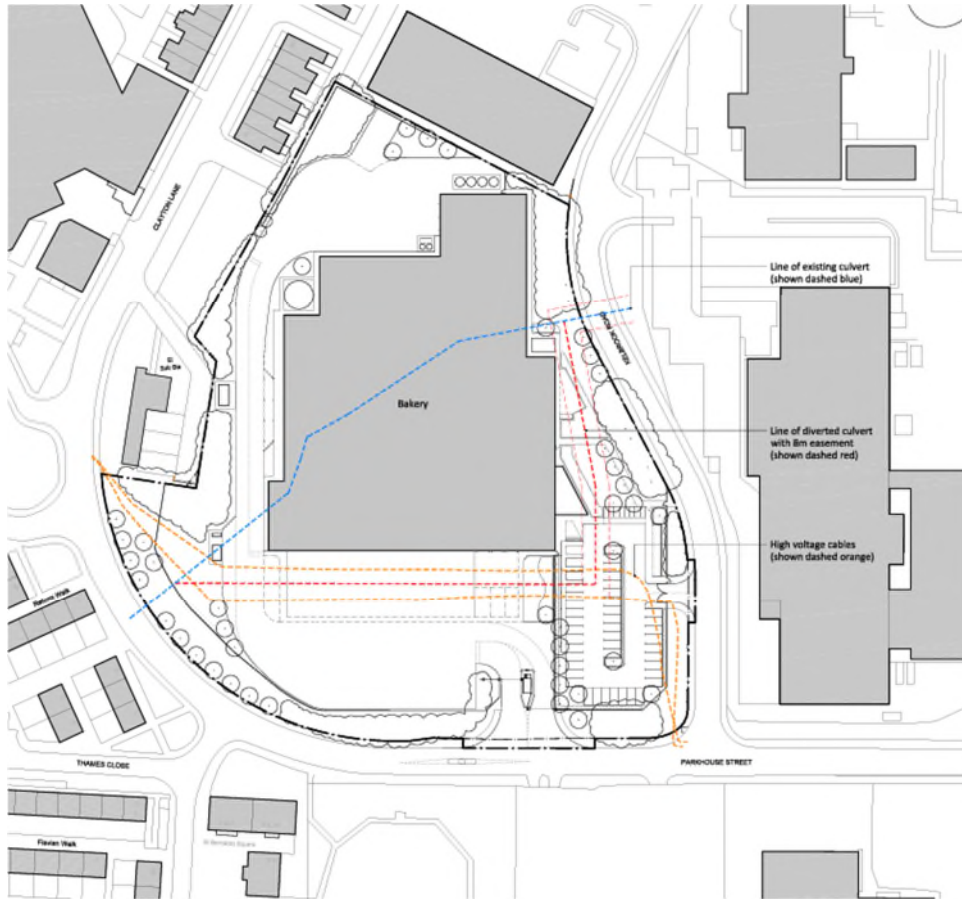
The site forms part of wider area comprising warehouse and industrial units, but with terraces of houses to the north west of the site, and on the opposite side of Clayton Lane to the southwest of the site. There is a church and primary school to the south and south east of the site beyond Clayton Lane.

A surfaced area with car sales and an electricity substation lie beyond the site to the west.

Further to the north along Kelbrook Road, is the applicant's base of operations housed in a part two, part three storey industrial unit with associated service area.

Description of development

Consent is sought for the erection of a three-storey industrial building (B2 use class), with ancillary parking, servicing and landscaping. The gross internal floor area would be 7,432.24 sq.m.



Hours of operation proposed are 24hours a day/seven days a week

The ground floor comprises a large bakery area, with a goods in area within the northern areas of the building and a goods out area to the south. Ancillary workshop and plant areas are to the west, and the offices and staff welfare facilities to the east (including reception area, storage, staff changing areas, toilets, canteen, and meeting rooms set across three floors)

4 no. flour silos are proposed to be sited alongside the northern elevation of the proposed building, with a further 2no.yeast silos adjacent to the goods inwards bays. A sprinkler tank is shown in proximity to the northwest corner of the proposed building.

A fuel stop and a substation are indicated to the west of the goods inwards route within the site.

A culvert currently runs across the site which would be diverted in association with the proposed development

Consultations & Notification Responses

Publicity

The proposal has been advertised in the local press (Manchester Evening News) on 26th August 2025 and site notices were displayed at locations around the application site on 2nd September 2025, due to the application being a major development. In addition, notification letters have been sent to local residents and businesses (total of 227) in the local area on 21st August 2025.

Local residents and Local businesses – two objections have been received from 1 resident on the following grounds:

- This area is home to a significant wildlife population, including bats. The development would destroy their natural habitat and poses a serious environmental risk.
- Do not want a large mill behind their home. The area is already built up and they do not want any more buildings.
- Queries whether St Barnabas School on Parkhouse Street have been consulted as the site access is directly opposite the school, which already faces significant safety risks due to the volume of HGVs servicing the bakery. Pick-up and drop-off times are particularly hazardous, and it is a wonder that no serious accidents have occurred to date.
- The local infrastructure is already under considerable strain. The surrounding roads are narrow and unsuitable for the level of heavy goods traffic currently in use, let alone the additional volume a new building would bring.
- This development is unlikely to benefit the local community in terms of employment, as many of the existing employees do not reside in the area.
- Wishes to raise serious concerns about the ongoing inappropriate behaviour of some of the bakery's workers. On numerous occasions, they have witnessed individuals loitering at the back of our homes, smoking marijuana, consuming alcohol, and even urinating and defecating in the area. This behaviour is unacceptable in any residential neighbourhood and has caused considerable distress to local residents.
- There are also concerns about increased vermin activity as a result of the construction.
- Given the environmental, safety, and community impact, they urge reconsideration of the proposal.

Member of the public- recommends the incorporation of swift bricks into the fabric of the building.

Highway Services -11.09.2025 It is advised that highway request that further information is provided, as described below.

1. An independent multi modal survey should be carried out amongst the existing bakery staff on the current bakery site. This should be presented to the Council, to better understand the car parking demand.
2. It has been indicated that the intention is to have a shift pattern for the work. A breakdown of the staff numbers on each shift, including start and finish times should be provided. This is to better understand the trip numbers, patterns and car park demands.
3. From a review of the TA – the combined trip generation for both the industrial unit and office would exceed the 30vph threshold at which further assessment work is required. Using the

above obtained information it is an opportunity to assess whether a trip distribution assessment is needed. This information should be presented to the Council to allow for a better understanding of the impact on local junctions. HGV trips should be included as part of the assessment.

4. Some streets surrounding the site have residential dwellings. It would be appropriate that the HGVs are guided along routes that offer the least impact on the local residents. Such routes should be provided to the Council, on the understanding that all drivers of HGVs would be informed that the routes are mandatory on both the approach and the departure journeys from the site.

5. The submitted drawing of the Proposed Site Plan OKR-KMA-XX-XX-DR-A9314 shows the vehicular accesses from the existing road. There should be tactile crossings for pedestrians shown.

6. A stage one safety audit is recommended. This in particular to assess the new position of the traffic island. To consider its vulnerability from approaching traffic and its vulnerability to being side swiped by turning HGVs.

7. For the provision of cycle security and protection, it is expected that further details will be provided. The details to include a structure that offer as a minimum total overhead weather cover for the length of a typical cycle. Also offer a means to secure the cycle to a fixed structure. The cycle storage structure should be overlooked or be subject to a CCTV camera, or both. Showers / lockers and changing rooms should also be provided for staff and identified on plan. Providing this detail now is optional however by providing it now will avoid it being subject to a planning condition.

8. Providing a Travel Plan now is optional, the benefit being it will avoid the provision of a Travel Plan being subject to a planning condition.

Further comments 03.12.2025

HIGHWAY RESPONSE:

Kelbrook Road and Parkhouse Road are adopted highways and are subject to a 20mph speed limit.

A revised drawing for the Swept Path Analysis, inclusive of the tactile crossing design, the pedestrian refuge island at the access and the centre island on Kelbrook Road in place should be provided

A road safety audit has taken place which highlighted problems. As these are matters of safety details of the solutions should be set out on a revised drawing.

HGV ROUTEING: The applicant has stated in the CMP that for the construction works, all construction vehicles and deliveries will be routed along 'Ratcliffe Road onto Park Road.' These roads cannot be found near to the site. Clarity on this is sought. No information on routes for deliveries, once the bakery is operational, has been submitted. A planning condition for a Delivery Strategy has been recommended.

SITE ACCESSIBILITY: The site is well accessed by sustainable modes of transport with good walking routes available, with good cycle surfaces routes serving the area, also three bus services being available as well as access to the Metro within a 15 minute walk.

OFF-SITE HIGHWAYS WORKS: Drawing DR-A-7005 rev P3 sets out the proposed site plan. The plan shows two vehicle accesses and a pedestrian access. These will be formed within the adopted highway Kelbrook Road. Additionally a traffic island will be repositioned.

It is recommended that a 'No Waiting at Any Time' Order is made to ensure that visibility is maintained for exiting drivers at the new vehicular accesses on Kelbrook Road and Parkhouse

Street. All the above works involve works in the adopted highway and will have to be carried out in agreement with the Council.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular accesses This will require the agreement with MCC's Highways Applications and Network Resilience teams.

PARKING: The proposal sets out 43 parking spaces for staff and visitors. A survey of the nearby existing bakery sets out the modal split for transport used. The results show that the available car parking space will be sufficient to accommodate employees and visitors.

HGV parking on site consists of parking at one of the eleven loading bays or within the two parking bays to be provided.

Indiscriminate parking including HGV parking is common on Kelbrook Road. It is recommended that a 'No Waiting at Any Time' Order is made to ensure that visibility is maintained for exiting drivers at the new vehicular accesses on Kelbrook Road and Parkhouse Street.

EV CHARGING: In line with MCC Best Practice Recommendations, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available as a minimum 20% EV charge points and cable ducting. Details of the infrastructure for the chargers and ducting in readiness for future needs will have to be submitted and approved by the Council. A planning condition is recommended.

CYCLE PARKING: Changing rooms with showers are to be provided. 28 cycle parking spaces are to be provided. Details of the design of the shelters need to be submitted for approval. These should offer secure and sheltered cycle parking provision. A planning condition will be recommended on this matter.

TRAVEL PLAN: A framework travel plan has been submitted. It satisfactorily sets out the aims of the travel plan. That is to use alternative transport to the private car. It increases awareness and advantages of travel by a more environmentally friendly mode of transport. It offers targets to meet to help reduce car travel. It offers information to avoid single occupancy car use. It does however, at the moment lack sufficient physical incentives to encourage walking or cycling.

A planning condition will be recommended that a Full Travel Plan is submitted within 6 months of the operational start of the bakery.

BOUNDARY TREATMENTS: The proposed boundary treatment plan as set out on drawing -DR-A-7004 Rev P3 has no material impact on the highways.

Extensive overgrowth can be seen to the rear of the footway that is adjacent to the site on Kelbrook Roaf and Parkhouse Street. This is impeding the full use of the footway. The applicant is advised that this overhanging growth will need to be cut back and maintained to allow pedestrians access to the full width of the footway.

REFUSE AND SERVICING: Refuse storage on site is identified.

CONSTRUCTION MANAGEMENT: The submitted document titled Construction Methodology is referred to here as the Construction Management Plan (CMP).

1. The applicant has stated in the submitted CMP that for the construction works, all construction vehicles and deliveries will be routed along Ratcliffe Road onto Park Road.

These roads cannot be found near to the site. **Clarity on this is sought.** In any event a Delivery Strategy will be recommended.

2. Parking locally for contractors is stated, however where this is referring to has not been stated. It is requested that this information is provided.

Subject to the above two items of information being provided to the satisfaction of the Highway Authority, the submitted document titled Construction Methodology is accepted.

It is recommended that in the event the above information is not forthcoming and approved then it is recommended that a CMP including the information is submitted.

Subject to the comments being responded to by the applicant and approved by the Highways Authority, Highways would consider the scheme as acceptable.

SUGGESTED CONDITIONS:

1. EVC - Details of the infrastructure for the chargers and ducting will need to be submitted to and approved by the Council.
2. Cycling – details of a cycle secure store with weather protection to be submitted to and approved by the Council
3. Off-Site Highways Works – technical details to be submitted as part of a s278 agreement. To be approved by the Council.
4. Travel Plan - Full Travel Plan is submitted within 6 months of the operational start of the bakery.
5. CMP - It is recommended that in the event the two items of information mentioned above under the heading CMP is not forthcoming and approved then it is recommended that a CMP is submitted.
6. Delivery Strategy for the Site Clearance and Construction Phase – A Delivery Strategy to be provided, setting out routes for HGV and other delivery vehicles. Wherever possible the routes should avoid residential streets or streets with a school. Where this is not possible, mitigation should be provided. A sample driver instruction note should be provided.
7. Delivery Strategy for the Bakery Business - A Delivery Strategy to be provided, setting out routes for HGV and other delivery vehicles. Wherever possible the routes should avoid residential streets or streets with a school. Where this is not possible, mitigation should be provided. A sample driver instruction note should be provided.

Further comments 17.02.2026

In response to the revised drawings submitted to Highways on the 11/02/2026. Highways consider the scheme as acceptable, subject to the planning conditions recommended below.

PLANS RELATING TO HIGHWAYS:

The drawing that is titled 'Swept Path Analysis 4589-SPO1 Rev E', sets out the swept path analysis on a plan that includes the pedestrian refuge on the HGV access. It also includes the central island that is proposed on Parkhouse Street. It is noted that this drawing shows the HGV tracking as over running part of the central island.

The recently submitted plan titled 'Proposed Site Access Plan,' this is plan 4589-FO1 rev F, sets out that the intention is to relocate the island to accommodate the HGV turning left movements into the good yard area.

The two drawings, between them give sufficient information of the intention to ensure that the road area will be sufficiently clear of the central island that HGVs can make the left turn in. Clarity on this matter would be better understood in the submission of one drawing encompassing as set out in the paragraph below.

A drawing showing the tracked HGV left turn in, with the central island sufficiently moved westwards shown, that allows the HGV left turn to happen without any overrun on the island.

The drawing that is titled 'Swept Path Analysis 4589-SPO1 Rev E' and the recently submitted plan titled 'Proposed Site Access Plan', plan 4589-FO1 rev F are recommended to be included in the approved plans list.

HGV ROUTEING: Reiterate earlier comments

OFF-SITE HIGHWAYS WORKS: Reiterate earlier comments

PARKING: Reiterate earlier comments

.EV CHARGING: Reiterate earlier comments

CYCLE PARKING: Reiterate earlier comments

TRAVEL PLAN: Reiterate earlier comments

BOUNDARY TREATMENTS: Reiterate earlier comments

CONSTRUCTION MANAGEMENT: Reiterate earlier comments

SUGGESTED CONDITIONS: as set out previously

Environmental Health – 15.09.2025

Are currently unable to advise whether the above application could be approved with conditions, as the submitted EnviroSolution Noise Assessment dated 6 June 2025 (draft version and unreferenced) is considered inadequate.

It is understood that the proposal includes unrestricted site operational hours, including delivery vehicle movements (although the flour silo filling is understood to be daytime only), however, the baseline noise survey was not conducted during the likely quietest period of the week, specifically, the early hours of a Sunday morning. This omission undermines the precautionary basis typically expected for such assessments and, as the report includes an indication of likelihood of adverse impact on nearby residential occupants (notwithstanding the report's

commentary regarding context), it remains unclear whether the proposals are acceptable and that any mitigation scheme could be appropriately conditioned.

Additionally, there are inconsistencies regarding the proposed acoustic barrier height. Sections 4.20 and 4.31 of the report state that a 1.8 metre high acoustic barrier is proposed, whereas Figure 2 included within the report ('Proposed site layout (Drawing: OKR-KMA-XX-XX-DR-A-7005, Rev P1)') shows 3.0m high fencing. A subsequent proposed site layout submitted with the application (Drawing Number: OKR-KMA-XX-XX-DR-A-7005, Rev P2), shows the acoustic fencing height as 2.4m.

Finally, they note a minor issue in Figure 4: Baseline Position 1; the report states that the microphone is circled, but it is not visible in the photograph. The exact microphone location should be clarified, along with consideration of any free-field correction due to nearby high-mass obstacles.

Further comments 01.10.2025

The submitted noise impact assessment, modelled for a 1.8 m high acoustic barrier, does not demonstrate that this would provide the necessary reduction in noise impacts from delivery vehicle movements on the south side of building to an appropriate level for residential properties on Parkhouse Street close to the southern site boundary. Further comments regarding this point are provided below, however, an acoustic barrier height of 2.4m has not been modelled, therefore the statement that this height would be suitable in mitigating noise impacts on nearby residential receptors is unsubstantiated. Additionally, the proposed fencing is positioned neither sufficiently close to the proposed development's noise sources, or nearby receptors, to ensure that the increased height would result in meaningful noise attenuation from identified sources.

With respect to the assessment of noise impacts from delivery vehicle movement on the south side of the building, the report states that sound levels outside the closest properties on Parkhouse Street could potentially be up to 10 dB greater than daytime background levels, and nighttime background levels between 5:00am and 7:00am. This indicates an impact above the significant observed adverse effect level (SOAEL) according to Planning Practice Guidance (PPG).

Section 4.24 of the report concludes that there is a potential likelihood of significant adverse impacts during the nighttime period between 5:00am and 7:00am, and also a likelihood of significant adverse impact during the daytime. The context justification provided for the acceptability of these potential impacts is not considered appropriate given the extent to which the predicted noise levels could potentially exceed background levels. The magnitude of this exceedance suggests a high potential for adverse impacts on amenity for these nearby residential occupants, as already stated.

Lastly, the proposed time/day restriction of goods-in operations to the northern yard is unlikely to result in any measurable benefit to residents located to the south of the site.

Given the issues outlined above they are currently unable to recommend conditions that would satisfactorily address their concerns regarding noise impacts on nearby residential amenity and therefore recommend refusal.

Further comments 17.12.2025

Have considered the Echo Acoustics Technical Memorandum dated 19 November 2025 and accept the report's conclusions that, with the higher acoustic fencing installed in the specified locations, the predicted marginal exceedance is considered not likely to give rise to adverse effect for local residents. We can therefore advise that potential noise impacts of the proposed development could be controlled by the following standard conditions: development in

accordance with the Echo Acoustics Technical Memorandum dated 19 November 2025; and external plant.

Comments on the other aspects of the proposed development to follow.

Further comments 07.01.2026

Recommend conditions in relation to fume extraction the submission of a construction management plan; hours of operation as applied for, external lighting, refuse storage , air quality and ground conditions.

Manchester Airport Safeguarding Team – Have no objection to the proposed development.

Electricity North West – Have confirmed that they have infrastructure located on land associated with the above application.

Within the application area as shown in red on drawing title 'location plan' are cables which are protected by way a deed of grant dated 22nd April 1983. It is advisable that the developer and/or their contractors make contact with ENWL as soon as reasonably practicable to discuss the location of our assets and their proposals, to ensure there is no unnecessary delay to any works they wish to carry out.

The applicant should be advised that great care should be taken at all times to protect electrical apparatus and any personnel working in its vicinity. Anyone working in proximity to any of our apparatus (whether above or underground) should be referred to the following documents :

HS(G)47 – Avoiding danger from underground services

GS6 – Avoidance of danger from overhead electric lines

GMEU – 09.09.2025 Make the following comments.

Ecological Assessment

The PEA report appears to provide robust ecological assessments, and they are willing to accept the information within the ecology report with no further surveys required.

One ash tree with 'low' bat potential was identified towards the south-west boundary (Target Note 2). The proposed plans do not make it overly clear as to whether the tree will be retained or removed. If the tree is to be impacted (e.g. pruned/cut back or removed), then a further inspection for bats would be required. Confirmation is required as to whether the tree will be retained or removed.

The mitigation measures detailed within the PEA should be followed and secured by condition. Conditions related to no removal of or works to any trees, vegetation or buildings during the main bird breeding season; Reasonable Avoidance Measures (RAMs) and a Method Statement detailing the RAMs for amphibians and hedgehogs; a methodology for the control of invasive species; and a condition to secure the ecological enhancements detailed in the report (section 4) including a minimum five bat boxes and five bird boxes, plus two refugia/hibernacula for amphibians and hedgehogs to be implemented.

Biodiversity Net Gain (BNG)

Concerns are expressed in regard to the BNG assessment, in relation to the post-development information, as below:

- The Post-Development/Landscape Plan shown in the BNG report (Appendix B) does not appear to match the 'UK Hab Post Intervention Map' (Etive Ecology), for example, ponds are proposed in the Etive Ecology map, but these aren't on the landscape plan etc. The post development information in the report (on pages 2 and 3) also do not reflect the Etive Ecology plan, e.g. no mention of ponds, modified grassland to be created but not shown on the map etc.

- The Landscape Plan in the BNG report (Appendix B) also shows existing trees/scrub to be retained only, however the BNG implies that the woodland/scrub will be enhanced. Confirmation is required as to whether these habitats will be enhanced or retained.
- Some of the proposed 'Native Woodland' areas on the Landscape Plan are very small – they question whether these are 'woodland' habitats or individual trees only.
- Some of the 'Mixed Scrub' is to be enhanced in the metric, however there appears to be no mixed scrub habitat retained or enhanced on the UKHab Post Intervention Map.
- They query how the applicant intends to achieve both 'good' condition mixed scrub and woodland onsite, proposed habitat condition assessments should be provided to evidence this.
- 21 small trees (moderate condition) are proposed onsite, but it is unclear where - the 'UK Hab Post Intervention Map' only shows woodland areas and not individual trees.
- 'Modified Grassland' in 'poor' condition is proposed to be enhanced to 'Other Neutral Grassland' (ONG) in 'good' condition onsite and areas of ONG to be created. However, the areas proposed are 0.0624ha to be enhanced and 0.0566ha to be created. The areas are scattered in small patches across the site between hardstanding areas. These areas are likely to be subject to regular disturbance and potentially managed/mowed. GMEU would therefore not be confident that 'Other Neutral Grassland' in 'good' condition would be achieved on a site of this nature and maintained for 30 years. They recommend that the 'Modified Grassland' is created/enhanced to 'moderate' condition at most as this is considered to be achievable on a site of this nature. Amending the metric to this brings the score down marginally from -59.98% to -64.33%.

Overall, the post development plans/calculations in the BNG assessment must be accurate to the actual/final post development plans for the site and therefore the documents should be amended to ensure that they match and are consistent with each other. This is likely to alter the BNG scores. It is noted that the applicant plans to obtain the shortfall in Habitat Units from an off-site provider in order to meet the mandatory 10% BNG and to satisfy the Trading Rules, however the BNG assessment must be correct prior to determination of the application.

In summary, insufficient information has been provided for this application for GMEU to be satisfied. This includes the post-development information in the BNG assessment and confirmation as whether the tree with bat potential is to be retained or removed. This information is required prior to determination of the application.

Further comments 10.02.2026

They don't believe their initial comment related to the Ash tree has been addressed but this is required.

Biodiversity Net Gain (BNG)

- A post-intervention map has now been provided and appears to reflect the landscape plan, and they have no further comments on this.
- Proposed Habitat Condition Assessments (HCAs) have now been provided. It appears that 'good' condition mixed scrub and woodland is still proposed and 'moderate' other neutral grassland. Whilst they accept that the targeted conditions are theoretically achievable, it carries greater risk/uncertainty as these habitats will require specific management to achieve and maintain these conditions. This will need to be evidenced in the HMMP. They advise that a mechanism is included to secure a course of action to be followed if the proposed habitat types and conditions are not achieved and maintained (e.g. within a Section 106 agreement).
- A line of trees is proposed to be enhanced from 'moderate' to 'good' condition, however no HCA sheet appears to be provided in the BNG report to evidence how this condition will be achieved. They would be reluctant to accept that the two criteria, which this

existing line of trees currently doesn't meet (C and D), would be achieved on a site of this nature and in this location. This must be clarified.

They advise they will provide further advice on how to discharge the Biodiversity Gain Condition when the BNG assessment has been finalised.

INNS Method Statement

This document will be required to discharge the relevant condition attached to planning permission, should this application be granted. However, they have provided some comments below for now:

- The method statement appears to be appropriate however it is important to note that a Japanese knotweed specialist should be appointed to carry out the eradication works.
- A pre-commencement walkover is required, and the timing of works is noted to be February/March 2026 onwards. However, it is recommended that this is carried out from April onwards to capture the beginning of the growing season. Additionally, the condition will need to be approved/discharged, prior to any INNS work taking place, therefore this is likely to be later than February 2026 given that planning permission is yet to be granted.

Reasonable Avoidance Measures (RAMs)

This document will be required to discharge the relevant condition attached to planning permission, should this application be granted. However, they have provided some comments below:

- The timing of works for the clearance is noted to be February/March 2026 to avoid the core nesting bird season however the core nesting bird season is acknowledged to be between 1st March and 31st August. Additionally, given that planning permission is yet to be granted, the site will not be cleared prior to the nesting bird season and therefore this advice regarding timings will need to be amended to discharge the condition. As per the statement, any works after 1st March will need to be preceded by a nesting bird check by an ecologist.

Summary

In summary, minor clarifications are still required in relation to bats and trees and the BNG assessment (namely the line of trees), prior to determination. GMEU should be consulted on the discharge of conditions relating to the INNS method statement and RAMs, if planning permission is granted.

Further comments 10.04.2026

Given that the ecologist has said the post-intervention map is indicative and the metric is accurate, then they are willing to accept them as they are. They note the change of other neutral grassland to modified grassland (along the edge of the building) has now been changed in the metric and have no reason to doubt the updated scores.

Based on the above, GMEU are now satisfied with the BNG assessment. As per the metric/report, the application is resulting in a loss of -7.77 habitat units (-60.68%) and a neutral score for hedgerow units (-0.00%), with the trading summaries not met and therefore off-site units will be required.

They have the below recommendations to ensure that the applicant can discharge the mandatory Biodiversity Gain Condition and the Habitat Management and Monitoring Plan (HMMP), which will need to be applied to the planning permission, if granted.

- Habitat Management and Monitoring Plan (HMMP):

The BNG gains to be delivered on-site meet the criteria of 'significant on-site enhancements' due to the medium distinctiveness habitats proposed (including other neutral grassland, mixed woodland and urban trees). Therefore, a HMMP detailing management prescriptions for a 30-

year period needs to be provided and this can be secured via a Section 106 agreement or a condition. GMEU recommends that a Section 106 is used in this instance as it provides a legal agreement to secure the mitigation for the habitat lost and also provides a resource for the monitoring required by the LPA, which cannot be secured via a condition.

- Purchase of offsite units:

Off-site units will be required to achieve the mandatory 10% net gain for this application. It should be noted that 9.05 habitat units are required to make up the shortfall which is a fairly large amount of units, therefore we would recommend that the applicant ensures that these units are available from a habitat bank(s) for them to purchase and to liaise with them sooner rather than later. The off-site habitat and hedgerow units must be demonstrated in the gain plan to discharge the Biodiversity Gain Condition.

- Biodiversity Gain Condition

The statutory Biodiversity Gain Condition will be applied to the planning permission, should it be granted. To discharge the condition, the following is required: Biodiversity Gain Plan (using DEFRA template), final BNG metric including on-site and off-site information (off-site information must be filled in by the off-site unit provider(s)), evidence of the off-site unit provider (including gain site reference number) and a 30-year HMMP for on-site gains. The off-site units must also be allocated to this application on the Biodiversity Gain Sites Register to discharge the condition. Please see [Biodiversity net gain - GOV.UK](#) for how this should be dealt with on the decision notice.

Recommended ecological conditions:

- Nesting birds
- Hedgehogs and common amphibians – As per the report, appropriate mitigation measures are to be implemented to safeguard hedgehogs and common amphibians which could be present on the site. It is recommended that any clearance is carried out under Reasonable Avoidance Measures (RAMs) and a Method Statement detailing the RAMs for amphibians should be provided and secured by condition.
- Invasive Non-Native Species (INNS) - Japanese knotweed is present onsite, and it is an offence under the terms of Schedule 9 of the Wildlife and Countryside Act 1981 to allow the plant to grow in the wild. They recommend that a condition be attached to any permission that prior to the commencement of any works on site (including vegetation clearance) a methodology for the control of invasive species be submitted to and agreed by the council. Once agreed the method statement must be implemented in full.
- Enhancements - A condition is also recommended to secure the ecological enhancements detailed in the report (section 4) including a minimum five bat boxes and five bird boxes, plus two refugia/hibernacula for amphibians and hedgehogs to be implemented.

Summary

In summary, GMEU are satisfied that this application can be forwarded to determination and that any permission if granted is supported by the conditions recommended above, including the statutory Biodiversity Gain Condition and 30-year Habitat Management and Monitoring Plan (HMMP).

LLFA - 04.08.2025

Advise there is a culverted watercourse beneath the site, and where a culverted ordinary watercourse is indicated beneath the site, further investigation is required and the development proposal should account for its presence. They further advise that data from the statutory asset register to scope investigation locations; where culvert entry is possible should be surveyed, and where not a trial pit /slit trench should be used; survey result need to be submitted.

Furthermore, if a culvert is found and an amended masterplans is needed, advice is provided in regard to what would be required.

Further comments 12.09.2025

Reiterate their advice in respect of the culvert.

Further comments 17.12.2025

Advise that matters relating to data from the statutory asset register to scope investigation locations, where culvert entry point details have been addressed.

However, it is advised that the proposed alterations to the culvert e.g. diversion or daylighting will be subject to Land Drainage Consent approval – see this link. A layout showing easements is required. They proposed culvert layout shows sharp turns which present a blockage risk. An updated culvert route with a softer approach to limit this is needed.

Technical note on easement containing:

- Easement in accordance with minimum standards.
- Written statement of confirmation from project engineer that the easement is appropriate to safeguard both foundations and culvert asset, is also required.

Further comments 16.02.2026

Matters related to the culvert have been addressed, but advice is provided that existing HV cables can remain in-situ as long as they do not conflict with the culvert; that they do not permit build-overs of culverted ordinary watercourses, and that proposed alterations to the culvert e.g. diversion or daylighting will be subject to Land Drainage Consent approval. In addition, that the design must comply with the minimum easement standards. An informative in respect of the Culvert is recommended.

They also recommend a condition in respect of the submission of a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards prior to the commencement of the development. A further condition related to the management and maintenance of the approved drainage scheme is also proposed.

United Utilities – 01.10.2025

Have reviewed of the submitted Drainage Strategy Ref: 8885-HBL-XX-XX-DR-C-5100, P02 Dated 31.7.25, they can confirm that whilst the proposals are acceptable in principle, there is insufficient information on the detail of the drainage design. Drainage design can be a key determining factor of site levels and layout. In the absence of a detailed plan outlining the proposed levels (including finished floor levels and ground levels) shown in metres above Ordnance Datum and an indicative foul and surface water drainage strategy (including cover and invert levels), they are unable to assess any risk of sewer surcharge.

Should planning permission be granted they request the following condition is attached to any subsequent Decision Notice:

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include: (i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water; (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); (iii) Levels of the proposed drainage

systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and (v) Foul and surface water shall drain on separate systems. The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Advice is also provided in relation to Management and maintenance of Sustainable Drainage Systems (SuDS); United Utilities Property , Assets and Infrastructure; and Water Efficiency in new developments.

Further comments 02.01.2026

Recommend the following condition be attached to any approval

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 8885-HBL XX-XX-DR-C-5102, Rev PO2 - Dated 13.07.2025 which was prepared by HBL. For the avoidance of doubt surface water must drain to the water course within the development. No surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

They reiterate their previous advice in relation to Management and maintenance of Sustainable Drainage Systems (SuDS); United Utilities Property , Assets and Infrastructure; and Water Efficiency in new developments.

Environment Agency – 15.09.2025

Have reviewed the following documents:

- Phase 1 Preliminary Risk Assessment report by LK Group Ltd dated February 2021
- Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy report

The previous use of the proposed development site as a dye works and engineering works presents a medium risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Principal Aquifer.

In light of the above, they do not believe that the use of infiltration SuDS is appropriate in this location.

They request that the following planning condition is included as part of any permission granted. Without this condition we would object to the proposal in line with paragraph 187 of the National Planning Policy Framework (NPPF) because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution. Piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

Condition

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details

Reason -To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the NPPF and 'Policy EN 17: Water Quality' of the Manchester City Council Local Plan (Adopted 11th July 2012).

Condition

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason -To ensure that the proposed development, does not harm groundwater resources. This is in line with paragraph 187 of the NPPF and 'Policy EN 17: Water Quality' of the Manchester City Council Local Plan (Adopted 11th July 2012).

The Environment Agency have also provided advice in relation to Off-site Waste movement And Waste Hierarchy, which have been shared with the planning agent.

Arboriculturist - has no objection to the proposed development, subject to the mitigation planting and root protection proposals being strictly adhered to.

TREES					
Abb	Species	Girth	Height (cm)	Type	Number
AC	Acer campestre	14-16	400-450	BHS	11
Bp	Betula pendula	14-16	400-450	BHS	8
PAP	Prunus avium 'Plena'	14-16	400-450	BHS	8
POC	Pyrus communis 'Chanticleer'	14-16	400-450	BHS	4
SA	Sorbus acuparia 'Sheerwater seedling'	14-16	400-450	BHS	3
TC	Tilia cordata	14-16	400-450	BHS	11

Further comments 05.12.2025

They confirm that subject to the Arboricultural recommendations being strictly adhered to, and the tree protection measure being put in place, they would have no objection from an Arboricultural perspective, and that planting plan is acceptable from an Arboricultural perspective.

Policy Context

Places for Everyone

The Plan and its policies must therefore be given significant weight in the planning balance. Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlights that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S5: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S7: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-J1: Supporting Long Term Economic Growth, seeks to deliver a thriving, inclusive and productive economy there will be an emphasis on (amongst others) inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.

Policy JP-J2 writes that existing employment areas, including local employment sites, are vital to maintain a strong and diverse supply of sites. These will be protected from redevelopment to other uses and nurtured to ensure they remain competitive.

Policy JP-J4: Industry and Warehousing supports new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the Plan period and to achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.

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:

- Decisions on development proposals should apply a presumption in favour of sustainable development.
- Development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme.
- 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 (such as by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping under-utilised retail sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure);
- To respond to their context and create well-designed places development proposals should take account of context; liveability; climate; nature; movement; built form; public space; and identity.

Whilst this is a draft NPPF for consultation, it is considered that the development proposals are in not accordance with the general thrust of policy contained within it. As set out in the printed report, adverse impacts have been identified through consideration of the application proposals, which would outweigh a positive decision in this instance.

National Planning Policy Framework (December 2024)

The NPPF sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

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

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

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

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework. Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up to date development plan without delay."

Of particular relevance to this application is Building a strong, competitive economy (Section 6) of the NPPF. Paragraph 90 sets out how; "Planning policies and decisions should support the role that town centres play at the heart of local communities, taking a positive approach to their growth , management and adaptation."

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 116 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Making effective use of land (Section 11) of the NPPF, paragraph 124 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 125 d states that planning decisions should promote and support the development of under-utilised land and buildings.

Achieving well designed places (Section 12) – Paragraph 135 sets out that planning policies and decisions should aim to ensure that developments: A) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. B) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; C) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation; D) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; E) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and F) Create places that are safe, inclusive and accessible and which promote health and well-being.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) – seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of

existing buildings; and support renewable and low carbon energy and associated infrastructure. (Paragraph 162).

Section 15 of the NPPF relates to conserving and enhancing the natural environment and Paragraph 187 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

Manchester's Local Development Framework: Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

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

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Policy SP1 'Spatial Principles' establishes the spatial strategy focusing development in Inner Areas, including the East Manchester Regeneration Framework Area , where the site is located.

Policy EC 1 'Employment and Economic Growth in Manchester' - the policy outlines the key locations for major employment growth which include the Regional Centre, Manchester City Centre and the City Centre fringe.

Policy EC2 'Existing' Employment Space' - this policy states that the Council will seek to retain and enhance existing employment spaces and sites. As such the proposed development would accord with this policy.

Policy EC 5 'East Manchester' – outlines the expectation to provide approx..80-85ha employment land in East Manchester with the majority of the provision being with in the Regional Centre, specifically at Central Park, Eastlands and the City Centre fringe. Furthermore that the Council will promote development which : -ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; -takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops. The proposed development would lie in walking distance to Ashton Old Road.

Policy T 1 'Sustainable Transport' - states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage a modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2 'Accessible areas of opportunity and need' - new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport. This site lies in proximity to sustainable transport options.

Policy EN1 'Design Principles and Strategic Character Areas' - new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport. This site lies in proximity to sustainable transport options.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' - seeks to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

- All development must follow the principle of the Energy Hierarchy, being designed:
 - o to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
 - o to reduce the need for energy through energy efficient features such as improved insulation and glazing
 - o to meet residual energy requirements through the use of low or zero carbon energy generating technologies
- Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
- Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
- Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
- The use of building materials with low embodied carbon in new development and refurbishment schemes.

Policy EN 6 'Target Framework for CO2 reductions from low or zero carbon energy supplies' - Target Framework for CO2 reductions from low or zero carbon energy supplies – advises that applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Developments smaller than the above threshold but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows:

- Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
- Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fitout such as retail units and leisure complexes.
- Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

Policy EN 8 'Adaptation to Climate Change' - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways.
- The need to control overheating of buildings through passive design.
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

An energy statement planning report is included as part of the submission for this application.

This references predicted site wide CO2 emissions reduction following energy efficiency measures and the implementation of LZC technologies through a fabric first approach, and solar PV's. This in conjunction with the proposal to incorporate the installation of electric vehicle charging points is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

Policy EN 9 'Green Infrastructure' -The proposed development would lead to retention of trees to the Kelbrook Road and Parkhouse Street frontages, together with the planting of 53 no. trees, mixed native and single species native hedges, species rich lawn and proposed flowering meadow and some native buffer planting.

Policy EN14 'Flood Risk' - the policy reiterates the sequential risk-based approach to the location of new development required by national planning policy and expects all new development to minimise surface water run-off, including through the provision of Sustainable Drainage Systems and the appropriate use of green infrastructure.

Policy EN15 'Biodiversity and Geological Conservation' – the policy states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN16 'Air Quality' - the policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN 18 'Contaminated Land and Ground Sustainability' - states that the Council will give priority for the remediation of contaminated land to strategic locations.

Policy EN 19 'Waste' Policy states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

DM 1 'Development Management' - sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved UDP policies

Policy DC26 Noise is relevant to the proposed development.

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.

DC26.3 - Developments likely to result in unacceptably high levels of noises will not be permitted: a. in residential areas; b. near schools, hospitals, nursing homes and similar institutions; c. near open land used frequently for recreational purposes.

DC26.5 -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. It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. The Council considers that the planning process has a role to play in reducing noise levels generally and, through the development management system, to consider carefully the relationship between different land-uses from the point of view of noise generation and impact. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise: states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design: states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from.

Travel Plans: Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts; - reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life; improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads. These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'.

However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design. The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Energy Statement suggests an approach utilising a "fabric first" with the use of renewable energy technologies.

Issues

Principle

Whilst the site is currently vacant, it has been used for industrial / warehousing purposes historically. Furthermore, the area to the east and north of the site is occupied by industrial and warehousing uses. Policies EC2 and EC5 are of relevance, as EC2 seeks to protect existing employment and economic development areas and EC5 identifies the provision of employment land in East Manchester. The site will remain as an active employment use through industrial floorspace, which is considered to be acceptable in principle. The built footprint of the proposed buildings would occupy a significant proportion of the site which will be in keeping with other industrial development in the locality. The proposed occupier has accommodation in proximity to the site.

The proposed development for Class B2 use is considered to be broadly compatible with surrounding land uses and will improve the quality of and range of sizes of commercial floorspace in the locality. However, consideration needs to be had to the existing terraced housing on Clayton Lane which backs onto the northwest corner of this site. These matters are explored in detail elsewhere in this report.

Siting, Design and Scale

With the exception of the residential areas to the west and southwest of Parkhouse Street and Clayton Lane respectively, the area is dominated by industrial/warehouse facilities. The majority of the nearby industrial buildings are typical portal frame structures comprising various metal cladding materials, and red brick, of varying heights from two to three storeys, with large service yards and associated car parking.



The site is relatively flat north-south with a change in level of 0.75m. There is a change in level east-west of approximately 1.75m.

The proposed building has been set back from the highway, helping to minimise the visual impact when viewed from the street. The areas of soft landscaping would assist softening the visual impact of the proposed development in the Parkhouse Street street scene.

The siting of the proposed building represents the most suitable and efficient layout to achieve the occupier's requirements for the type of processes which would be carried out, with a logical flow within the proposed building from 'Goods in' to 'Goods out'. Furthermore, the overall height, scale and mass of the proposed building has been designed to accommodate three production lines based upon 3 no. large industrial ovens and their associated equipment and supporting accommodation.

The building has been designed to incorporate minimal roof pitches and has been finished with a minimal parapet height to ensure that the height and mass would be the minimum achievable in relation to the operational requirements and would contribute to reducing potential impacts in visual terms due to the scale of the proposed development.

The eastern elevation would incorporate window openings to all floor levels, with the main entrance and reception at ground floor level in proximity to the car park. The southern elevation would incorporate 11 no. dock levellers (ramp down maximum of 1.2m). The remaining elevations serve the plant areas and production area, with doors for staff at ground level, and no windows to the western elevation.

The western end of the building shown in the cross section below would have a height to the top of the parapet wall of 9.15m, with the three-storey office accommodation to the east of the building (Kelbrook Road frontage) would be 11m to roof level.



The design of the building is commercial in nature, utilising a materials palette which would not be out of character with developments in the vicinity. The building would comprise a combination of horizontal laid cladding panels (colour: dark/mid/light grey) set above a dark grey brick plinth at ground level, with the second-floor office accommodation element comprising vertically laid cladding panels (colour: dark grey) with orange feature banding. Doors and window frames would be dark grey in colouration with the roller shutter doors to the dock levellers being mid grey and set in recessed shutter boxes. It is, however, proposed to attach a materials condition to enable further consideration to be given to the final material colouration and specifications, with associated jointing designs to prevent drip lines from the cladding system used.



View from Kelbrook Road



View from Parkhouse Street

Residential Amenity

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



View from south of site – Parkhouse Street



View from west of site - Clayton Lane

The surrounding uses are mix of industrial/ warehouse units to the north and east of the site with residential properties to the west and south of the site. The nearest residential properties lie to the north west of the site on Clayton Lane 31.33m away at the closest point, where the building would be 11m in height. At this point the houses would be separated from the proposed building by perimeter and acoustic fencing, retained soft landscaping (including trees and scrub) and a servicing area.

In addition, the siting of the proposed building would be at an oblique angle to the dwelling houses to the north west, and there are no windows in the proposed building which would have a direct line of sight to the existing dwellinghouse on Clayton Lane. Any windows to the western elevation are at ground floor level and face the electricity sub station and the site between the substation and car sales area on Clayton Lane, and there is only one door at ground floor level on the western end of the northern elevation which is not glazed.

It is considered that the siting of the proposed building would mean that the proposal does not give rise to significant overbearing impacts.

A technical note in regard to noise matters has been submitted which identifies the need for mitigation measures in the form of 3m acoustic fencing to reduce noise levels from servicing areas to local residents, in particular those living to the north west of the site.

In addition, in the Design and Access statement it is confirmed that the proposed 'Goods In' yard in the north western corner of the site would not be in use from 9pm to 5am. However, this has been superseded by the confirmation from the planning agent that the use of the 'Goods in' yard would be limited to Monday to Friday 09:00 to 17:30.

It is recommended that these aspects of the scheme are conditioned to reduce any potential to adversely affect residential amenity due to noise and disturbance.

In view of the observations by Environmental Health officers, it is however, also proposed to attach a condition to any approval to require the development is implemented in accordance with the measures within The Echo Acoustics Technical Memorandum dated 19 November 2025, but with additional requirements relating to all windows and doors to the building remaining closed (excluding access and egress through doors) during night-time hours if work is taking place inside the buildings; and that 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. Furthermore, that 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.

Noise Impact

A Noise Impact Assessment has been provided for consideration. The Assessment shows that the surrounding area is subject to general urban and traffic noise, including frequent passage of emergency vehicles and occasional, intermittent daytime noise from other adjacent commercial operations.

Principle sources of noise from the proposed site are associated with the movement of delivery vehicles during the day and early morning, at the southern end of the building and day time only filling of flour silos on the northern side of the proposed development.

The assessment predicts that there would be little or no likelihood of adverse impact in the context of ambient noise in the surrounding area, and where appropriate, defines appropriate rating sound levels for the operation of fixed plant equipment to be achieved at nearby noise sensitive receptors.

In view of the observations by Environmental Health officers, it is however, proposed to attach a condition to any approval to require the development is implemented in accordance with the measures within The Echo Acoustics Technical Memorandum dated 19 November 2025, as outlined above,

External plant is proposed on the roof screened behind the proposed parapet. However, at this stage of the development, no details of fixed plant and equipment that could form part of the development have been submitted for consideration. Due to the relatively loud background sound environment and the mitigation measure between the development and the nearest receptors, it is considered that the limits in association with external plant should be achievable using appropriate designs. It is therefore proposed to attach a condition to any approval relating to noise levels associated the installation of any external plant.

An external condenser compound is also proposed to the northwest of the proposed offices. The siting of this facility is at the furthest point to the existing residential properties in the wider area. On this basis and subject to an appropriately worded external plant condition in relation to noise levels, this is considered to be an acceptable approach .

On this basis, and the observations from Environmental Health officers it is considered that the proposed development is acceptable subject to the recommended conditions.

Sustainability

The application is accompanied by an energy statement which details how the development will incorporate sustainable design and resource efficiency. The Statement indicates the installation of a rooftop solar panel array for renewable energy generation; EV charging points and infrastructure to allow increased future points; the use of Low fabric thermal properties, to exceed current standards; efficient MEP installations and associated controls, including heat pumps and heat recovery technology.

It is proposed that a 700 kWp Photovoltaic array is installed upon the units easterly and westerly facing roof slopes. This will produce energy to supply the site and reduce its overall energy demand and carbon emissions.

The accompanying documentation indicates that the building has been designed to exceed current Building Regulations by 25%.

The preliminary Thermal Model suggests that the current proposals far exceed the minimum requirements of Approved Document, Part L, in terms of predicted energy use and associated carbon emissions, and an EPC A rating would be achieved.

On the basis of the recommended measures in the energy statement, and that the scheme should achieve a EPC A rating, it is recommended that this aspect of the scheme is conditioned.

In addition, whilst permeable surfacing is proposed to the car park area, and to proposed footways on the western and eastern gable of the proposed building, this will need to be explored further in view of the comments in respect of infiltration / water percolation made by the Environment Agency.

Heritage

The site does not contain any statutory listed buildings, it is not within a Conservation Area and it is not within a World Heritage Site.

Air Quality

The application is accompanied by an Air Quality Assessment. The assessment evaluates the potential changes in air quality due to the construction and operation of the proposed development and determines whether these potential changes would significantly alter local air quality.

The assessment of dust soiling and human health impacts during the construction phase, has resulted in the proposal of comprehensive dust mitigation measures. It is considered that the implementation of these measures as part of a Construction Management Plan would enable any residual dust impacts during the construction phases to be appropriately managed.

The Assessment suggests that concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives at the proposed development site, which is considered suitable for industrial use with regard to air quality. In addition, concentrations of PM_{2.5} are expected to be below the annual mean target.

Environmental Health comments that the assessment must include particulate matter as well as NO₂ and have regard to Defra's PM2.5 Targets: Interim Planning Guidance . has however been noted.

On this basis it is recommended that a condition related to air quality is attached to any approval.

The proposed development does, however, include sustainability measures including EV charging provision (10 parking spaces) and rooftop solar panel installation, which will contribute positively to local air quality improvements in line with Manchester's zero carbon 2038 objectives. The operational air quality impact assessment indicates that the development will generate minimal additional vehicle movements relative to existing road traffic and therefore will not result in significant impacts on local air quality. On this basis the proposed development is not expected to have a significant effect on local air quality and will contribute to improved environmental performance through its sustainability measures.

Odour

The application is accompanied by an Odour Risk Assessment. The proposed use is related to a bakery, which has the potential to give rise to odours from bread making. The Assessment suggests that odour mitigation would be embedded in the development and would be in

constant use. Flour and yeast deliveries are via a sealed tanker and piped directly into a sealed silo. The odorous operations, consisting of activities in the oven line area (provers and ovens), are contained in a sealed room. Furthermore, that this room would be served by extensive local exhaust ventilation with extractors positioned above each odorous activity. Odorous air would then be treated using F9 filtration and carbon filters, before it is discharged to the atmosphere via rooftop flues. The rooftop flues would rise above the 11 m high building, to ensure that good dispersal into the atmosphere would be achieved.

A desk-based odour screening assessment has been completed to consider FIDOL (Frequency, Intensity, Duration, Offensiveness and Location) and the source-pathway-receptor methodology, in accordance with the Institute of Air Quality Management's 'Guidance on the assessment of odour for planning'. The screening assessment concludes that the risk of odour impact arising from the proposed development would not be significant.

However, the comments of Environmental Health officers have been noted in relation to the requirement for a kitchen fume extract strategy report based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated May 2022, and include details regarding the discharge efflux velocity in accordance with good practice recommendations. It is therefore recommended that this aspect of the scheme is conditioned.

Flood Risk /Drainage

The Environment Agency flood maps indicate that the majority of the development lies within Flood Zone 1, i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%) in any year. Furthermore, there are three identified areas subject to a high or medium risk of surface water.

The application is accompanied by a Drainage Maintenance schedule, drainage strategy, drainage plans and drainage calculations. The surface water drainage strategy has been prepared for the site providing interception, attenuation, and controlled disposal for all rainfall events up to and including the 100-year critical rainfall event with an increase of 45% to allow for increases in rainfall intensities due to climate change.

The strategy states that infiltration testing needs to be carried out to confirm the viability of discharging to the ground via soakaways. However, the Environment Agency have asked that any approval is conditioned to require that no drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority, and that any proposals for such systems must be supported by an assessment of the risks to controlled waters. This is to ensure that it is demonstrated that there is no resultant unacceptable risk to controlled waters. In view of this it is acknowledged that the current drainage submission may be subject to change.

Furthermore, the drainage scheme proposed that in accordance with the drainage hierarchy that surface water runoff would be directed into the existing culverted watercourse that passes through the site as the point of discharge for Surface Water from the site. However, the route of this culvert would need to be diverted as part of the proposed development, to mitigate the potential for it to be damaged during construction works and to allow for easier maintenance access, as the existing culverted watercourse currently sits within the proposed building footprint. Matters in connection with the diversion of the culvert have been explored in detail with the LLFA and the revised diversion arrangement has been accepted.

It is noted that all surface water runoff arising from the existing building extension, parking, service yard and access road (approximate contributing area of 15,821 sq.m storage structures.) will be directed by underground gravity pipes to attenuation; that the discharge from attenuation structures would be via flow control devices set to the agreed discharge rate to the

proposed discharge location; and that the drainage design considers flows resulting from rainfall in excess of the 1 in 100-year rainfall event plus 45% climate change.

It is also noted that at this stage, the existing invert levels are unconfirmed, and therefore the requirement of a pumped solution cannot be ruled out for both foul and surface water. In view of these matters and the comments from the Local Lead Flood Authority it is recommended that notwithstanding the drainage scheme details which have been provided for consideration, that a condition to require the submission of a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, be submitted prior to the commencement of the development.

In addition, a further condition is recommended in regard to details of the implementation, and on-going maintenance. On this basis the proposed development would accord with policy EN14.

Contaminated Land /UXO

The planning application is accompanied by a Phase 1 – Preliminary Risk Assessment, and Phase 2 Geo- Environmental Investigation, Risk Assessment and Remediation Strategy doc ref: CL-602-LKC 21 1095-02 dated February 2021

A Pre-Desk Study UXO Risk Assessment was carried out by which determined that a detailed UXO risk assessment was not required.

Historically, parts of the site have been used as a dye works, brick works, engineering works railway sidings, reservoir and tanks and terraced housing, as such there is the potential for contamination within the ground due to previous uses on site.

The supporting documentation indicates that a walkover of the site has identified the presence of a small area of Japanese Knotweed, fly tipped domestic waste, and demolition rubble.

The Phase 1 report identifies the potential for heavy metals, and organic hydrocarbons to be present on the site, and recommends that the subsequent targeted ground investigation locations in areas of concern (contamination and geotechnical); together with gas monitoring; ground water and surface water sampling.

Furthermore, the Phase II report has identified the presence of made ground. Although no contamination was identified in the soils on site, the existing made ground is not expected to be a suitable growing medium, given the nature of the soil and the undesirable material present (abundant glass, brick fragments, clinker and ceramics). As such a topsoil cover of approximately 150mm is recommended in soft landscaping areas.

Due to the presence of asbestos containing material, it is also recommended that additional precautions are taken during site clearance, earthworks and construction in the area of concern. The presence of asbestos in the made ground at the site presents a potential risk of generation of airborne fibres if this material is disturbed, such as for excavations to construct new foundations.

It is also understood that the building may be piled. This may provide a preferential pathway for contaminants to the underlying aquifer. Once the method of piling has been determined, good practice for the drilling of piles on contaminated sites should be adhered to, including the guidance provided by the Environment Agency. It is therefore proposed that a condition to state that piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater, and that the development shall be carried out in accordance with the approved details.

Although the building footprint and hardstanding will minimise the potential for direct contact with potential contamination by future site users, there is a potential for exposure in the proposed areas of soft landscaping. Following the observations received from the Environmental Health officers it is recommended that a condition to require the submission of an updated report which includes an Asbestos Management Plan relevant to the site shall be submitted for consideration.

In addition, a verification report is also required to be submitted when the development has been implemented.

Furthermore, that if any unforeseen contaminated land is found, works on that any cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing, and the development shall be carried out in accordance with the Revised Remediation Strategy.

Highway Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement. A Transport Statement accompanies the application. The Transport Statement references that the proposed development is forecast to generate around 20 two-way trips during the AM peak hour and 18 two-way trips during the PM peak hour in relation to the industrial element of the proposed development, with 19 two-way trips during the AM peak hour and 20 two-way trips during the PM peak hour in relation to the ancillary office floorspace element.

The proposed development would operate on a 24/7 basis, and as such vehicular traffic would be likely to be spread across the 24 hours period, rather than at the traditional peak times. Furthermore, staff at the site would work on a shift basis which would spread arrivals and departures. This would assist in reducing any potential impact from the scheme to the local highway network.

This level of trip generation is not considered to give rise to a severe adverse effects on the operation of the highway network or highway safety. Furthermore, this site is readily accessible by cycle, foot, tram and bus. A survey of existing staff at a nearby site indicates that only 26% staff currently travel to work by car, with others being passengers in cars, or predominantly arriving by bus or walking on the day shift, with a similar pattern for the night shift workers.

The site lies to the north of Ashton Old Road which has regular bus services, and to south of Ashton New Road which has regular tram services and bus services into Manchester City Centre and Ashton. It is considered that the site is accessible by sustainable travel options.

In regard to highway safety, the data for the Personal Injury Collision (PIC) data in vicinity of the development site was obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2018 and 2022. There have been no recorded accidents in the vicinity of the site during that period.

Due to the lack of Personal Injury Collisions recorded within the study area, there is no evidence to suggest that the highway layout, design or condition are significant factors in Personal Injury Collision records on the local highway network.

The Transport Statement sets out that an employee travel pack containing relevant information to promote non-car modes of travel would be provided to staff. It is however recommended that a condition be attached to any approval to require the submission of a full travel plan before any of the premises are brought into use.

An RSA stage 1 has been undertaken in relation to the two proposed access points and forms part of the Transport Statement.

Access

Deliveries and baked goods leaving the site would be via an access from Parkhouse Street with a second access to serve the proposed car park taken from Kelbrook Road. The access from Parkhouse Street would have an 'In' and an 'Out' lane with a gatehouse/security lodge on an island between the two lanes.



Visibility splays of 2.4m x 25m are achievable along Parkhouse Street. In view of the proposed works and the need for footway reinstatement, and relocation of a traffic island, a highway works condition is proposed to be attached to any approval. This would also enable existing Traffic Regulation orders on Parkhouse Street / Clayton Lane/Kelbrook Road to be reviewed. The proposals incorporate weldmesh gates to the proposed access to ensure that the site can be secured when required, with the gate being set back 19.6m from the highway to ensure an HGV can exit Parkhouse Street and wait off the highway, should the gate be closed. The analysis demonstrates that all vehicle types can enter and exit via the site access in a forward gear and manoeuvre within the proposed servicing areas. Consent is sought for a 24hour /seven days a week operation. This will allow a spread of vehicular movements throughout the day, rather than peaks at 8-9am and 5-6pm and enable timed deliveries to be planned by future operators to meet their requirements.

Furthermore, whilst this site is currently vacant, it was occupied by warehousing historically, Due the time that business was based at the site, there were also no servicing hour restrictions or hours of operation restrictions in place. Based on the HGV trip generation expected and the existing road conditions, the proposed development is not expected to give rise to significant highway or pedestrian safety issues.

Servicing and deliveries

The service entrance has been located (alongside the repositioning of the existing traffic island) to ensure the required HGV manoeuvring space requirements and visibility splays are achieved in both directions along Parkhouse Street. Service access is controlled via a dedicated security gatehouse. The gatehouse is set back from the highway to provide adequate space to ensure a waiting HGV does not impede traffic along Parkhouse Street.

The ability for service vehicles to safely enter/traverse/exit the site has been considered and swept path analysis work supports the proposed site layout. The site layout includes for 2no. 25m diameter turning circle areas that ensure all service vehicles can access, turn and exit the site in forward gear

On the basis that that the site is not subject to any vehicle restrictions at present it is considered onerous to attach conditions to restrict hours of operation in terms of traffic movement. However, a condition is proposed to restrict the hours of use of the 'Good In' service yard in the northwestern corner of the site on residential amenity grounds. Impacts due to any noise which would be generated are fully considered above in terms of impacts to residential amenity elsewhere in this report.

Car parking

Appendix B in the Core Strategy expands upon parking requirements. The recommended provision for Class B2 outside of a District Centre is 1 space per 45 sq.m . with individual bays for disabled staff plus 2.

The car park for the proposed unit would have 40 parking spaces for cars and 3 spaces for disabled users, whilst this level of provision would not accord with the guidance in the Core Strategy it is related to the levels of staff which would be based at the premises. It has been advised that 120 staff would be employed at the premises with a shift pattern of three shifts and 40 people per shift.

In addition, 8 spaces for motorcycle are proposed together with 28 cycle spaces. 10 car parking spaces would have electric vehicle charging points (including to two of the disabled user spaces).

The proposed parking falls below the Parking Standards for Class B2 use, and therefore a parking exercise has been completed in relation to existing staff travel to work arrangements. The analysis indicates that the proposed parking provision across the development site is adequate to meet the demand throughout the day.

The level of off-street parking provision is considered to be acceptable, on the basis that a full travel plan remains in place whilst the site is operational.

Cycle storage

The scheme includes the provision of a covered cycle store for 28no. cycles alongside the eastern boundary of the site. It is recommended that this aspect of the scheme is conditioned.

Waste Management

An area within the western end of the building has been identified on the submitted ground floor plan for refuse and recycling (euro bins). This store accommodates the storage of four separate waste streams (general waste, food waste, paper/cardboard and plastics) within 1,100l euro bins. An external area in close proximity to the southwestern corner of the proposed building has been identified as the location of 3no.compactors associated with refuse /recycling arrangements at the site. All food/paper/cardboard/plastic waste can be taken to the relevant compactor as necessary, with all compacted waste remaining within the compactors until collection. Upon collection day the waste bales are collected by a private collection vehicle. Refuse/recycling collection vehicles can enter the site via the proposed access point along Parkhouse Street to collect the refuse/recycling material.

It has been further advised that general waste would remain in the relevant eurobins until collection.

It is noted that waste associated with the proposed business would be flour and bread, and this would be recycled off site to use for animal feed.

Following the comments from Environmental Health officers, it is proposed to attach a condition to require the implementation of the submitted measures, but that prior to the building being brought into use, finalised details for the management of the internal storage area and strategy for segregation of recyclable waste of the building shall be submitted to and approved in writing. Also, that the details of the approved scheme be implemented as part of the development and remain in situ whilst the use or development is in operation.

Design for Security

The application is accompanied by a Crime Impact Statement. The report suggests that the proposed layout is acceptable from a security perspective on the basis that the matters referenced in section 3.3 of the report are addressed in particular the use of secure weldmesh perimeter fencing (any existing fencing to be retained should be repaired/replaced where necessary); control of access to/from the service yards and the car park, both during the normal working day and when the site is operational outside of normal working hours; and control of access into/around the building itself.

The development would incorporate a gatehouse/security lodge to the access / egress on Clayton Lane which would be operated on a 24/7 basis. Furthermore, secure access/egress proposed to the Kelbrook Road car park entrance; the car parking area would benefit from natural surveillance from the proposed office accommodation; landscaping is limited to tree planting and low-level planting, with no mid-level planting and external lighting is proposed. The submitted documentation also indicated that strict security standards for all windows and doors is proposed together with signage to deter unauthorised access, and the installation of a digital CCTV system.

It is considered that as this site would operate on a 24/7 basis, that the installation a 2.4m weldmesh fence to the perimeter with 2.4m weldmesh access gates from Parkhouse Street together with external lighting and CCTV coverage would significantly reduce the potential for crime.

Trees

The application is accompanied by an Arboricultural Impact Assessment and Tree Survey. It has been identified the implementation of the proposed development require the removal of all of the existing 'moderate' and 'low quality' tree and scrub vegetation cover to the centre of the site. However, seven groups of 'moderate quality' boundary trees and an area of 'low quality' boundary scrub vegetation can be retained in a sustainable manner and protected during construction. These include the existing trees along the Kelbrook Road frontage to the north of the proposed car park access, and existing trees to the western boundary would be retained. It is recommended that this aspect of the scheme is conditioned, and appropriate protection measures are incorporated prior to the commencement of development.

Additional tree planting (53no.) is also proposed to the Kelbrook Road frontage, and other areas on the periphery of the site.

Landscaping

The majority of the site was formerly occupied by industrial buildings with areas of hardstanding. However, since the site was vacated it is now overgrown with self-seeded trees, shrubs and brambles.

The proposed landscaping strategy includes:

- A raised landscape buffer zone to Parkhouse Street with tree planting and shrubs to screen the Goods Out service area from nearby dwellings.
- Additional tree planting to the north west corner of the application site to screen the Goods In service area from the dwellings along Clayton Lane.

- The retention of the majority of existing mature trees along Kelbrook Road to preserve the tree-lined character of the street.



Proposed raised landscaped buffer to Parkhouse Street

Tree loss is mitigated against through onsite replacement tree planting (53no.) and the implementation of a robust soft landscaping scheme. It is acknowledged that the proposals provide limited opportunities for new tree planting and landscaping given the existing site constraints, the need to deliver all the infrastructure associated with the proposed use, and that the scheme would lead to the reduction in soft landscaping. However, the proposal would provide the opportunity for new planting which would be native and thereby contribute to local biodiversity. The proposed soft landscaping scheme seeks incorporate as much planting as is practicable, within the development. The soft planting scheme seeks to achieve a balance between planting which complements and supports the built form, but which is practical and can be appropriately managed and maintained by the future occupants of the site.

Within the submitted Design and Access Statement seven layout options were considered for the proposed siting of the buildings, but given the site-specific constraints, the current scheme as proposed represented the optimum configuration. On balance the loss of trees is accepted subject to the re-provision shown on the submitted landscaping plan being implemented. It is recommended that a condition be attached to any approval to require the implementation of the landscaping scheme and the re-planting of any planting which dies or is removed within 5 years of planting.

External Amenity Space

An area of external communal amenity space has been included within the proposals adjacent to the canteen to provide outdoor space for socialising and relaxation for staff and visitors.

Ecology

A Phase 1 Preliminary Ecological Assessment accompanies this application. This indicates that at present the site comprises rough grassland, scrub and scattered trees, with tall ruderals and a scattered scrub blanket to the southern end of the site.

The report indicates that the grassland would offer limited foraging opportunities of a range of birds, small mammals and amphibian species, with the scrub providing shelter, foraging and breeding opportunities for the same species.

A small stand of Japanese Knotweed (approx. 5sq.m in area) has been noted as being present in the southwest corner of the site. It is therefore proposed to attach a condition to ensure that this is appropriately treated /removed from the site.

The Assessment indicated that none of the buildings in proximity to the site were assessed to have bat roost potential, however, the ash tree located in the south western corner of the site (ref: TN2) was assessed as having 'low' bat roost potential due to dense ivy coverage. It is suggested that no further action is needed if this Ash tree is retained. If, however, it is removed, a Phase 2 bat survey is recommended. Subsequent correspondence to accompany the application confirms the Ash tree is in an area of planting to be retained, but could be vulnerable to construction damage, depending on what works are proposed in the unfenced area south west of the tree protection barrier. As such they cannot guarantee its sustainable retention in the long-term and advise that it will need to be regularly monitored post-development. In view of this an appropriately worded condition is proposed to be attached to any approval.

No badger setts were found. However, as badgers are mobile it is proposed to attach a condition to any approval to require that if no development occurs within 12 months another survey is needed.

As birds are present at the site, a condition in relation to site clearance works not being undertaken during the bird nesting season is proposed

The report recommended that 5 bat and 5 bird boxes are incorporated within the overall development. together with two permanent refugia /hibernacula. It is recommended that an appropriately worded condition is attached to any approval.

The Phase 1 Preliminary Ecological Assessment suggests appropriate mitigation measures are to be implemented to safeguard hedgehogs and common amphibians which could be present on the site. It is recommended that any clearance is carried out under Reasonable Avoidance Measures (RAMs) and a Method Statement detailing the RAMs for amphibians should be provided and secured by condition.

GMEU have recommended that as per the RAMS report, appropriate mitigation measures are implemented to safeguard hedgehogs and common amphibians which could be present on the site. It is recommended that a condition is attached to any approval to require that any clearance is carried out under Reasonable Avoidance Measures (RAMs).

Biodiversity

A significant proportion of the existing site is covered with low quality self-seeded trees and dense vegetation, including brambles. A Biodiversity Net Gain Assessment accompanies this application

The baseline habitats have been identified using the UKHab Classification. The baseline site is summarised as follows:-

Modified Grassland: 0.6ha in a poor condition = 1.2 Habitat Units.

Mixed Scrub: 0.33ha in moderate condition = 2.64 Habitat Units.

Other Woodland, Broadleaved: 1.02ha in a moderate condition = 8.16 Habitat Units.

Ruderal/Ephemeral: 0.2ha in moderate condition = 0.8 Habitat Units.

Hedgerow; Line of Trees; 0.049km in moderate condition = 0.20 Habitat Units.

In summary, the baseline BNG Score for the site is 12.8 Habitat Units and 0.2 Hedgerow Units.

BNG Post-Intervention at the site is proposed to comprise :

Enhanced Habitat :

- Other Neutral Grassland: 0.0292ha of Modified Grassland enhanced through appropriate management to achieve a Good Condition and of no strategic value = 0.18 Habitat Units.
- Mixed Scrub: 0.0725ha of scrub enhanced through appropriate management to achieve a Good Condition and of no strategic value = 0.84 Habitat Units.
- Other Woodland (mixed): 0.2509ha of woodland enhanced through appropriate management to achieve a Good Condition of no strategic value = 2.71 Habitat Units.

Habitat Created

- Modified Grassland; 0.1108 ha in a Moderate Condition and of no strategic value = 0.38 Habitat Units.
- Other Woodland (mixed): 0.0417ha in a Moderate Condition and of no strategic value = 0.11 Habitat Units.
- Introduced Shrub: 0.039ha (no assessment required) and of no strategic value = 0.08 Habitat Units.
- Urban Tree: 0.0855ha (42 x small trees) in a Moderate Condition and of no strategic value = 0.52 Habitat Units.

In summary, the Post-Intervention BNG score for the site is calculated to be 5.03 Habitat Units and 0.26 Hedgerow Units.

Based on the assessment presented above, there will be a BNG of -7.77 Habitat Units (-60.68%) and 0.00 Hedgerow Units (0.00%). As a result of this negative BNG score for habitat units, and the neutral score for hedgerow units the scheme also does not meet the BNG Trading Rules.

The proposed layout of the scheme has been designed to try and minimise the BNG loss, and it is anticipated that no further reductions in BNG loss could be achieved on-site. Therefore, it will be necessary for the applicant to obtain 9.05 Habitat Units and 0.02 Hedgerow Units from an off-site provider in order to meet the mandatory 10% BNG target. Trading Rules will also need to be met as part of the purchase of off-site units.

The accompanying BNG assessment suggests that as there are currently no BNG sites registered in the Manchester City Council area, if no new Habitat Banks are available before the development commences, the applicant will have to purchase units from an off-site provider outside of the Manchester City Council area. They further advise that the applicant understands the spatial risk multiplier and that purchasing units outside of the Manchester City Council region could increase the number of units that they are required to obtain. To meet the mandatory BNG target, it is expected that off-site units be purchased from a registered Habitat Bank to meet the current shortfall would be required.

Net biodiversity gain through landscape proposal and with 9.05 Habitat Units and 0.02 Hedgerow Units provided off site.

It is proposed that the pre-commencement condition BNG wording be attached as an informative, requiring the applicant to submit a revised version of the BNG Metric, including details of the off-site units obtained and justification as to how many have been obtained to reflect the spatial risk multiplier.

In order to ensure the proposed habitats are created, enhanced and managed to meet the anticipated Habitat Conditions, a condition related to the submission of a Habitat Management and Monitoring Plan (HMMP) is recommended to be attached to any approval. This is

considered to be a satisfactory approach given the level and type of biodiversity measures to be incorporated within the development site (Post-Intervention BNG score of 5.03 Habitat Units and 0.26 Hedgerow Units).

Disabled Access

Level access will be provided into the proposed to the main visitor pedestrian entrance, and. loading bay doors. Lift access is proposed to all three floors of the office and welfare facilities , with accessible toilet provision on each floor.

3 parking spaces for disabled users (including 2 spaces with electric charging points), would be provided equating to 7% provision of the overall number of spaces.

Boundary Treatment

The proposed boundary to Kelbrook Road would comprise 2.4m dark brown paladin weldmesh fencing, with a section of 3m high acoustic fencing to the south western section of the site from the existing electricity sub station on Clayton Lane to opposite the church to the south on Parkhouse Street. The proposed car parking areas would be separated from the servicing area by 2.4m dark brown paladin weldmesh fencing.

A section of 3m acoustic fencing would also be sited parallel to the weldmesh fencing line to the north western corner of the site.

Stainless steel flat top 1.2m bollards are proposed to each of the dock leveller bays, with linear 0.76m high safety barriers at each end of the row of docking bays.

The design, type, colouration and height are considered to be acceptable. Whilst it would have been preferable if the height the proposed acoustic fencing to the north west of the site could have been lower, in this instance it is considered that the benefits it would bring in terms of noise reduction , and set in the context that it would be located beyond a weldmesh fence and across a ginnel, being circa 5.6m from the rear outriggers of the terraced houses would on balance not give rise to an impacts warranting the refusal of planning permission

Employment

It has been advised that 120 staff would be employed at the premises with a shift pattern of three shifts and 40 people per shift, however, some of the employees may be transferred from other facilities run by the same operator. However, due to the vacant nature of the site , any employment delivered at the site would be an uplift, and when the proposed development is implemented, this would also lead to short term job creation in regard to construction. Indirect employment in supply chains and support services would also be created.

It is recommended that a local benefit condition, which would assist in supporting the delivery of jobs for local people at the site be attached to any consent.

Lighting

No information has been submitted in relation to detail of any external lighting at the site. Given the proximity to housing at the northwestern corner of the site, it is proposed to attach a condition to require full details relating to the type, design, location and specification to be submitted prior to any installation of external lighting at the site. A further condition related to lighting glare is also proposed.

Statement of Community Involvement

The applicant established a web-based public consultation event Monday 21st October 2024 until Monday 18th November 2024. As part of the web-based public consultation local residents and businesses within neighbouring properties received a letter setting out an overview of the pending planning application inviting them to visit the website and provide feedback on the proposals if they so wished. The letters and invitations were distributed in person on Friday 18th October 2024 in advance of the event.

Two emails were received from participants of the web-based public consultation event. One from a councillor offer their support and welcoming any proposals that create local jobs. They were also interested in seeing any plans and risk assessments around noise pollution or increase in traffic. A local pastor advised that the area is in great need of help. The community surrounding the church, and therefore those close to the proposed bakery extension, require support in many ways. He advised that the church run a food bank and community café, and they see how needed jobs in the area are. As far as bringing more money into the area is concerned, they are of the view that the plans can only help.

Other Legislative Requirements Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers worked in a positive and proactive manner with the applicant to deliver an acceptable scheme, in particular in relation to issues in connection with acoustic attenuation measures and landscaping. The revised proposal is considered to be in accordance with City Council policy and appropriate conditions are attached.

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

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

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

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

Proposed 3D view 1 ref: 7300

Proposed 3D view 2 ref: 7301

Proposed 3D view 3 ref: 7302

Proposed 3D view 4 ref: 7303

Proposed 3D view 5 ref: 7304

Proposed 3D view 6 ref: 7305

Proposed 3D view 7 ref: 7306

Proposed 3D view 8 ref: 7307

Proposed 3D view 9 ref: 7308

Proposed 3D view 10 ref: 7309

Levels plan ref: 01-S-1038 rev.A Sheets 1- 8 - Kellbrook Road Openshaw

Location plan ref: OKR-KMA-XX-XX-DR-A-7000 rev.P3

Proposed block plan ref; OKR-KMA-XX-XX-DR-A-7002 rev.P2

Culvert Diversion and Services plan ref: OKR-KMA-XX-XX-DR-A-7003 rev.P2

Proposed Building plan (Ground Floor) ref: OKR-KMA-XX-XX-DR-A-7006 rev.P2

Ground floor office plan (Building plan excerpt) ref: : OKR-KMA-XX-XX-DR-A-7007 rev.P2

First floor office plan (Building plan excerpt) ref: : OKR-KMA-XX-XX-DR-A-7008 rev.P2

Second floor office plan (Building plan excerpt) ref: OKR-KMA-XX-XX-DR-A-7009 rev.P2

Proposed Ancillary Areas plan (Building plan excerpt) ref: OKR-KMA-XX-XX-DR-A-7010 rev.P2

Proposed Indicative Oven Zone plan (Building plan excerpt) ref: OKR-KMA-XX-XX-DR-A-7011 rev.P2

Proposed Gatehouse (Plans and Elevations) ref: OKR-KMA-XX-XX-DR-A-7012 rev.P2

Proposed Hard Landscaping plan ref: OKR-KMA-XX-XX-DR-A-7013 rev.P1

Proposed Elevations (East and South) plan ref: OKR-KMA-XX-XX-DR-A-7100 rev.P2

Proposed Elevations (West and North) plan ref: OKR-KMA-XX-XX-DR-A-7101 rev.P2

Existing and Proposed street scene 1 (Kelbrook Road) plan ref: OKR-KMA-XX-XX-DR-A-7200 rev.P2

Design and Access Statement ref: OKR-KMA-XX-XX-RP-A-0003-A3-P2_DAS

Air Quality Assessment Framework dated June 2025

Construction Methodology ref: Projects/P0170/reports/ dated June 2025

Crime Impact Statement Version A: 09/06/2-25 reference :2025/0178/CIS/01

Extended Phase 1 Ecological Survey and Appraisal

Energy Statement ref: V/22674/0.2/P1 dated June 2025

Odour Risk Assessment ref: AQ103359 dated 29th July 2025

Phase 1: Preliminary Risk Assessment doc ref: CL-602-LKC 21 1095-01 dated February 2021

Phase 2 Geo- Environmental Investigation , Risk Assessment and Remediation Strategy doc ref: CL-602-LKC 21 1095-02 dated February 2021

Planning Support Statement August 2025 v1.9

Statement of Community Involvement doc ref: T1179_OKR-KMA-XX-XX-RP-A-0004-A3-P1_SCI dated 15th May 2025

SWS Hydraulic Calculations Network: SW ref: 8885-HBL-XX-XX-CA-C-5200_P02

Drainage Maintenance Schedule ref: 8885-HBL-XX-XX-RP-D-0002 Revision: P02

Drainage Strategy ref: 8885-HBL-XX-XX-RP-D-001 Revision: P02 dated 11.11.2025
Proposed Drainage Strategy Overview ref: 8885-HBL-XX-XX-DR-C-5100 Revision: P02
Proposed Drainage Plan Sheet 1 ref: 8885-HBL-XX-XX-DR-C-5101 Revision: P02
Proposed Drainage Plan Sheet 2 ref: 8885-HBL-XX-XX-DR-C-5102 Revision: P02
Proposed Contributing Areas plan ref: 8885-HBL-XX-XX-DR-C-5105 Revision: P02
Noise Impact Assessment 06.06.2025
Received 4th August 2025

Extended Phase 1 Ecological Survey & Appraisal (Sensible Ecological Survey Solutions, August 2023)
Agent email dated 4th September 2035 confirming in the submission the applicant accepts a condition that goods into the northern goods in can be conditioned to Monday to Friday 09:00 to 17:30.

Received 4th September 2025

Electricity North West Kelbook Road cable route plan ref: 5500357989
Email from SP Electricity North West to applicant 14th October 2025
Received 21st October 2025

Technical Note on Noise matters dated 19th November 2025 received 19th November 2025

Proposed culvert strategy plan ref: 8885-HBL-XX-XX-DR-C-5104 rev.P01
Culvert Diversion Strategy ref: 8885-HBL-XX-XX-RP-C-0010 Revision: P1
Proposed boundary treatment plan ref: OKR-KMA-XX-XX-DR-A-7004 rev.P3
Existing and proposed site section (A-A) plan ref: OKR-KMA-XX-XX-DR-A-7202 rev.P3
Existing and Proposed Site Section (B-B) plan ref: OKR-KMA-XX-XX-DR-A-7203 rev.P3
Existing and Proposed Street Scene 2 (Parkhouse Street) plan ref: OKR-KMA-XX-XX-DR-A-7201 rev.P3
Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev.P03
Received 23rd November 2025

Transport Statement report ref: 4589 Issue 2 dated 21.11.2025
Received 24th November 2025

Planting plan 1 of 3 ref: 5781.03 rev.A
Planting plan 2 of 3 ref: 5781.04 rev.A
Planting plan 3 of 3 ref: 5781.05 rev.A
Illustrative section plan ref: 5781 rev.A
Received 28th November 2025

Arboricultural Statement ref. CW/11585-AS-1 dated 2nd December 2025
Received 3rd December 2025

Proposed site access plan ref: 4589-F01 rev.F
Swept Path Analysis plan ref: 4589-SP01 rev.E
Received 22nd December 2025

Proposed culvert strategy following LLFA comments plan ref: 8885-HBL-XX-XX-DR-C-5104 rev.P02
Received 5th January 2026

Reasonable Avoidance Measures report (RAMS) dated 14th January 2026
Invasive Non Native Species Method Statement dated 14th January 2026

Agent email dated 4th March 2026 confirming the Ash tree (ref:TN2) is in the area to be retained.

Email dated 4th March 2026 from Sheldons confirming on -going maintenance of landscaping .

Landscape plan ref: 578.02 rev..C received 13th March 2026

Agent email confirming numbers of employees and shift pattern dated 18th March 2026

Updated BNG Metric and Biodiversity Net Gain Assessment received 9th April 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 (2012).

3. Prior to the commencement of development (apart from site clearance), 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;

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management plan.

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

4. Notwithstanding the materials annotated on plans referenced in condition no.2 prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. Prior to commencement of any above ground works, full detailed designs (including specifications, and review of any existing TRO's) of all highways works (including off-site works including a relocated traffic island), 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 details, prior to the first unit being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

6. a) Before the development hereby approved is first occupied, a Full 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:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

7. a) Electric vehicle charging points shall be implemented in the locations shown on Proposed site plan ref: Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev.P03.

b) Prior to occupation of the development, the specification of the electric vehicle charging points shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme 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 Manchester Core Strategy (2012).

8. The car parking indicated on the approved Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev.P03, shall be permeably surfaced, demarcated and made available for use prior to the units, hereby approved being occupied. The car parking shall then be available at all times whilst the units are occupied.

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

9.a) The cycle storage facilities shall be implemented in the location as shown on plan ref: Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev.P03

b) Finalised detailed design of the cycle shelter and associated stands cycle storage facilities 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 details, prior to the proposed development being brought into use, and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

10.a) Prior to above ground works of the building hereby approved, details of a Delivery Strategy for the Construction Phase (including setting out routes for HGV and other delivery vehicles, and a sample driver instruction note) shall be submitted to and approved in writing by the City Council as local planning authority. The Delivery Strategy for the Construction Phase shall then be implemented on commencement of construction.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of deliveries, associated with delivery strategy for the Construction Phase shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy (2012).

11.a) Prior to above ground works of the building hereby approved, details of a Delivery Strategy for the Class B2 use (including setting out routes for HGV and other delivery vehicles, and a sample driver instruction note) shall be submitted to and approved in writing by the City Council as local planning authority. The Delivery Strategy for the Class B2 use shall then be implemented on commencement of construction.

b) The results of the monitoring and review processes shall be submitted in writing to the local planning authority within a timescale to be agreed and any measures that are identified that can improve the effectiveness of the management of deliveries, associated with delivery strategy for the Class B2 use shall be adopted and implemented.

Reason - In accordance with the provisions contained within Planning Policy Guidance and to enable the use and activity to be monitored and to assess the impact on the general amenity of the area with particular regard to traffic generation, pursuant to policies DM1, SP1 and T2 of the Manchester Core Strategy (2012).

12. a) Before commencement of the development hereby approved (apart from site clearance) , a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to 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 City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

13. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to 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 EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

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

15. No infiltration of surface water drainage into the ground, where adverse concentrations of contamination is known or suspected to be present, is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

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

16a) Notwithstanding the drainage details annotated on plans referenced in condition no.2, prior to the commencement of the development hereby approved (excluding site clearance and ground preparation works) , a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

b) Prior to occupation of the units the agreed drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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

17. Prior to the first occupation/use of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as

approved by Condition 16, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 16.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

18. a) Notwithstanding the contents of the Odour Risk Assessment referenced in condition no.2, fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policies EN16, and DM1 of the Manchester Core Strategy (2012).

19. The 'Goods In' yard to the north west premises shown on Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev.P03 shall not be open outside the following hours:

Mondays to Fridays 09:00 to 17:30

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, , pursuant to policy DM1 of the Manchester Core Strategy (2012).

20. a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

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 light 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policy DM1 of the Manchester Core Strategy (2012).

21. If , when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

22. a) The development hereby approved shall be implemented in accordance with the content of the Echo Acoustics Technical Memorandum dated 19 November 2025, before the use commences.

b) All windows and doors to the building must remain closed (excluding access and egress through doors) during night-time hours if work is taking place inside the buildings.

c) 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 referenced in part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

d) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

23.a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of

noise emanating from the site. The 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 the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policy DM1 of the Manchester Core Strategy (2012).

24. a) The storage arrangements for refuse shall be implemented in accordance with the location shown on proposed site plan ref: Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev. P03.

b) Before the development is brought into use, finalised details for the management of the internal storage area and strategy for segregation of recyclable waste of the building shall be submitted to and approved in writing by the City Council as local planning authority.

c) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

25. The development shall be undertaken in accordance with the Reasonable Avoidance Measures report (RAMS) dated 14th January 2026 for hedgehogs and common amphibians, for both the site clearance and the construction phase of development.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Manchester Core Strategy (2012) and National Planning Policy Framework.

26. If no development commences within 12 months of the date of consent, a further survey of the site and locality for bat roosts and badger setts shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - To minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

27. The development shall be implemented in accordance with the Invasive Non-Native Species -Method Statement dated 14th January 2026.

Reason - To prevent the spread of invasive species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

28. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans specified in condition no.2 and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

29. The landscaping scheme shall be implemented in accordance with the details on the plans referenced below:

Proposed Hard Landscaping plan ref: OKR-KMA-XX-XX-DR-A-7013 rev.P1

Planting plan 1 of 3 ref: 5781.03 rev.A

Planting plan 2 of 3 ref: 5781.04 rev.A

Planting plan 3 of 3 ref: 5781.05 rev.A

Illustrative section plan ref: 5781 rev.A

Landscape plan ref: 578.02 rev..C

b) Prior to any ground works in connection with the soft landscaping areas approved, a detailed management and maintenance strategy (including reference to the company responsible for on-going maintenance), for the proposed landscaping shall be submitted to and approved in writing by the City Council as local planning authority.

c)The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the

development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

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

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

31. The Ash Tree located in the southwestern corner of the site (ref: TN2) shall be retained in accordance with the content of the Agent email dated 4th March 2026

Reason - To minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

32. Prior to above ground works details of the location, and type of the bat and bird boxes/bricks and refugia /hibernacula referenced in the Extended Phase 1 Ecological Survey & Appraisal 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 measures, prior to the occupation of the building hereby approved and retained at all times thereafter.

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

33. Prior to any works on the proposed development commencing (excluding any demolition and site preparation works), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.

B) Descriptions of the management operations necessary to achieving aims and objectives.

C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.

D) Details of monitoring needed to measure the effectiveness of management.

E) Details of the persons responsible for the implementation and monitoring.

F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.

G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

34. a) The development hereby approved shall be carried out in accordance with the Energy Statement ref: V/22674/0.2/P1 dated June 2025.

b) A post construction review certificate/statement shall be submitted for approval for the development, within a timescale that has been previously agreed in writing for the development, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

35. The development shall only be carried out in accordance the recommendations set out in Section 4 the Crime Impact Statement Version A: 09/06/2-25 reference :2025/0178/CIS/01. The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for the development.

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

36. a) The boundary treatment scheme for the development shall be implemented in accordance with Proposed boundary treatments plan ref: OKR-KMA-XX-XX-DR-A-7004 rev.P3 (subject to the provision of hedgehog gaps).

b) Prior to the installation of the boundary treatment Proposed boundary treatments plan ref: OKR-KMA-XX-XX-DR-A-7004 rev.P3, details of the location of hedgehog gaps , shall be submitted for approval in writing by the City Council, as Local Planning Authority..

The approved scheme shall be implemented in full before the building hereby approved is first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy

(2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

37a) The acoustic fencing shall be implemented in accordance with the content of the Echo Acoustics Technical Memorandum dated 19 November 2025, and details on Proposed boundary treatments plan ref: OKR-KMA-XX-XX-DR-A-7004 rev.P3.

b) Prior to occupation of the development a verification report shall be required to validate that the acoustic fencing conforms to the recommendations and requirements in the approved acoustic consultant's report referenced in part a) of this condition. The validation report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

38. a)Prior to above ground works, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

39. The permission hereby granted relates to a maximum of gross internal floorspace of 7,432.24 sq.m. of Class B2 floorspace.

Reason -To ensure that the development is carried out in accordance with policies EC2 and EC5 of the Manchester Core Strategy (2012).

40. Prior to the installation of the Substation and Fuel Stop on plan ref: Proposed site plan ref: OKR-KMA-XX-XX-DR-A-7005 rev.P03, finalised elevational design details of Substation and Fuel Stop shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved design shall be implemented as part of the construction of the development.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. {b Swift Bricks }

If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance with the specifications of BS 42021:2022 - Integral nest boxes.

2. The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;

- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:

a statement to this effect,

the date immediately before the degradation activity,

the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and

any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

3. An 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

4. Electricity NW advise that the applicant should be advised that great care should be taken at all times to protect electrical apparatus and any personnel working in its vicinity. Anyone working in proximity to any of our apparatus (whether above or underground) should be referred to the following documents :

HS(G)47 – Avoiding danger from underground services

GS6 – Avoidance of danger from overhead electric lines

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Electricity Northwest
Greater Manchester Ecology Unit
United Utilities Water PLC
Manchester Airport Safeguarding Officer

46 Colliery Street, Bradford, Manchester, M11 2AP
Flat B, 36 Colliery Street, Bradford, Manchester, M11 2AP
26 Colliery Street, Bradford, Manchester, M11 2AP
Flat 1, 60 Goole Street, Manchester, M11 2AX
9 Reform Walk, Manchester, M11 2FF
16 Mayton Street, Manchester, M11 2AN
9 Flavian Walk, Manchester, M11 2EG
13 Neden Close, Manchester, M11 2EJ
47 Herne Street, Manchester, M11 2EF
38 Herne Street, Manchester, M11 2FN
42 Herne Street, Manchester, M11 2FN
3 Colliery Street, Bradford, Manchester, M11 2AW
9 Dugar Street, Manchester, M11 2BU
1 Dugar Street, Manchester, M11 2BU
8 Dugar Street, Manchester, M11 2BU
3A Colliery Street, Bradford, Manchester, M11 2AW
10 Beede Street, Manchester, M11 2AT
735 Ashton Old Road, Manchester, M11 2HD
145 Clayton Lane, Manchester, M11 2AS
139 Clayton Lane, Manchester, M11 2AS
Unit 2, Former Polytech, Clayton Lane, Manchester, M11 2AG
11 St Barnabas Square, Manchester, M11 2FJ
59 Herne Street, Manchester, M11 2EL
138 Clayton Lane, Manchester, M11 2AG
136 Clayton Lane, Manchester, M11 2AG
130 Clayton Lane, Manchester, M11 2AG
126 Clayton Lane, Manchester, M11 2AG
120 Clayton Lane, Manchester, M11 2AG
ABRACLEAN LIMITED, Unit C, Kelbrook Road, Manchester, M11 2DD

3 Attewell Street, Manchester, M11 2BX
50 Goole Street, Manchester, M11 2AX
10 Colliery Street, Bradford, Manchester, M11 2AP
54 Selby Street, Manchester, M11 2BY
30 Colliery Street, Bradford, Manchester, M11 2AP
4 Clayton Lane, Manchester, M11 2FG
11 Neden Close, Manchester, M11 2EJ
3 Abbeyfield Square, Manchester, M11 2EQ
715 Ashton Old Road, Manchester, M11 2HD
5 Dulgar Street, Manchester, M11 2BU
3 Dulgar Street, Manchester, M11 2BU
4 Dulgar Street, Manchester, M11 2BU
7A Colliery Street, Bradford, Manchester, M11 2AW
8 Beede Street, Manchester, M11 2AT
729 Ashton Old Road, Manchester, M11 2HD
Whitworth Baths, Ashton Old Road, Manchester, M11 2HB
141 Clayton Lane, Manchester, M11 2AS
133 Clayton Lane, Manchester, M11 2AS
131 Clayton Lane, Manchester, M11 2AS
South Street Community Centre, Ashton Old Road, Manchester, M11 2HB
13 St Barnabas Square, Manchester, M11 2FJ
2 St Barnabas Square, Manchester, M11 2FJ
80 Herne Street, Manchester, M11 2BG
132 Clayton Lane, Manchester, M11 2AG
29 Colliery Street, Bradford, Manchester, M11 2AW
27 Colliery Street, Bradford, Manchester, M11 2AW
14 Colliery Street, Bradford, Manchester, M11 2AP
9 Colliery Street, Bradford, Manchester, M11 2AW
46 Selby Street, Manchester, M11 2BY
42 Colliery Street, Bradford, Manchester, M11 2AP
52 Goole Street, Manchester, M11 2AX
3 Clayton Lane, Manchester, M11 2FG
9 Neden Close, Manchester, M11 2EJ
7 Neden Close, Manchester, M11 2EJ
53 Herne Street, Manchester, M11 2EL
1 Neden Close, Manchester, M11 2EJ
49 Herne Street, Manchester, M11 2EL
1 Abbeyfield Square, Manchester, M11 2EQ
44 Herne Street, Manchester, M11 2FN
713 Ashton Old Road, Manchester, M11 2HD
717 Ashton Old Road, Manchester, M11 2HD
719 Ashton Old Road, Manchester, M11 2HD
11 Dulgar Street, Manchester, M11 2BU
725 Ashton Old Road, Manchester, M11 2HD
147 Clayton Lane, Manchester, M11 2AS
129 Clayton Lane, Manchester, M11 2AS
Unit 1, Wilson Street, Beswick, Manchester, M11 2AZ
2 Ridings Street, Bradford, Manchester, M40 2BR
4 Colliery Street, Bradford, Manchester, M11 2AP
Grace Life Church, South Street, Bradford, Manchester, M11 2EY
9 St Barnabas Square, Manchester, M11 2FJ
88 Herne Street, Manchester, M11 2BG
86 Herne Street, Manchester, M11 2BG
Parkhouse Street Industrial Estate, 2 Kelbrook Road, Manchester, M11 2QA

First Floor Flat, 140 Clayton Lane, Manchester, M11 2AG
155A Clayton Lane, Manchester, M11 2AS
151 Clayton Lane, Manchester, M11 2AS
5 Attewell Street, Manchester, M11 2BX
34 Goole Street, Manchester, M11 2AX
25 Colliery Street, Bradford, Manchester, M11 2AW
45 Selby Street, Manchester, M11 2BY
52 Selby Street, Manchester, M11 2BY
48 Colliery Street, Bradford, Manchester, M11 2AP
28 Colliery Street, Bradford, Manchester, M11 2AP
Flat 2, 60 Goole Street, Manchester, M11 2AX
33 Colliery Street, Bradford, Manchester, M11 2AW
56 Goole Street, Manchester, M11 2AX
11 Reform Walk, Manchester, M11 2FF
9 Abbeyfield Square, Manchester, M11 2EQ
50 Herne Street, Manchester, M11 2FN
13 Dulgar Street, Manchester, M11 2BU
7 Dulgar Street, Manchester, M11 2BU
7 Reform Walk, Manchester, M11 2FF
135 Clayton Lane, Manchester, M11 2AS
Unit 3, Former Polytech, Clayton Lane, Manchester, M11 2AG
6 Colliery Street, Bradford, Manchester, M11 2AP
90 Herne Street, Manchester, M11 2BG
76 Herne Street, Manchester, M11 2BG
3 St Barnabas Square, Manchester, M11 2FJ
2 South Street, Bradford, Manchester, M11 2FR
Ground Floor Flat, 140 Clayton Lane, Manchester, M11 2AG
128 Clayton Lane, Manchester, M11 2AG
122 Clayton Lane, Manchester, M11 2AG
149 Clayton Lane, Manchester, M11 2AS
5 Wood Street, Bradford, Manchester, M11 2FB
32 Goole Street, Manchester, M11 2AX
18 Colliery Street, Bradford, Manchester, M11 2AP
16 Colliery Street, Bradford, Manchester, M11 2AP
23 Colliery Street, Bradford, Manchester, M11 2AW
51 Selby Street, Manchester, M11 2BY
8 Colliery Street, Bradford, Manchester, M11 2AP
11 Colliery Street, Bradford, Manchester, M11 2AW
50 Selby Street, Manchester, M11 2BY
Flat 2, 24 Colliery Street, Bradford, Manchester, M11 2AP
2 Clayton Lane, Manchester, M11 2FG
5 Neden Close, Manchester, M11 2EJ
11 Abbeyfield Square, Manchester, M11 2EQ
48 Herne Street, Manchester, M11 2FN
2 Dulgar Street, Manchester, M11 2BU
5A Colliery Street, Bradford, Manchester, M11 2AW
3 Reform Walk, Manchester, M11 2FF
755 Ashton Old Road, Manchester, M11 2HB
116 Clayton Lane, Manchester, M11 2AG
143 Clayton Lane, Manchester, M11 2AS
Unit 1, Former Polytech, Clayton Lane, Manchester, M11 2AG
15 St Barnabas Square, Manchester, M11 2FJ
6 St Barnabas Square, Manchester, M11 2FJ
74 Herne Street, Manchester, M11 2BG

7 St Barnabas Square, Manchester, M11 2FJ
5 St Barnabas Square, Manchester, M11 2FJ
140 Clayton Lane, Manchester, M11 2AG
134 Clayton Lane, Manchester, M11 2AG
LWC Ltd, Unit 1, Stainburn Road, Manchester, M11 2DN
38 Goole Street, Manchester, M11 2AX
7 Attewell Street, Manchester, M11 2BX
20 Colliery Street, Bradford, Manchester, M11 2AP
12 Colliery Street, Bradford, Manchester, M11 2AP
Top Flat, 48 Colliery Street, Bradford, Manchester, M11 2AP
40 Colliery Street, Bradford, Manchester, M11 2AP
32 Colliery Street, Bradford, Manchester, M11 2AP
35 Colliery Street, Bradford, Manchester, M11 2AW
54 Goole Street, Manchester, M11 2AX
6 Beede Street, Manchester, M11 2AT
4 Beede Street, Manchester, M11 2AT
7 Flavian Walk, Manchester, M11 2EG
5 Flavian Walk, Manchester, M11 2EG
3 Neden Close, Manchester, M11 2EJ
51 Herne Street, Manchester, M11 2EL
5 Abbeyfield Square, Manchester, M11 2EQ
723 Ashton Old Road, Manchester, M11 2HD
721 Ashton Old Road, Manchester, M11 2HD
5 Colliery Street, Bradford, Manchester, M11 2AW
10 Dulgar Street, Manchester, M11 2BU
6 Dulgar Street, Manchester, M11 2BU
1 Reform Walk, Manchester, M11 2FF
741 Ashton Old Road, Manchester, M11 2HD
VAN PARTS LIMITED, Unit 4, Wilson Street, Beswick, Manchester, M11 2AZ
2 Colliery Street, Bradford, Manchester, M11 2AP
St Barnabas Rectory, 1 South Street, Bradford, Manchester, M11 2EY
57 Herne Street, Manchester, M11 2EL
155 Clayton Lane, Manchester, M11 2AS
124 Clayton Lane, Manchester, M11 2AG
118 Clayton Lane, Manchester, M11 2AG
55 Selby Street, Manchester, M11 2BY
53 Selby Street, Manchester, M11 2BY
48 Selby Street, Manchester, M11 2BY
7 Colliery Street, Bradford, Manchester, M11 2AW
38 Colliery Street, Bradford, Manchester, M11 2AP
5 Clayton Lane, Manchester, M11 2FG
2 Beede Street, Manchester, M11 2AT
1 Clayton Lane, Manchester, M11 2FG
3 Flavian Walk, Manchester, M11 2EG
7 Abbeyfield Square, Manchester, M11 2EQ
40 Herne Street, Manchester, M11 2FN
1A Colliery Street, Bradford, Manchester, M11 2AW
5 Reform Walk, Manchester, M11 2FF
114 Clayton Lane, Manchester, M11 2AG
Former Polytech, Clayton Lane, Manchester, M11 2AG
Unit 2, Wilson Street, Beswick, Manchester, M11 2AZ
Rose Hand Car Wash, 745 - 753 Ashton Old Road, Manchester, M11 2HB
8 St Barnabas Square, Manchester, M11 2FJ
St Barnabas CE Primary School, Parkhouse Street, Manchester, M11 2JX

9 Attewell Street, Manchester, M11 2BX
36 Goole Street, Manchester, M11 2AX
22 Colliery Street, Bradford, Manchester, M11 2AP
21 Colliery Street, Bradford, Manchester, M11 2AW
47 Selby Street, Manchester, M11 2BY
15 Colliery Street, Bradford, Manchester, M11 2AW
13 Colliery Street, Bradford, Manchester, M11 2AW
56 Selby Street, Manchester, M11 2BY
44 Colliery Street, Bradford, Manchester, M11 2AP
Flat A, 36 Colliery Street, Bradford, Manchester, M11 2AP
34 Colliery Street, Bradford, Manchester, M11 2AP
37 Colliery Street, Bradford, Manchester, M11 2AW
Flat 1, 24 Colliery Street, Bradford, Manchester, M11 2AP
58 Goole Street, Manchester, M11 2AX
31 Colliery Street, Bradford, Manchester, M11 2AW
11 Flavian Walk, Manchester, M11 2EG
1 Flavian Walk, Manchester, M11 2EG
55 Herne Street, Manchester, M11 2EL
46 Herne Street, Manchester, M11 2FN
727 Ashton Old Road, Manchester, M11 2HD
137 Clayton Lane, Manchester, M11 2AS
127 Clayton Lane, Manchester, M11 2AS
Unit 4, Former Polytech, Clayton Lane, Manchester, M11 2AS
Unit 3, Wilson Street, Beswick, Manchester, M11 2AZ
4 St Barnabas Square, Manchester, M11 2FJ
84 Herne Street, Manchester, M11 2BG
82 Herne Street, Manchester, M11 2BG
78 Herne Street, Manchester, M11 2BG
72 Herne Street, Manchester, M11 2BG
1 St Barnabas Square, Manchester, M11 2FJ
1 Attewell Street, Manchester, M11 2BX
49 Selby Street, Manchester, M11 2BY
50 Colliery Street, Bradford, Manchester, M11 2AP
Ground Floor Flat, 48 Colliery Street, Bradford, Manchester, M11 2AP

Appendix 2 – Planning constraints

[illegible]

[illegible]