

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144173/JO/2025

Date registered valid: 14 November 2025

Proposal: Variation of Conditions 2 (specified plans), 9 (Landscaping), 10 (Tree protection), 11 (car parking), 12 (EVC's) and 25 (boundary treatment) attached to planning permission 140488/JO/2024 to allow an increase to the proposed Unit 2 layout, together with changes to car parking and servicing areas and access/egress arrangement to Lawton Sreet, and associated works within the consented development

Address: New Smithfield Market, Whitworth St East, Manchester, M11 2WW

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Altaf Khanjra, Khanjra International Foods

Agent (if any): Bhavik Chothani, C4 Projects

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

Recommendation: Approve

Date of recommendation: 10 February 2026

Application details

Type of application: Variation or Removal of Condition

Development type: Major Industry

Date of site visit: 8 December 2025

Standard consultations:

Printed: 19 November 2025

Expired: 10 December 2025

Neighbour notifications

Printed: 19 November 2025

Expired: 10 December 2025

Site notice

Posted: 8 December 2025 Expired: 31 December 2025

Press advert

Published: 25 November 2025

Expired: 9 December 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site located in the south east corner of New Smithfield Market and measures approximately 3.54 hectares in area. New Smithfield Market is the largest wholesale market in the North West of England occupying a 35 acre site, 4km from Manchester city centre. The northern parcel of the application site was previously used as an open car parking area within the Market boundary. The southern parcel was split into two uses, with the eastern half being used as an external storage compound, and the western half providing a vehicular access point into the rear of the Market via Lawton Street. The north, and west boundaries of the site adjoin the Market while the southern boundary abuts Lawton Street, and the eastern boundary adjoins Press Street, which sits at an elevated level to that of the general market. The southern boundary is demarcated with a palisade fence and a landscaped bank, which grades to suit the difference in levels along Lawton Street. The boundary to Press Street comprises a high brick wall.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Planning History

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

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

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

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

Planning Application Ref: 127742/FO/2020 was approved on 23rd November 2020 for the "Demolition of existing buildings and erection of a 15.6-metre high warehouse and office building (sui generis use), with associated access, parking, service yard and landscaping".
Planning Application Ref: 133759/FO/2022 was approved on 5th September 2022 for the Demolition of existing buildings and erection of two warehouse units with ancillary office space (sui generis use), with associated access, parking, service yard and landscaping, including works to roadway to the existing adjacent warehouse unit from within from New Smithfield Market.

Planning Application Ref: 140488/JO/2024 was approved on 30th December 2024 for the variation of conditions 2 (specified plans), 3 (CMP), 4 (materials), 5 (ground conditions), 6 (drainage), 7 (drainage maintenance), 9 (landscaping), 11 (car parking), 12 (EVC), 13 (cycle storage), 14 (air quality), 15 (CIS), 16 (energy), 17 (noise), 18 (external plant), 19 (HGV routing strategy), 20 (waste management), 21 (bin store), 22 (servicing), 23 (external lighting), 24 (lighting glare), 25 (boundary treatment), 26 (bird nesting), 27 (bio diversity), 28 (local labour) attached to planning permission referenced 133759/FO/2022 to allow the development to be phased, together with changes to the height and layout of Unit 1 and changes to associated parking and servicing, and landscaping arrangements.

Description of area

The surrounding buildings are predominantly part of New Smithfield Market and are of warehousing/industrial uses and vary in height and condition. The predominant use of the buildings across the surrounding area is open storage units, trading halls and self-contained warehousing which all serve commercial traders who supply market produce. The adjacent site on Lawton Street is occupied by Greater Manchester Police Headquarters Openshaw Complex and the Booker Belmont Wholesale warehouse building. The unit immediately west of the application site is a self-contained storage warehouse, which is occupied by the applicant, Barton and Redman for use in their existing wholesale operations, and has had planning approval for a temporary storage building within part of the parking area.

Previously approved schemes

Consent was granted for the demolition of existing open storage units and the eastern section of two trading hall buildings, with the subsequent erection of two warehouse units with ancillary office space (sui generis use), with associated access, parking, service yard and landscaping, including works to the roadway to the existing adjacent warehouse unit from within from New Smithfield Market on 22nd September 2022. The commercial floorspace to be demolished was 9,205 sq.m. Planning permission was sought through the previously approved scheme for a combined total of 11,988 sq.m. of new floorspace in the form of two warehouse units with ancillary office space. It was understood that one unit would be to enable Barton and Redman to move out of their existing accommodation within New Smithfield Market into purpose-built warehouse accommodation to meet their needs. Unit 1 was designed to accommodate a floor area of 4,292 sq.m, comprising a detached triple height commercial building (15.7m to top of the proposed parapet), which would provide a freezer store, chill store, ripening room and dry storage, with a demonstration kitchen, canteen and staff welfare facilities, an small office facility and drivers room at ground floor level, and office and, office space and boardroom at first floor level. 4 loading bays with roller shutters in recessed boxes were proposed to the southern elevation with an open sided external canopy of the easterly pair of loading bays. Unit

1 was designed as a fully clad unit with a combination of Merlin grey and white coloured cladding the form the main areas of the proposed elevations, with the proposed two storey office area on the northern elevation , and the location of the main entrance comprising areas of horizontal cladding in silver and anthracite grey . The proposed roof comprised Goosewing grey Kingspan cladding. Unit 2 was design to accommodate a floor area of 7,696 sq.m, and also be a triple height building(17.05m to top of the proposed parapet), comprising a dry storage warehouse Class B8 at ground level, with ancillary office space and staff welfare facilities on the upper floors.

Unit 2 was designed as a predominantly clad unit with a combination of Merlin grey and white coloured cladding forming the main areas of the proposed elevations, with the proposed three storey ancillary office area and staff facilities on the northern elevation , and the location of the main entrance comprising areas of blue brick work set into white horizontal cladding, and the remainder of the ground floor level comprising blue brickwork. To the southern elevation one level loading bay was proposed to service Unit 2 alongside the servicing area to the south of the proposed building.

The development was supported by 152 car parking spaces including 14 no. disabled parking bays, and covered cycle storage for 24 bicycles, which would be located to the west of the proposed building for use by staff and visitors. Unit 1 would have 12no. electric charging points within the car park (including two of the bays for disabled users), with Unit 2 having 19 no. electric charging points within the car park (including four of the bays for disabled users). The previously approved proposals involved the removal of the gatehouse from the existing access from Lawton Street, which was not in regular use with one of the gates currently locked. The approved scheme retained the existing Lawton Street access, although this was to become a secondary access point used for emergency access and egress only. Confirmation was received from the planning agent that all access into the site would be from the controlled access into the Market off Whitworth Street East. The previously approved scheme also involved the replacement of the access roadway to the existing adjacent unit in the Smithfield Market site. The previously approved development also involved the removal of the existing galvanised fencing to Lawton Street replacing it with a 2.4m green weldmesh paladin fence. External lighting was proposed in the form of building mounted lighting at heights of 4m, 8m and 10m on the proposed elevations, and column mounted lighting (6m) to the northern car parks, and column mounted lighting to the southern servicing area (8m). The hours of operation sought were 24 hours a day/seven days a week. In additional to the above works, soft landscaping was proposed to the perimeter of the retained parking areas serving the existing retained Barton and Redman site, together with hedging to the perimeter of the car parking serving Unit 1, and tree planting to the landscaped buffer to Lawton Street, and to the soft landscaping within the site.

A subsequent section 73 application to vary conditions 2 (specified plans), 3 (CMP), 4 (materials), 5 (ground conditions), 6 (drainage), 7 (drainage maintenance), 9 (landscaping), 11 (car parking), 12 (EVC), 13 (cycle storage), 14 (air quality), 15 (CIS), 16 (energy), 17 (noise), 18 (external plant), 19 (HGV routing strategy), 20 (waste management), 21 (bin store), 22 (servicing), 23 (external lighting), 24 (lighting glare), 25 (boundary treatment), 26 (bird nesting), 27 (bio diversity), 28 (local labour) attached to planning permission referenced 133759/FO/2022, to allow the development to be phased, together with changes to the height and layout of Unit 1 and changes to associated to parking and servicing, and landscaping arrangements.

That application was in part retrospective in that Unit 1 was under construction, with the shell of the building complete at the time of the officers site visit, but with Unit 2 to be brought forward at a later date. The proposed phased approach was sought to enable conditions which were related to Unit 1 to be discharged, allowing this to occur before Phase 2 was brought forward.

The planning statement accompanying the application outlined the need for the change being due to changes to the proposed occupier of Unit 1. Whilst the proposed occupier intends to operate a similar business (supplying fruit and vegetables), the proposed development was to be based on a more traditional warehouse/storage facility with a slightly smaller unit with a simpler internal layout and a revised operational flow arrangement. This resulted in the amendments to the approved scheme in regard to Unit 1 as set out below.

- The floor area reduced by 41 sqm from 4,141 sqm to 4,100 sqm.
- Unit 1 to be located further south within the overall site than originally approved by 12m .
- As part of the previously approved scheme, car parking and servicing were segregated on either side of the unit building, with the area to the north of Unit 1 being used for car parking and the area to the south being for servicing. As part of the revised proposals both the northern and southern areas adjacent to Unit 1 were to be used as combined car parking and service areas.
- Repositioning of the level access delivery door location on the southern elevation and new ones incorporated on the northern elevation.
- Two dock levellers proposed to the northern elevation.
- The internal layout revised.
- Canopies to be extend across the full width of the building for staging area cover to the south and north elevations.
- Parking spaces changed from 52no. parking spaces (9 of which were EV) and 6no. accessible spaces (3 of which are EV) to 58 no. parking spaces, which include 1no. electric charge disabled spaces, 3no. cable enabled disabled parking spaces, 8no. electric vehicle charging spaces, 7no. cable enabled spaces, and 39no. standard parking spaces.
- External cycle storage has moved to the south of the building located under the roof canopy (10 spaces).

Description of development

Consent is now sought to make change to phase 2 of the approved development (Unit 2 to the east of the wider site).

The proposed amendments are set out below

- Double gated to sliding gate northern service road access to site
- Relocation of trolley bay
- Relocation of cycle storage from adjacent to the north west of the building to the north eastern boundary in proximity to the building (with the retention of the approved 16 spaces)
- Revision of the stepped northern eastern elevation to be a continuous façade running parallel with the site boundary with Press Street, with the addition of two doors.
- Internal layout at main entrance revised, tobacco room relocated, creation of a canteen area and a plant room.
- Floorplate of the proposed building reduced slightly in depth to the southern façade, and removal of a door.
- Proposed new substation.
- Canopy and service yard gate to south of the building amended (including the double gate revised to a sliding gate and a new pedestrian gate)
- Staff parking layout to the south of the building revised.
- Increased number of parking spaces by 8.
- Provision of forklift truck charging points to southern elevation
- Retention of the majority of existing trees (two removed) and selective pruning to existing trees and shrubs

Consultations & Notification Responses

Local residents and local businesses – No comments received.

Highway Services- Note that plan '24014-C4P-80-S01ZZ-D-A-8003 Rev P03' details the updated proposals, and the Plan and Cover Letter confirm that the total parking bays will remain the same. The northern car park will remain as existing, and the southern car park will be reconfigured to suit vehicle tracking.

The Cover Letter confirms that all parking bays have been updated to be cable enabled. This is welcomed and acceptable to Highways.

The vehicular access into the site from the wider Smithfield Market and local highway network will remain as per the previously consented scheme.

In terms of Condition's, it is noted that condition nos. 2 - (Specified Plans); 11 - (Car Parking) and 25 - (Boundary Treatment) the following are applicable to Highways.

Highways are satisfied with the proposal for variation of Condition 2 (Specified Plans) ; 11 - (Car Parking) and 25 - (Boundary Treatment) and have no objections in principle.

Further comments 06.01.2026

Plans 24014-C4P-80-S01ZZ-D-A-8003 Rev P05 and 24014-C4P-80-S01ZZ-D-A-8004 Rev P05 illustrate the revised servicing layout. The plans include a swept path analysis for an FTA Design articulated vehicle and demonstrate the vehicle can access, manoeuvre and egress in forward gear. This is acceptable in principle to Highways.

Environmental Health- The Covering Letter states: *"The total number of parking bays for staff, located at the service yard, remains unchanged, but their location has been updated... All parking bays have been updated to be cable enable, as per Appendix IV (Electric vehicle charging - MCC Best practice recommendations), as shown in drawing 24014-C4P-80-S01ZZ-D-A-8003_Site_LPA_Unit 2_Site Plan as Proposed."*

No reference is made within the Covering Letter to any proposed EVC points for the Unit 2 element of the development, however the above referenced drawing shows 8 out of the 20 Staff Parking Spaces in the service yard marked as C.E., and the remaining 12 bays are marked with a symbol indicating an EV charge point. The bays in the car park to the north of Unit 2 appear to include 9 C.E. bays and 4 with EVC points. The legend for the drawing does not include either of these annotations but it is assumed that C.E. stands for 'Cable Enabled'. It's recommended that clarification and confirmation of the proposals for EVC points be sought.

Table 1 in the Covering Letter lists '*Drawings which cover Condition 2*' and proposes that the above cited drawing replace Drawing No. AS763-03 rev.H. Condition 12b of approval 140488/JO/2024 also refers to drawing AS763-03 rev.H, and they therefore recommend that Condition 12b be reapplied to any approval of the variation, with the wording amended as necessary to refer to drawing 24014-C4P-80-S01ZZ-D-A-8003_LPA_Unit 2_Site Plan as Proposed, if the EVC details on this drawing can be clarified and agreed.

Further comments following planning agent dated 20th November 2025 in relation to EVC's and cable enabled parking bays 27.11.2025.

The scheme is fine.

Environment Agency – No comments received

Design for Security – No comments received.

Local Lead Flood Authority- Based on a review of the provided documents:

- No variation has been proposed to conditions 6 (Drainage) or 7 (Drainage Maintenance), and;
- The surface water drainage strategy shall be progressed in line with the previous approval

of Condition 6 (see 140488/JO/2024) and Condition 7 (see CDN/25/0466).

On the basis of the above, they have no further comment on the application.

Should there be material changes to the surface water drainage strategy, the applicant should apply to re-discharge the above conditions.

United Utilities- Have reviewed the submitted documents, Drawing 24014-C4P-80-S01ZZ-D-A-8003, Rev P03 - Dated 29.09.25, United Utilities has no objection to the request to vary Condition 2, but recommends that the following conditions are attached to any approval

The drainage for phase 1 of the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 5570, Rev AB1 - Dated 6/11/24 which was prepared by XO Square Limited Consulting Engineers. For the avoidance of doubt surface water must drain at the restricted rate of 2.98 l/s. 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.

Prior to the commencement of phase 2 of the 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 Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365; (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 also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. (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: These details are required prior to the commencement of development to ensure adequate drainage for the proposed development, promote sustainable development, and to manage the risk of flooding and pollution

Arboricultural officers - have no objections to the subject application, following that the work is carried out to BS3998: Tree Work Recommendations. They welcome that no tree removals are proposed.

GMEU – no objections to the proposed variation of conditions as these do not materially change the ecological issues relating to this application, and also confirm that no BNG update is required as the development is exempt, owing to the variation of condition relating to, an application prior to 2024.

The Coal Authority - have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority's defined Development Low Risk Area, and on this basis have no specific comments to make.

Policy Context

Policy 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 (December 2025)

The Government has published a consultation National Planning Policy Framework. Of relevance to the application proposal, the draft NPPF makes it clear that Local Planning Authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
- Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.
- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources; Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.

–Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.

- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.

- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible/ to facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services. -Substantial weight should be given to the benefits of providing new or improved public service infrastructure or community facilities.

-Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.

National Planning Policy Framework (December 2024) - 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 85 sets out how; "Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be places on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 112 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 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 would be severe.

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) – this chapter sets out at paragraph 135 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 and appropriate 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 161).

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.

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

Saved Policies within the Unitary Development Plan for the City of Manchester (1995)

The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. The policy that is of relevance to this proposal include the following: Policy DC26.

Noise 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.

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 site's 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)

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.

Issues

Principle of Use

Policies EC1, EC2 and EC5 are of relevance, as policy EC1 set a target that a minimum of 200 hectares of employment land will be developed for B1 (a-c) (now Class E (ii) and (iii)), B2 and B8 uses between 2010-2027. Policy EC2 seeks to protect existing employment and economic development areas and policy EC5 identifies the provision of employment land in East Manchester.

The site is situated in a predominantly commercial/industrial area to the south of Ashton Old Road in Openshaw. The application site forms part of New Smithfield Market, which is the largest wholesale market in the north west. The site will remain as an active employment use through warehousing floorspace with ancillary office floorspace, which is acceptable in principle.

The principle of the use on this site was established in connection with the previously approved development on the site (planning permission ref: 13379/FO/2022). The built footprint of the proposed buildings would occupy a significant proportion of the site which will be in keeping with development in the locality. The proposed development is considered to be compatible with surrounding land uses and will improve the quality of and range of sizes of commercial floorspace in the locality. The principle of the development is in accordance with Core Strategy Policies EC2 and EC5 which relate to the retention and protection of employment within East Manchester.

Background

The proposals form an early phase of the Council's wider plans for the redevelopment of New Smithfield Market. In 2019 the Council appointed consultants to advise on the options for redevelopment of the market. All options look to reduce the area of the current market buildings with demolition in the eastern part of the site. The retained units will be either refurbished or redeveloped to provide more suitable space for traders and respond to market needs. Reflecting this strategy, the previously approved application proposals involved the demolition of an existing terrace of industrial units and the eastern part of the market units. These were a mixture of vacant and currently occupied units. The existing occupiers were to be relocated to existing vacant units in other parts of the market site in order to facilitate the development. The previously approved development was to enable an existing local business (Strawberry Catering) to expand into a larger, more suitable unit, thereby securing their future in the local area. Strawberry Catering is part of the Barton and Redman group, fruit and vegetable wholesalers who have been located at New Smithfield Market since 2013. The proposals were also to enable the introduction of a new business (Khanjra Cash & Carry) into the local area. The previously approved scheme was considered to support the Council's wider plans to redevelop the Market to ensure its future suitability for traders and therefore its continued operation and success in this location.

Phasing

Consent has been granted in connection with an earlier variation of condition application ref:140488 to enable the previously approved development to be developed in two phases, with Phase 1 comprising Unit 1 and its associated works and Phase 2 comprising Unit 2 and its associated works. That application when considered was part retrospective in that Unit 1 is under construction, but with Unit 2 to be brought forward at a later date. The proposed phased approach was sought to enable conditions which are related to Unit1 be discharged, allowing

this to occur before Phase 2 is brought forward. The proposed phasing was considered to be an acceptable approach in respect to the development proposed.

Siting, Design and Scale

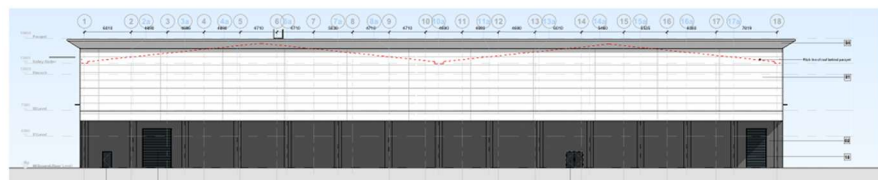
The previously approved proposals were designed to reflect the necessary activities of the future Class B8 with ancillary offices uses, which were intended to operate from the two buildings within the site, the surrounding businesses and in response to the comments made through the life of this planning application. The siting of the buildings was developed to address the principal frontage with the main office elements and building entrance facing the surrounding market buildings within New Smithfield Market and the loading bays being located on the southerly elevation facing onto the service area and Lawton Street beyond. The boundaries around the site onto Lawton Street were to be landscaped to soften the appearance of the new building onto this street, and appropriate permeable boundary treatments are proposed to retain a visible street frontage and provide a presence and activity to Lawton Street.

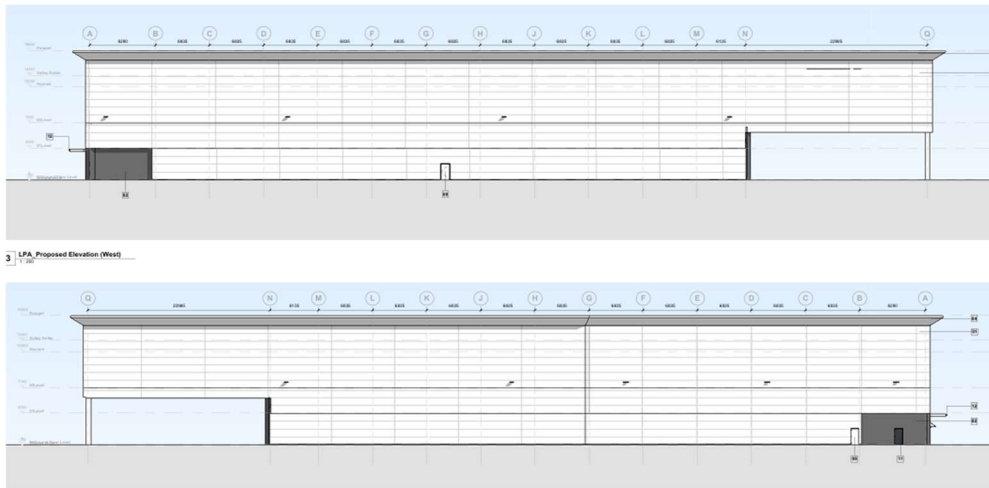
The proposed amendments under consideration in connection with this application are solely related to Unit 2, and in respect of matters relating to siting, design and scale would involve the revision of the stepped northern eastern elevation to be a continuous façade running parallel with the site boundary with Press Street, with the incorporation of 2 additional doors at ground level in the resultant elevation.

However, due to the floorplate of the proposed building being reduced slightly in depth to the southern façade there would be an overall reduction of the floor area by 79 sq m.

An amendment is also proposed to the canopy to the southern façade so that it would be consistent in terms of depth and not stepped as previously approved. Consent is also sought for the provision of forklift truck charging points to southern elevation under the canopy, and removal of a door.

It is considered that the revisions would not give rise to any adverse impact to visual amenity and would be acceptable in the context of the originally approved scheme.

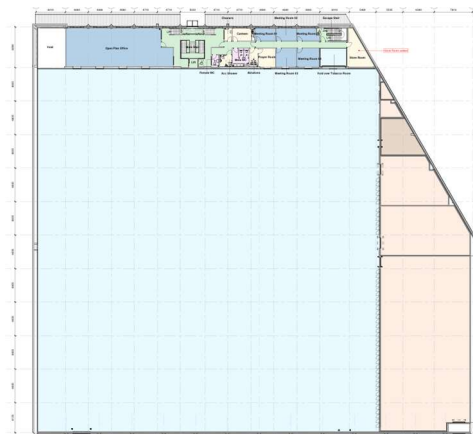




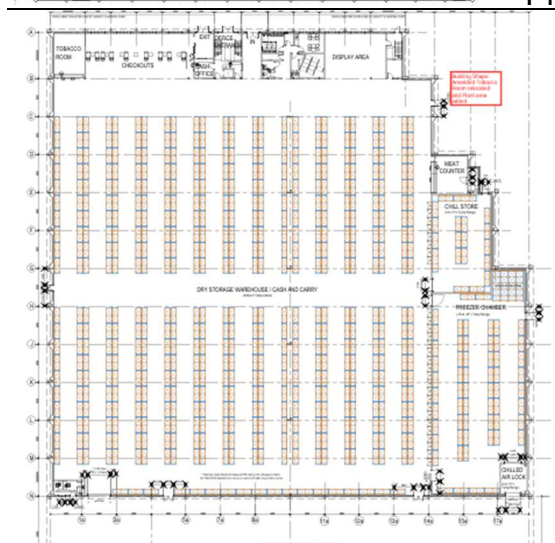
Floor layout

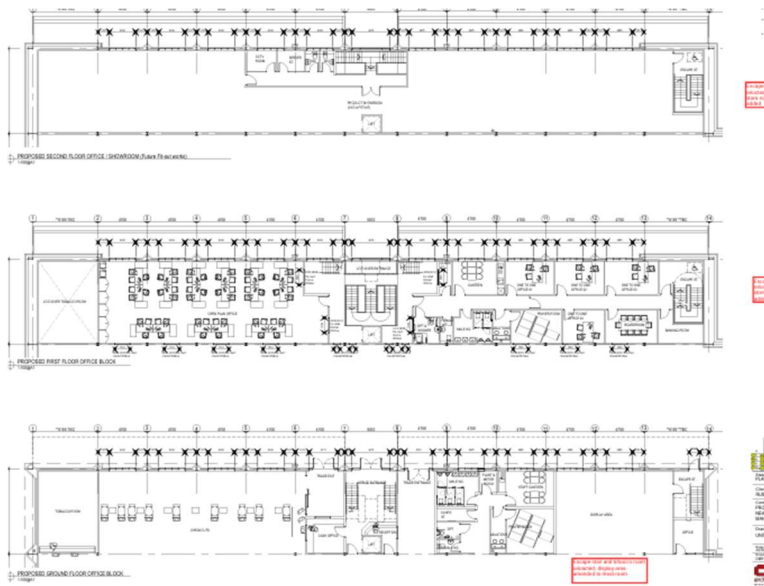
As part of the revised scheme, the northeast staggered façade, shown in the original proposal, has been infilled to form a façade which runs parallel to the site boundary line to achieve a more uniform façade. This footprint amendment has enabled revisions to the internal layout including changes to the internal layout at main entrance, relocation of the tobacco room, creation of a canteen area, and a plant room at ground floor level, with a storage room at first and second floor levels.

As advised earlier floorplate of the proposed building reduced slightly in depth to the southern façade and the overall floor space has reduced slightly from that previously approved.



Proposed Ground Floor layout





Previously Approved floorplans

The proposed changes are not considered to have an adverse impact on the proposed development.

Layout

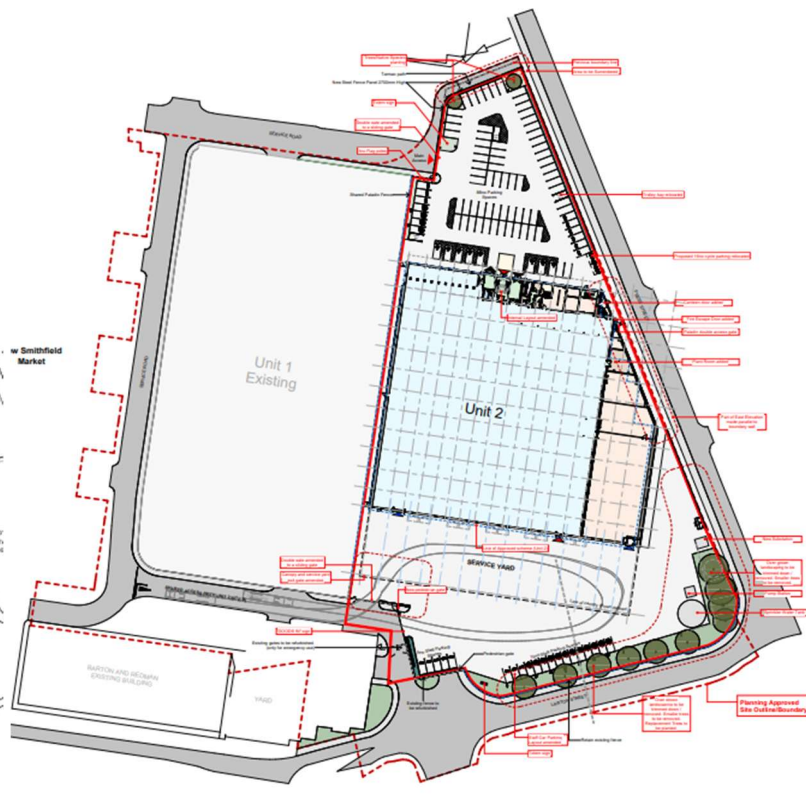
In respect of the site layout for Unit 2 the gate to the northern service road access to site and gate to the service yard to the south of the building would be changed from double gates to a sliding gate; the proposed trolley bay would be split into evenly spaced 3 small trolley bays within the northern parking area; cycle storage would be from adjacent to the north west of the building to the north eastern boundary in proximity to the building (with the retention of the approved 16 spaces), and the configuration of the staff parking layout to the south of the building would be amended. A new substation, sprinkler water tank and pump station.

are also proposed to the southeastern corner of the site. It is considered that the changes sought are not expected to adversely impact on the previously approved scheme in respect of how the visitor and staff parking, and servicing areas would function. The location of visitor and staff parking, and servicing areas would remain in the same locations in the wider site as previously approved.

It is however proposed to attach a condition in respect of the elevational designs of the new substation, sprinkler water tank and pump station, as although the proposed location is shown on the submitted plans, no elevational details have been provided for consideration.



Previously approved layout



Proposed layout (notwithstanding landscape to south eastern boundary)

Landscaping/Trees/Ecology

Policies EN9 and EN15 require that the natural environment is considered when there is potential for it. The application site was an existing employment site with derelict hardstanding and had been considered as having no ecological value. Due the nature of the operations carried out at the site, the proposed external finishes are predominantly hard landscaping. The Preliminary Ecological Appraisal accompanying the previously approved scheme indicated that the site had limited ecological value comprising commercial units surrounded by hardstanding. The report suggested that no further surveys were required for the development to proceed, but that mitigation measures in the form of the timings of vegetation clearance to avoid bird nesting season, and Precautionary Working Methods for Badger were recommended.

Furthermore, that during site clearance, any scrub and debris piles, that require removal, should be demolished ecological supervision to ensure no sheltering hedgehogs are impacted by the works.

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

A Tree Survey and Implications and Method Statement accompanied the earlier approval. This identified that 2 lime trees and a group of 7 maple trees (Category B) were to be removed to facilitate the development, but that the existing sycamore and group of maple trees along the southern boundary and in the south-east corner of the site could be retained as part of the

development. It was therefore proposed to attach a condition to any approval to require that any trees to be removed, were removed outside the bird nesting season, unless the trees had been checked for the presence of nesting birds check by a suitably qualified ecologist up to 24 hrs before works commence, and confirmation has been submitted that no nesting birds are present. These works have been subsequently implemented for Unit 1.

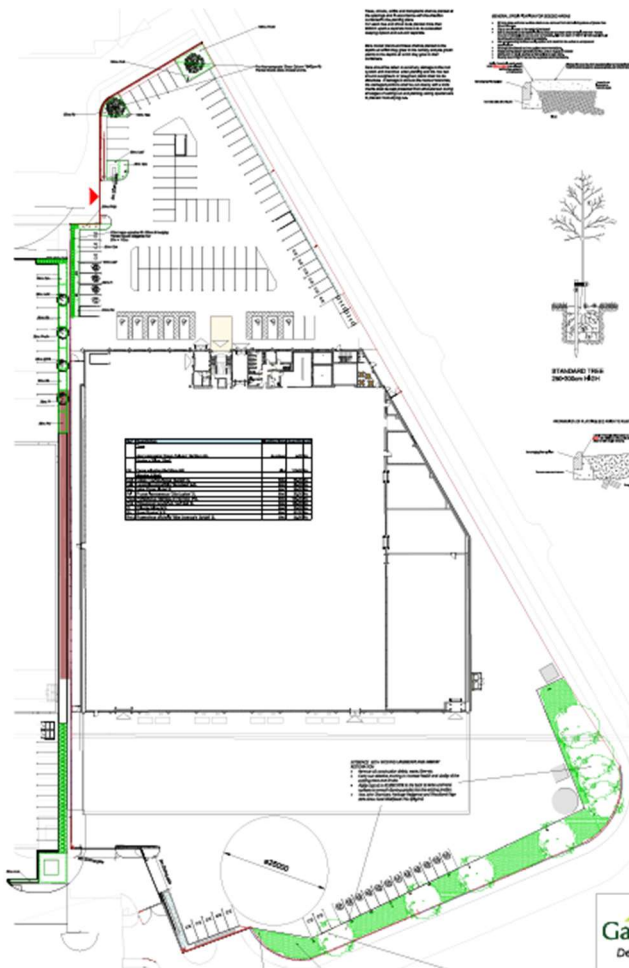
Whilst the previously approved scheme gave thought and consideration to improving the green infrastructure and natural environment, it was not clear whether the existing and mature planting at the junction of Lawton Street and Press Street would be retained.



The masterplan for both Unit nos. 1 and 2 indicated the planting of 20 feature trees and 9 ornamental trees, shrub planting, and an evergreen hedge, which would offset the loss of the 9 trees identified in tree survey to be removed, and enable improvements to biodiversity at the site. As clarity was needed regarding the retention of existing planting at the junction of Lawson Street and Press Street, and no species had been submitted for consideration it a condition was attached to the approval to require a fully detailed landscaping plan to be submitted.

In respect of Unit 2, it is proposed to retain the majority of the existing trees (2 to be removed) and shrubs to the south eastern boundary, with selective pruning to the existing trees and shrubs the planting of 2 Acer Campestre trees to the northern boundary, a native beech hedge to the western boundary to the north of the Unit 2 building. This hedging continues to the south of the building, but lies within the site for Unit 1.

Shrub planting is also proposed in proximity to the norther access to the site and below the two trees to the northern boundary. Whilst the loss of two existing trees is regrettable, there was no certainty when the original scheme was approved, that any of the existing trees to the south eastern boundary to Unit 2 could be retained. As part of the submitted landscaping plans 8 existing mature trees would be retained, and this approach is welcomed.



Proposed landscaping scheme

Highways Matters

Policies T2 and DM1 requires consideration to be given to the impacts of proposed development in terms of traffic generation and highways and parking requirement. A Transport Statement (TS) accompanied the previously approved scheme which confirmed that the proposals are acceptable in regard to highways matters. The primary access point into the site was from the north via the existing New Smithfield Market, with a secondary access to the south off Lawton Street. It was proposed that main vehicular access would remain from the north off Whitworth Street East and via the Market. Although the approved TS referred to a secondary access to the south off Lawton Street adjacent to the application site, this access is currently limited in use, and the planning agent confirmed that the Lawton Street access would not be used by HGV's to access the site. It was therefore recommended that this aspect of the scheme be conditioned in order to respond to impacts from noise arising from HGV movements to and from the site in the early hours of the morning and the proximity of residential properties to routes which would be used to access the Lawton Street access to the New Smithfield Market. A condition was proposed to require the submission of an HGV Routing Strategy to confirm that the proposed route from Whitworth Street East through the Market would be used. The development would then be required to be operated in strict accordance with the approved strategy for as long as the development is operational. Tracking plans were provided in the Transport Statement to show how the site could be accessed by HGVs. The Transport Statement set out how the site was accessible to a range of local facilities by foot, cycle and public transport.

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

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

The vehicular access into the site from the wider Smithfield Market and local highway network will remain as per the previously consented scheme. It is not considered that the proposed change in floorspace would result in any material changes to the traffic impact of the proposals when compared to the consented proposals.

Car Parking

Following the concerns expressed by Highway officers during evaluation of the previously approved scheme, the development was revised to reduce the levels of parking provision to 52 spaces (including 6 for disabled users) for Unit 1 and 100 spaces - 20 for staff and 80 for visitors (including 8 for disabled users) for Unit 2, which addressed the matters which were raised, and was considered to be appropriate for this development and was in accordance with Core Strategy policies.

In addition to cycle parking provision, 4 Sheffield cycle hoops which accommodate up to 8 cycles were to be provided near to the entrance of the building for Unit 1 and 8 Sheffield cycle hoops which accommodate up to 16 cycles were to be provided for Unit 2.

A condition was attached to the consent to any approval to require the installation of canopies above the cycle storage provision before the premises were occupied.

The previously approved site layout had 4 level loading bays to Unit 1 and 1no. to Unit 2 to the southern elevation of the proposed buildings, and a swept path assessment had been undertaken to demonstrate that the service yard/parking area could suitably accommodate large articulated HGVs in addition to the proposed parking arrangements. Therefore, for the reasons outlined above, the proposals were considered to be acceptable on highway safety grounds. The level of car parking was considered to be acceptable for this development and the provision of cycle parking was requested through an appropriately worded condition.

It is therefore concluded that the proposed parking provision and cycle storage would ensure that sufficient parking is provided for all users.

As part of the proposed revisions the proposed 20 parking space for staff would remain to the south of the proposed building, but in a different configuration. Their location has been updated to suit the vehicle tracking and area with the new substation, sprinkler water tank and pump station. The reconfiguration of the northern car parking has led to an increase of 8 parking spaces, given a provision of 108 spaces overall for Unit 2.

The previously approved scheme comprised 19 spaces with EV charging points to the northern car park and 4 spaces with EV charging points to the service yard parking spaces for staff.

The proposals for Unit 2 now comprise:

- North car park: 4 bays with EV charging points, 9 bays cable enabled
- Service yard: 12 bays with EV charging points, 8 bays cable enabled for staff.

Whilst the provision of EV chargers at the site would be reduced by 7, the incorporation of cable enabled bays would enable an overall provision of 33 to be delivered in the future. In this instance comparison have been made with the originally consented provision, rather than any current recommended level, due to the date of the original consent which it is now sought to vary. However, current policy in respect of best practice for non-residential accommodation seeks a provision of EVC of 20% where 11 plus parking spaces are proposed. In this instance the provision of 16 EVC spaces would comply with this guidance.

Environmental Health officers have not raised any concerns in respect of these changes.

Residential Amenity and Noise

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

The previously approved development was also accompanied by a detailed Noise Impact Assessment by E3P which outlined that a full weekday and weekend background sound survey was undertaken in the eastern corner of New Smithfield Market a position considered representative of the closest existing residential receptor to the east on Cornwall Street, to quantify the existing levels of background noise. Noise modelling of all the proposed sources was undertaken in order to predict noise levels at the closest receptors to assess the commercial sound impact. The assessment determined that the predicted rating level during the daytime and night-time periods would either achieve or fall below the existing background sound level. However, effective site management was required during night-time periods to ensure no adverse impact. These included ensuring the unloading areas at Unit 2 under the canopy closest to the receptors were not to be used at night, as the movement of HGVs, FLT movements and unloading activities this close to the receptors would result in adverse impact.

Furthermore, the report stated when adverse weather requires the use of the canopied area, this would be acceptable as it is assumed the adverse weather would result in higher background sound levels at the receptor. The report also recommended that all plant and equipment should be regularly maintained to ensure that no item would produce excessive noise; all engines should be switched off when stationary or being loaded/unloaded; that site staff be made aware, particularly at night, that residential receptors were in the immediate vicinity of the site and that they should avoid any unnecessary noise due to misuse of tools and equipment, and unnecessary shouting and radios; and all doors and windows should always be kept closed, where practicable, except when access is required, to attenuate any sound generated within the building.

Environmental Health had advised in respect of the previously approved scheme that the noise mitigation recommendations in section 5 of the submitted E3P Noise Impact Assessment Reference:50-110-R1-4 were accepted and should be implemented prior to commencement of use of the development. Furthermore, the planning agent had confirmed by email that no vehicles would be accessing/egressing the site via Lawton Street. Barton and Redman were in

agreement that their wagons would access/egress the market via Ashton Old Road. Given the requirement for effective site management at night a condition was requested that the development be built in accordance with the mitigation measures recommended within section 5 of the Noise Impact Assessment, along with a routing strategy condition to ensure that HGV's were not driven passed residential properties at unsociable hours.

In addition, as the details of the proposed fixed external plant had not yet been finalised , a condition was recommended to ensure that all externally mounted ancillary plant, equipment and servicing was selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location, and a verification report submitted once the plant had been installed to validate the work which has been undertaken is recommended. It was considered that the appearance of the site would be improved significantly compared to the current areas of hard surfacing, and the proposed landscaping around the site boundary would help to soften the appearance of the site.

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

Waste Strategy

Waste management for the new Units 1 & Unit 2 would be carried out by the New Smithfield Markets waste management operator (currently Biffa). Subject to the volume of waste generation bins or skips are provided daily by Biffa to the loading bay area of each unit and emptied as required. All generated waste and recycling would be managed on site by the waste management operator. A condition was attached to the earlier variation of condition application ref: 140488, which required the details of the approved Waste Management Scheme (including waste management plan and waste proforma) to be implemented for each phase of the development and shall remain in situ whilst the use or development in that phase is in operation.

Security

The previously approved development was accompanied by a Crime Impact Statement completed by an independent security advisor, which set out the possible crime and security risks based on the type of development and nature of the area. Pedestrian and vehicular access and exit routes had been kept to a minimum and the main entrance was controlled via the market gatehouse. Enhanced security and surveillance were achieved by situating all access routes directly off the main access roads and was also further enhance by the market's 24/7 operations hours, with onsite security presence with mobile patrolling and full CCTV coverage. The proposed units and service yards and trailer parking bays were to effectively sit as two secure facilities within the larger market site, with the northern, western and southern perimeters of both sites having 2.4m high metal paladin fencing and gates. Unit 2 was also feature a single leaf pedestrian gate with push pad Fire Escape panic latch to the internal side for emergency egress, as would the entrance from Lawton Street. The separation between the two units would also comprise 2.4m high metal paladin fencing. All visitor entrances are kept legible in layout terms and are monitored from one controlled reception area which would be open, and well lit. The buildings, car park and entrance doors are highly visible from either the access road, estate road or internal yard with windows to habitable rooms ensuring good

surveillance levels are achieved. Furthermore, all external entrance doors, windows and escape doors should be compliant to BS PAS 24. The scheme also included the provision of external lighting to the elevations of both buildings and by column mounted lighting within the parking and servicing areas. The approved scheme also included the provision of security fencing around the entire boundary of the site along with the existing security at the wider New Smithfield Market site. This site has a 24-hour operation and therefore, personnel would be on site at all times. In addition to this, there is natural surveillance of the site from Lawton Street and the adjacent businesses.

It was, however, recommended that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be attached to any approval and achieve the secure by design accreditation, and that this condition was related to both phases of development. This condition was discharged in respect of Unit 1 (ref: CDN/25/0765) on 03.09.2025.

As this condition has yet to be discharged in respect of Unit 2, this condition is proposed to be reapplied to any approval.

Lighting

As part of the previously approved scheme, external lighting was proposed in the form of building mounted lighting at heights of 4m, 8m and 10m on the proposed elevations, and column mounted lighting (6m) to the northern car parks, and column mounted lighting to the southern servicing area (8m). As the location of the building mounted lighting had not been provided, it was recommended that this aspect of the proposed development was considered, and the column mounted lighting locations, together with the design of the all the proposed lanterns (column and building mounted) were conditioned to be implemented in accordance with the submitted lighting plan. External Lighting arrangements for Unit 1 have been approved. As this condition has yet to be discharged in respect of Unit 2, this condition is proposed to be reapplied to any approval.

Sustainability

There are no changes proposed to this aspect of the approved scheme, other than the changes to the level of Electric vehicle chargers and cable enabled spaces considered in detail above. .

Air Quality

There are no changes proposed to this aspect of the approved scheme, other than the changes to the level of Electric vehicle chargers and cable enabled spaces considered in detail above. .

Contaminated Land

There are no changes proposed to this aspect of the approved scheme.

Disabled Access

There are no changes proposed to this aspect of the approved scheme.

Flood Risk and Drainage

There are no changes proposed to this aspect of the approved scheme.

Employment

There are no changes proposed to this aspect of the approved scheme.

Boundary Treatment

The changes proposed are in relation to a double gated to sliding gate northern service road access to site, the double gate revised to a sliding gate and a new pedestrian gate to the south of Unit 2. These are considered to be acceptable changes given the context and location of the proposed development.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice was sought prior to the submission of this application. Officers worked in a positive and proactive manner with the applicant to deliver an acceptable scheme, in particular in relation to issues in connection to tree retention, location of goal post frames to a loading with roller shutters. 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 shall be implemented in accordance with the Phasing Site phasing plan ref: 23131-C4P-11-S01XX-D-A-1104 rev. P02.

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:
Location Plan ref: AS763-01

Existing site plan ref: AS 763 02, and Photographic study sheets
Unit 1 GA Roof plan AS 763-05 rev.B
Unit 1 GA elevations ref: AS 763-06 rev.D
Unit 2 GA Building plan ref: AS 763-07 rev.C (notwithstanding to any annotated reference to Cash and Carry use)
Unit 2 GA Roof plan AS 763-09 rev.A
Unit 2 GA elevations ref: AS 763-010 rev.B
Proposed Cross sections ref: AS 763-011
Enabling works plan with MMC demise overlaid ref: AS763-SK15 rev.A
Lighting plan ref: D40759/RD/B (notwithstanding parking layout)
Proposed perimeter fencing elevations ref: AS763-14
Landscape Masterplan ref: 49068 101 rev. A received 12th May 2022
Design and Access Statement rev.A (AS763 DMR E)
Air Quality Assessment Ref: MAN.1969.AQ.001 .R.0 02 February 2022
Crime Impact Statement V.1 January 2022
Energy Statement ref: CSS 1108 dated 16th February 2022
2.0 Outline Statement for Demolition works by P.P. O'Connor Planning Statement April 2022
New Warehouse Construction Phase Logistics Site Plan ref: 20777 SK/CPL1
Construction Management Plan (notwithstanding the work finish time on Saturdays)
Transport Statement by Russell Construction April 2022 Technical Note ref:01 July 2022 (3044)
Waste Management Strategy Proforma E3P
Noise Impact Assessment reference 50-110-R1- 4 dated February 2022
Arboricultural Implications Report Ref: TRE/BRM/Rev C 14th February 2022 (including tree survey)
Arboricultural Method Statement Ref: TRE/BRM/Rev C 14th February 2022 E3P
Preliminary Ecological Appraisal Report Ref: 80-261- R3 -3 23rd February 2022
Flood Risk Assessment and Drainage Strategy - prepared by EMM Ltd; Russell WBHO
Investigative Works to Establish the Location of the Cornbrook Tributary as shown on Arcmap GIS information dated 12th July 2022
Wholesale Market Drainage Layout
Underground Services Survey ref: 211016 sheet 03
Underground Services Survey ref: 211016 sheet 04
E3P Ground Gas Addendum report Smithfield Market Lawton Street ref: 12-757 L1 dated 29th March 2019
E3P Phase I Geo- Environmental Site Assessment Ref: Report No.12-757-R3 - 1, dated July 2020
E3P Phase II Geo-Environmental Site Assessment. Ref: Report No. 12-757-R2 - 1 dated July 2020
E3P Supplementary Ground Investigations Report Area 1 ref: 12-757- L4-01 15th December 2020
E3P Supplementary Site Investigation ref: 12-757-L5 3rd March 2022; Email from agent dated 26.05.2022 confirming the weldmesh fence colouration as green.
Email from agent dated 30.05.2022 confirming the Lawton Street access will be for emergency vehicles only

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

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

Drainage Separator details ref: HC-21093-(30)- 004

Manhole Details and Sections plan ref: HC-22121- (30)-003
Ground Gas Addendum report Smithfield Market Lawton Street ref: 12-757- R5-1 dated July 2022
Remediation and Enabling Works Strategy New Smithfield Market ref: 12-757- R4 received 15th August 2022.

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

Completed waste proforma received 22nd August 2022.

AS AMENDED BY THE PLANS REFERENCED BELOW IN RESPECT OF PHASE ONE:

Plan ref: EXTERNAL rev.1(notwithstanding EVC's and soft landscaping shown)
Plan ref: FLOORPLAN rev.1
Unit 1 Site Enabling Works plan ref: 23131-C4P-00-S01XX-D-A-0005 rev. P03
Site phasing plan ref: 23131-C4P-11-S01XX-D-A-1104 rev. P02
Construction Phase Logistic site plan ref: 23131-C4P-11-S01XX-D-A-1105 rev. P02
Site Sections as proposed plan ref: 23131-C4P-14-S01XX-D-A-1404 rev. P04
Proposed Surfaces and boundary treatments plan ref: 23131-C4P-15-S01XX-D-A-1501 rev. P01
GA plan as proposed_00 Ground plan ref: 23131-C4P-80-B0100-D-A-8003 rev. P04
GA Roof Plan as proposed plan ref: 23131-C4P-80-B0100-D-A-8004 rev. P03
GA Roof Plan as proposed plan ref: 23131-C4P-80-B0100-D-A-8007 rev. P01
GA Elevations as proposed plan ref: 23131-C4P-80-B01ZZ-D-A-8005 rev. P03
GA Elevations as proposed plan ref: 23131-C4P-80-B01ZZ-D-A-8008 rev. P01
Location Plan ref: 23131-C4P-80-S01XX-D-A- 8001 rev.P03
Construction Management Plan
Lighting Report ref: 20180 dated 11.09.2024
Planning Statement
Stormcleanser Hydrodynamic separator specification data document
Transport Note ref: 4446 . TN01 dated September 2024
Received 10th October 2024.

Site plan as proposed plan ref: 23131-C4P-80-S01XX-D-A- 8003 rev. P08
GA Elevations as proposed plan ref: 23131-C4P-80-B01ZZ-D-A- 8005 rev. P04
Materials Schedule document ref: 23131-C4P-90-XXX-XX-L-A-9003 revision P3 November 2024
Landscaping Masterplan - Hard/Soft landscaping Finishes Key plan ref: 23131-C4P-15-S01XX-D-A- 1502 rev.P05
Attenuation tank 1 detail E64424_01
Attenuation tank 2 detail E6442_02
Storm phase - Surface water - Type : junctions data sheets dated 11.03.2024
United Utilities S106 Part 1 'Application to connect to a public sewer' Approval Notice
Proposed drainage to Unit 1 (as built) plan ref: 180- XOS-XX-X-DR-C-_5570 rev.AB1
Received 8th November 2024

AS AMENDED BY THE PLANS REFERENCED BELOW IN RESPECT OF PHASE TWO:

LPA-UNIT 2- Site Location plan ref: 24014-C4P-80-S01ZZ-D-A- 8001 rev.P01
LPA-UNIT 2-Proposed GA plan -000 Ground plan ref: 24014-C4P-80- B0100-D-A-8010 rev.P01
LPA-UNIT 2-Proposed GA plan -01 Level plan ref: 24014-C4P-80-B0101-D-A-8011 rev.P01
LPA-UNIT 2-Proposed GA plan -02 Level plan ref: 24014-C4P-80-B0102-D-A-8012 rev.P01
LPA-UNIT 2-Proposed GA plan – roof plan ref: 24014-C4P-80-B01RF-D-A-8013 rev.P01

LPA-UNIT 2-Proposed GA Elevations -01 plan ref: 24014-C4P-80-B01ZZ-D-A-8014 rev.P02
LPA-UNIT 2-Proposed GA Elevations -02 plan ref: 24014-C4P-80-B01ZZ-D-A-8015 rev.P02

Received 3rd October 2025

Email from planning agent dated 20th November 2025 in relation to EVC's and cable enabled parking bays .

LPA-UNIT 2- Site plan as proposed plan ref: 24014-C4P-80- S01ZZ-D-A-8003 rev.P05
(notwithstanding any reference to totem signage and flag poles and landscaping to south eastern boundary)

Received 23rd December 2025

Landscape proposals plan ref: GAV0011025 -rev.P1 received 9th February 2026
LPA-Unit 2- Site surfaces and boundary treatments plan ref: 24014-C4P-80- S01ZZ-D-A-8004 rev.P06 (notwithstanding landscaping to south eastern boundary) received 9th February 2026

Agent email dated 9th February 2026 confirming goal post frames to roller shutter doors on the south facade would be located internally.

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) a) Phase 1 of the development shall be implemented in accordance with the Construction Management Plan related to Phase one and the Construction Phase Logistic site plan ref: 23131-C4P-11-S01XX-D-A-1105 rev. P02.

b) Phase 2 of the development hereby approved shall be implemented in accordance with the submitted construction management plan received 12th May 2022, with the exception that any Saturday working shall finish at 14:00 hrs.

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

4) a) Phase one of the development shall be implemented in accordance with the Materials Schedule document ref: 23131-C4P-90-XXX-XX-L-A-9003 revision P3 November 2024.

b) Phase 2 of the development shall be implemented in accordance with the Material Schedule 24014-C4P-90-XXXXX-L-A-9004 Revision P2 dated August 2025 for Unit 2, received on 19th August 2025 (ref: CDN/25/0714).

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

5) a) Phase 1 of the development shall be implemented in accordance with:
- Ground Gas Addendum Report ref: 12-757-R5-1 (July 2022) and 2 no. Gas Monitor Calibration Information received 5th January 2023

- Email from planning agent dated 20th January 2023 regarding the depth of cover system and top soil.
- Remediation and enabling works strategy ref: 12-757-R4-8 dated January 2023 Version 8 received 20th January 2023;
- 3 no. Gas Monitor calibration certificates received 6th February 2023
- 3 no. Gas Monitor calibration certificates received 16th February 2023.

b) The development shall be implemented in accordance with E3P Phase I Geoenvironmental Site Assessment (Ref:12-757-R3-1 Dated July 2020) . As the E3P Phase I Geoenvironmental Site Assessment (Ref:12-757-R3-1 Dated July 2020) identifies risks which in the written opinion of the Local Planning Authority require further investigation, no development, other than works that relate solely to demolition , shall take place in respect of Phase 2 (as shown on plan Ref 23131-C4P-11-S01XX-D-A-1104_P02), until a scheme for the investigation of the site and the identification of remediation measures (Site Investigation Proposal and Remediation Strategy) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal in respect of Phae 2 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.

c) When the development commences, the development of any phase of development shall be carried out in accordance with the previously agreed Remediation Strategy for that phase and prior to occupation of each phase 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, in relation to that phase.

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

6) a) Phase 1 of the development shall be implemented in accordance with:

Phase 1 Drainage Plan Ref 180-XOS-XX-XX-DR-C-5570

Attenuation tank 1 detail E64424_01

Attenuation tank 2 detail E6442_02

Storm phase - Surface water - Type : junctions data sheets dated 11.03.2024

United Utilities S106 Part 1 'Application to connect to a public sewer' Approval Notice

Proposed drainage to Unit 1 (as built) plan ref: 180- XOS-XX-X-DR-C- _5570 rev.AB1

b) No development other than works that relate solely to demolition shall take place in regard to Phase 2 (as shown on plan Ref 23131-C4P-11-S01XX-D-A-1104_P02), until surface water drainage works for that phase have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent

replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

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

7) a) The Phase 1 development shall be implemented in accordance with the Drainage Maintenance Schedule received 21st May 2025 (acknowledging the content of the Design Compliance Statement dated 16th January 2025 (including As-Built drainage drawing Ref: 180-XOS-XX-XX-C-DR-5570 - Proposed Drainage AB1 and the As-built CCTV Survey) and photographic images showing the implementation of the attenuation tank and flow restrictors received 7th July 2025 (ref: CDN/25/0466).

b) Prior to occupation of phase 2 of development shown on plan ref: 23131-C4P-11-S01XX-D-A-1104_P02, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase have been submitted to and approved by the local planning authority. The scheme for that phase shall be implemented and thereafter managed and maintained in accordance with the approved details.

Those details shall include:

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

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

8) Piling or any other foundation designs using penetrative methods shall not be permitted for any phase of development 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 of any phase shall be carried out in accordance with the approved details.

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

9) a) The phase 1 development shall be implemented in accordance with the landscape scheme for Phase 1 shown on plan ref 23131-C4P-15-S01XX-D-A-1502 rev.P05.

b) The phase 2 development shall be implemented in accordance with the landscape scheme for Phase 2 shown on plan ref: Landscape proposals plan ref: GAV0011025 -rev.P1 received 9th February 2026.

c)The implementation of landscaping within any phase shall not be later than 12 months from the date the building within that phase 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, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Method Statement Ref: TRE/BRM/Rev C 14th February 2022; as amended by plan ref: GAV0011025 -rev.P1 received 9th February 2026.

and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

11) a)The car parking for phase 1 indicated on proposed site plan ref: 23131-C4P-80-S01XX-D A-8003 rev.P08 received by the City Council, as Local Planning Authority, on 8th November 2024, shall be surfaced, demarcated and made available for use prior to the building in that phase hereby approved being occupied. The car park for that phase shall then be available at all times whilst the development is occupied.

b) The car parking for phase 2 indicated on plan ref:: Site plan as proposed plan ref: 24014-C4P-80- S01ZZ-D-A-8003 rev.P05 (notwithstanding any reference to totem signage and flag poles and landscaping to south eastern boundary), shall be surfaced, demarcated and made available for use, prior to the building in that phase hereby approved being occupied. The car park for that phase shall then be available at all times whilst the development is occupied.

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

12) a) The electric vehicle charging points for phase 1 indicated on proposed site plan ref: 23131-C4P-80-S01XX-D-A-8003 rev.P09 and Site Plan - Ducting as proposed plan ref: 23131-C4P-80-80-S01XX-D-A- 8004 rev.P02 received 6th March 2025, shall be installed and made available for use prior to the building in phase 1 hereby approved being occupied. The electric vehicle charging points shall then be available at all times whilst phase 1 of development is occupied (ref: CDN/25/0083).

b) The electric vehicle charging points for phase 2 indicated on plan ref: Site plan as proposed plan ref: 24014-C4P-80- S01ZZ-D-A-8003 rev.P05 (notwithstanding any reference to totem signage and flag poles and landscaping to south eastern boundary); shall be installed and made available for use prior to the building in phase 2 hereby approved being occupied. The electric vehicle charging points shall then be available at all times whilst phase 2 of development is occupied.

c) The additional ducting to enable cabling to be provided to the other parking spaces within Phase 2 indicated on plan ref: Site plan as proposed plan ref: 24014-C4P-80- S01ZZ-D-A-8003 rev.P05 (notwithstanding any reference to totem signage and flag poles and landscaping to south eastern boundary); shall be installed and made available for use prior to the building in phase 2 hereby approved being occupied.

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

13) a)The Phase 1 development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking indicated on plan ref : 23131-C4P-80-S01XX-D-A-8003 rev.P08, Proposed Surfaces and boundary treatments, plan ref: 23131-C4P-15-S01XX-D-A-1501 rev. P01 Phase 1 and Materials Schedule document ref: 23131-C4P-90-XXX-XX-L-A-9003 revision P3 November 2024 for phase 1 received by the City Council, as Local Planning Authority, on 8th November 2024, prior to the occupation of the building in that phase hereby approved The approved space and facilities within that phase shall then be retained and permanently reserved for bicycle parking.

b)The Phase 2 development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking indicated on plan ref: LPA-Unit 2- Site surfaces and boundary treatments plan ref: 24014-C4P-80- S01ZZ-D-A-8004 rev.P06 (notwithstanding landscaping to south eastern boundary)

c)The design and colouration of the cycle shelters to be installed for Phase 2 shall be implemented in accordance with cycle shelter design shown on plan ref: LPA-Unit 2- Site surfaces and boundary treatments plan ref: 24014-C4P-80- S01ZZ-D-A-8004 rev.P06 (notwithstanding landscaping to south eastern boundary) .The approved space and facilities within that phase shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Air Quality Assessment Ref: MAN.1969.AQ.001 .R.0 02 February 2022, and the Construction Management Plan approved for each phase as set out in Condition 3. The approved details shall then be

implemented for each phase of development and be in place prior to the first occupation of each phase of development, and thereafter retained and maintained in situ.

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

15) a) Each phase of development hereby approved shall be completed in accordance with the physical security specifications outlined within Section 7 of the Crime Impact Statement Version 1.0 dated January 2022, received by the Local Planning Authority on 12th May 2022, in relation to the measures to be incorporated into the development to achieve the secure by design accreditation for that phase.

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

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

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

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

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

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

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

18) a)Externally mounted ancillary plant, equipment and servicing for each phase shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise

sensitive location. A scheme for each phase shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme for each phase shall be completed before the premises in that phase is occupied.

b) Upon completion of the development a verification report for each phase will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report for that phase. The report shall also undertake post completion testing in respect of that phase, to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria for that phase.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

19) a) Phase 1 of the development shall be implemented in accordance with the HGV routing strategy referenced in the Transport Note 01 dated September 2024 (ref: CDN/25/0083).

b) Prior to the first occupation of phase 2 of the development hereby approved, a HGV Routing Strategy for that phase shall be submitted to and approved in writing by the City Council as the Local Planning Authority. Each phase of the development shall then be operated in strict accordance with the approved strategy for that phase for as long as the development is operational.

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

20) The details of the approved Waste Management Scheme (including waste management plan and waste proforma) shall be implemented for each phase of the development and shall remain in situ whilst the use or development in that phase is in operation.

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

21) a) The bin stores within phase 1 of the development shall be implemented on accordance with the details on Proposed Surfaces and boundary treatments plan ref: 23131-C4P-15-S01XX-D-A-1501 rev. P01 Phase 1 and Materials Schedule document ref: 23131-C4P-90-XXX-XX-L-A-9003 revision P3 November 2024, and on the basis of the content of email dated 26.11.2024 from Barton Redman regarding waste storage for the unit in Phase 1, prior to the occupation of the development in Phase 1.

b) The bin stores within phase 2 of the development shall be implemented on accordance with the details on plan ref: LPA-Unit 2- Site surfaces and boundary treatments plan ref: 24014-C4P-80- S01ZZ-D-A-8004 rev.P06 (notwithstanding landscaping to south eastern boundary). The development within phase 2 shall then implemented in accordance with the approved scheme, prior to the occupation of the development in Phase 2.

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

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

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

23) a) The external lighting shall be implemented in accordance with the locations shown on plan ref: Lighting plan ref: D40759/RD/B (notwithstanding parking layout), as revised by the lighting locations shown on plan ref: EXTERNAL rev.1(notwithstanding EVC's and soft landscaping shown) and plan ref: FLOORPLAN rev.1 in regard to lighting arrangements for phase 1.

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

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

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

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

25) a)The development within phase 1 shall be implemented in accordance with the details on proposed site plan ref: 23131-C4P-80-S01XX-D-A-8003_P08, Proposed Surfaces and boundary treatments plan ref: 23131-C4P-15-S01XX-D-A-1501 rev. P01, Phase 1 Materials Schedule document ref: 23131-C4P-90-XXX-XX-L-A-9003 revision P3 November 2024, and Proposed perimeter fencing elevations ref: AS763-14; in relation to the positions, design, materials and type of boundary treatment for that phase.

b) The development within phase 2 hereby approved shall be completed in accordance with the proposed boundary treatments shown on plan ref: LPA-Unit 2- Site surfaces and boundary treatments plan ref: 24014-C4P-80- S01ZZ-D-A-8004 rev.P06 (notwithstanding landscaping to south eastern boundary). in relation to the positions, design, materials and type of boundary treatment for that phase.

c) The boundary treatment for each phase shall be completed before the development within that phase is first occupied. The development shall be carried out in accordance with the approved details for that phase and shall thereafter be retained.

Reason - To ensure that the appearance of the development along Lawton Street is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

27) a) Phase 1 of the development shall be implemented in accordance with the Landscape Masterplan - Hard and soft landscape finishes ref: 23131-C4P- 15-S01XX-D-A - 1502 rev.P06 received 24th February 2025, prior to the occupation of the building within phase 1 of the development (ref: CDN/25/0083).

b) Prior to any above ground works within phase 2 of the development hereby approved, a scheme for delivering biodiversity enhancement for that phase of development at the site, shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures for that phase of the development shall be implemented in accordance with the approved scheme, prior to the occupation of the building within phase 2 of the development.

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

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

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

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

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

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

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

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

30) Prior to the installation of the substation, sprinkler water tank and pump station, in the locations shown on plan ref: LPA-UNIT 2- Site plan as proposed plan ref: 24014-C4P-80-S01ZZ-D-A-8003 rev.P05 (notwithstanding any reference to totem signage and flag poles and landscaping to south eastern boundary); finalised elevational designs (including materials and colouration) of the substation, sprinkler water tank and pump station, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The substation, sprinkler water tank and pump station shall be implemented in accordance with the approved 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).

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need

discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Cadent Gas Ltd own and operate the gas infrastructure within the area of the proposed development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

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

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

Environment Agency advises in regard to waste on-site: The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/ or land development works are waste or have ceased to be waste.

Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used onsite providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
 - treated materials can be transferred between sites as part of a hub and cluster project
 - some naturally occurring clean material can be transferred directly between sites
- Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

They recommend that developers should refer to:

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

In relation to Waste to be taken off-site

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

Duty of Care Regulations 1991

Hazardous Waste (England and Wales) Regulations 2005

Environmental Permitting (England and Wales) Regulations 2016

The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is

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

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

Dewatering

If dewatering is necessary these abstractions were previously exempt from requiring an abstraction licence, but since 1 January 2018 most exempt dewatering operations above the 20m³/day threshold now require a licence to abstract water. More information is available on gov.uk: <https://www.gov.uk/guidance/watermanagement-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>

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

Appendix 1 – List of consultees & neighbours notified

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

A20-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C16-17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At G5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B2-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B25B-26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A28 Blueberry House, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
59 Cornwall Street, Manchester, M11 2EN
Unit 2-5, 7 Cornwall Street, Manchester, M11 2WQ
20 Cornwall Street, Manchester, M11 2PS
49 Cherry Avenue, Manchester, M11 2LW
6 Cherry Avenue, Manchester, M11 2LW
Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
1026C Ashton Old Road, Manchester, M11 2NG
Flat 32, 160 South Street, Bradford, Manchester, M11 2NF
2 Silkstone Street, Manchester, M11 2ES
Unit 3, 961 Ashton Old Road, Manchester, M11 2SL
Flat 1, 160 South Street, Bradford, Manchester, M11 2NF
E & M BRENNAN LTD, 1 Cornwall Street, Manchester, M11 2NR
Greater Manchester Police, Openshaw Workshops, Cornwall Street, Manchester, M11 2NS
F11-12, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Stall At D1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
C1-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D26-27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
A15-16A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
H7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

M7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
M23, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A5-6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A7-10, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
E9-12, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F25, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Shop At A27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Flat Above Unit 6, 7 Cornwall Street, Manchester, M11 2WL
Unit 1, 7 Cornwall Street, Manchester, M11 2WQ
54 Cherry Avenue, Manchester, M11 2LW
62 Cherry Avenue, Manchester, M11 2LW
53 Cherry Avenue, Manchester, M11 2LW
1 Cherry Avenue, Manchester, M11 2LW
44 Cherry Avenue, Manchester, M11 2LW
Unit 15, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 3, Smithfield Ent Estate, Whitworth Street East, Manchester, M11 2NQ
Unit 3, Ashton Old Road, Manchester, M11 2NN
Ground Floor And First Floor, 1026 Ashton Old Road, Manchester, M11 2NG
1026 Ashton Old Road, Manchester, M11 2NG
1026A Ashton Old Road, Manchester, M11 2NG
Flat 17, 160 South Street, Bradford, Manchester, M11 2NF
Flat 26, 160 South Street, Bradford, Manchester, M11 2NF
Flat 13, 160 South Street, Bradford, Manchester, M11 2NF
947 Ashton Old Road, Manchester, M11 2NH
1022 Ashton Old Road, Manchester, M11 1ND
Unit 4, 961 Ashton Old Road, Manchester, M11 2SL
961 Ashton Old Road, Manchester, M11 2SL
Flat 38, 160 South Street, Bradford, Manchester, M11 2NF
Flat 5, 160 South Street, Bradford, Manchester, M11 2NF
Flat 16, 160 South Street, Bradford, Manchester, M11 2NF
F37, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F36, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 18, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 2, Norbury Court, Welcomb Street, Manchester, M11 2NB
D8-9, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
D14A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F9, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B23, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A18-19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A16B-17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F18, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
A2-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B10-11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F27-28, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Cafe At A27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Booker Cash And Carry, Cornwall Street, Manchester, M11 2NR
47 Cornwall Street, Manchester, M11 2EN
53 Cornwall Street, Manchester, M11 2EN

16 Cornwall Street, Manchester, M11 2PS
18 Cornwall Street, Manchester, M11 2PS
C And H Sausage Co Ltd, 9 Cornwall Street, Manchester, M11 2WL
60 Cherry Avenue, Manchester, M11 2LW
63 Cherry Avenue, Manchester, M11 2LW
75 Cornwall Street, Manchester, M11 2EN
Unit 4A, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
Unit 4, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
The Sun Lounge, 1024 Ashton Old Road, Manchester, M11 2NG
Flat 14, 160 South Street, Bradford, Manchester, M11 2NF
Flat 30, 160 South Street, Bradford, Manchester, M11 2NF
959 Ashton Old Road, Manchester, M11 2SL
Flat 11, 160 South Street, Bradford, Manchester, M11 2NF
F35, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 17, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
C9-10, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D10-11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D25-26A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C23-24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C18, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C15, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
M8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B9, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F23, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F30, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A25-26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Office At A27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
52 Cornwall Street, Manchester, M11 2PS
E22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
57 Cornwall Street, Manchester, M11 2EN
9 Cornwall Street, Manchester, M11 2WL
52 Cherry Avenue, Manchester, M11 2LW
56 Cherry Avenue, Manchester, M11 2LW
61 Cherry Avenue, Manchester, M11 2LW
69 Cornwall Street, Manchester, M11 2EN
65 Cornwall Street, Manchester, M11 2EN
61 Cornwall Street, Manchester, M11 2EN
9 Cherry Avenue, Manchester, M11 2LW
Unit 1, Smithfield Ent Estate, Whitworth Street East, Manchester, M11 2NQ
Flat 19, 160 South Street, Bradford, Manchester, M11 2NF
Flat 7, 160 South Street, Bradford, Manchester, M11 2NF
Flat 3, 160 South Street, Bradford, Manchester, M11 2NF
Flat 37, 160 South Street, Bradford, Manchester, M11 2NF
1000B Ashton Old Road, Manchester, M11 2NG
Flat 28, 160 South Street, Bradford, Manchester, M11 2NF
Flat 29, 160 South Street, Bradford, Manchester, M11 2NF
Flat 12, 160 South Street, Bradford, Manchester, M11 2NF
F39, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F42, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F33, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F32, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F10, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At B14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
AA Veg Ltd, C5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

Office At D3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Stall At D2-3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
D4-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
A23-24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C25-26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D19-20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
B17, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
49 Cornwall Street, Manchester, M11 2EN
51 Cornwall Street, Manchester, M11 2EN
55 Cornwall Street, Manchester, M11 2EN
57 Cherry Avenue, Manchester, M11 2LW
59 Cherry Avenue, Manchester, M11 2LW
77 Cornwall Street, Manchester, M11 2EN
67 Cornwall Street, Manchester, M11 2EN
63 Cornwall Street, Manchester, M11 2EN
7 Cherry Avenue, Manchester, M11 2LW
4 Cherry Avenue, Manchester, M11 2LW
2 Cherry Avenue, Manchester, M11 2LW
46 Cherry Avenue, Manchester, M11 2LW
48 Cherry Avenue, Manchester, M11 2LW
Smithfield Ent Estate, Whitworth Street East, Manchester, M11 2NQ
Beulah Hall, Beulah Street, Manchester, M11 2NZ
1026B Ashton Old Road, Manchester, M11 2NG
Flat 35, 160 South Street, Bradford, Manchester, M11 2NF
Flat 34, 160 South Street, Bradford, Manchester, M11 2NF
Flat 24, 160 South Street, Bradford, Manchester, M11 2NF
Flat 31, 160 South Street, Bradford, Manchester, M11 2NF
1000A Ashton Old Road, Manchester, M11 2NG
Flat 10, 160 South Street, Bradford, Manchester, M11 2NF
Flat 18, 160 South Street, Bradford, Manchester, M11 2NF
Flat 21, 160 South Street, Bradford, Manchester, M11 2NF
F40, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F41, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F34, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F4, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F3, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 3, Norbury Court, Welcomb Street, Manchester, M11 2NB
Unit 4, Norbury Court, Welcomb Street, Manchester, M11 2NB
C12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At C14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D15-16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D17-18, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
B24-25A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D23-24, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
C21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J5-6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
H6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Stall At G5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
Stall At H5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F8, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J Sykes Ltd, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
A1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

Shop At C27, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F26, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F29, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Units 2 To 4, 7 Cornwall Street, Manchester, M11 2WL
7 Cornwall Street, Manchester, M11 2WL
Unit 6, 7 Cornwall Street, Manchester, M11 2WQ
Belsize Garage, Cornwall Street, Manchester, M11 2WQ
55 Cherry Avenue, Manchester, M11 2LW
3 Cherry Avenue, Manchester, M11 2LW
73 Cornwall Street, Manchester, M11 2EN
65 Cherry Avenue, Manchester, M11 2LW
Unit 14, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 5, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
Flat Over, 1024 Ashton Old Road, Manchester, M11 2NG
Flat 22, 160 South Street, Bradford, Manchester, M11 2NF
Flat 2, 160 South Street, Bradford, Manchester, M11 2NF
Flat 6, 160 South Street, Bradford, Manchester, M11 2NF
Flat 15, 160 South Street, Bradford, Manchester, M11 2NF
Flat 8, 160 South Street, Bradford, Manchester, M11 2NF
Strawberry House, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F38, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Unit 1, Norbury Court, Welcomb Street, Manchester, M11 2NB
B14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B16, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B15, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At D1-2, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D14B, New Smithfield Market, Whitworth Street East, Manchester, M11 2WP
D24-25A, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B18-19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Office At H5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F15, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
F19, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
B4-5, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
B6-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
F21-22, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Unit 5, 7 Cornwall Street, Manchester, M11 2WL
58 Cherry Avenue, Manchester, M11 2LW
64 Cherry Avenue, Manchester, M11 2LW
71 Cornwall Street, Manchester, M11 2EN
Unit 2, Smithfield Enterprise Estate, Whitworth Street East, Manchester, M11 2NQ
Ground Floor Left, 1026 Ashton Old Road, Manchester, M11 2NG
Flat 20, 160 South Street, Bradford, Manchester, M11 2NF
Flat 33, 160 South Street, Bradford, Manchester, M11 2NF
Flat 23, 160 South Street, Bradford, Manchester, M11 2NF
Flat 27, 160 South Street, Bradford, Manchester, M11 2NF
Unit 1, 961 Ashton Old Road, Manchester, M11 2SL
Flat 25, 160 South Street, Bradford, Manchester, M11 2NF
Flat 4, 160 South Street, Bradford, Manchester, M11 2NF
Unit 19, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
C11, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
C19-20, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

M1-6, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
M9 To M12, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
J1, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A14, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
A12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
Fairfield Materials Management, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
15 Cherry Avenue, Manchester, M11 2LW
11 Cherry Avenue, Manchester, M11 2LW
5 Cherry Avenue, Manchester, M11 2LW
50 Cherry Avenue, Manchester, M11 2LW
Unit 16, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
1047 Ashton Old Road, Manchester, M11 2NN
Flat 36, 160 South Street, Bradford, Manchester, M11 2NF
1000 Ashton Old Road, Manchester, M11 2NG
Unit 2, 961 Ashton Old Road, Manchester, M11 2SL
Flat 9, 160 South Street, Bradford, Manchester, M11 2NF
F31, New Smithfield Market, Whitworth Street East, Manchester, M11 2WJ
Unit 5, Norbury Court, Welcomb Street, Manchester, M11 2NB
C6-7, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW
D12-13, New Smithfield Market, Whitworth Street East, Manchester, M11 2WW

Appendix 2 – Planning constraints

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