

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144798/FO/2025

Date registered valid: 19 January 2026

Proposal: Erection of first-floor rear extension to create additional office accommodation, alteration to car parking and installation of bike and bin store.

Address: 40 - 42 Stocks Street, Manchester, M8 8QJ

Ward(s): Cheetham Ward

Applicant: Mr Fahad Al Soubayie

Agent (if any): Dr Ghassan Kamha

Case officer: Carl Glennon
Tel: 0161 234 4530
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Recommendation: Approve

Date of recommendation: 15 May 2026

Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 18 February 2026

Standard consultations:

Printed: 27 January 2026 Expired: 17 February 2026

Neighbour notifications

Printed: 27 January 2026 Expired: 17 February 2026

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The area is characterised by warehousing units, which is reflected in the previous use of the application property, i.e., warehouse unit with ancillary offices. The application site is bounded by Stocks Street (west), Derby Street (south) and Stocks Street East (east). Stocks Street East is only partially adopted. The unadopted section (of Stock Street East) is gated at each end. The application property and external areas extend into the areas serviced via the unadopted highway. The building broadly has a rectangular configuration and with two storeys presented to Stocks Street and part of the returning elevation to Derby Street. The building primarily comprises grey brick elevations. However, its principal elevation to Stocks Street comprised a series of vertical brick columns punctuated by roller shutters to the ground floor and mix of glazing in sectional framed windows and orange cladding panels. The remaining side (southern) elevation falls to a single storey to form a parapet that screens a series of shallow pitched roofs characterised by apex ridge lines and valleys. The rear elevation incorporates a brick chimney stack that rises above the eaves line. The building is accessed and egressed via the principal elevation with roller shuttered service doors to the rear. The forecourt adjacent to the rear elevation is used for car parking without demarcated spaces. The use of the property as Class B8 warehouse has been historically established.



Fig.1 - Views of the application site

Description of development

The proposed development involves:

- i. Retention of the existing configuration of the principal elevation to Stocks Street.
- ii. The formation of flat roof rear extension spanning the full width of the application property. It would be constructed in matching brickworks with concrete copings to the eaves.
- iii. Existing opening to the rear of the building would be enclosed apart from the retained roller shuttered serviced bay.
- iv. At first floor level a series of rectangular windows would be formed.
- v. The existing forecourt to Stocks Street East would be demarcated to form 14 car parking spaces (including on accessible space) and access/egress to the servicing bay.
- vi. The submission indicates the provision of an EV charging unit.



Fig.2 – Proposed elevations

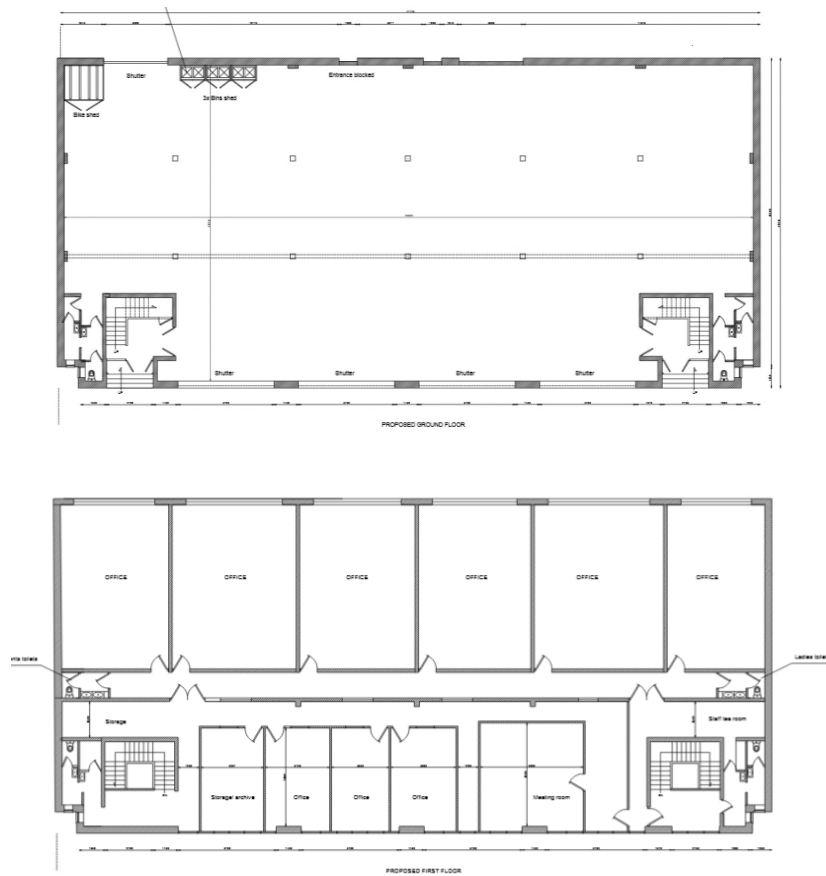


Fig.3 – Proposed layout

Site history

- i. 087777/FO/2008/N1 - Refused - 30.12.2008
42 - 50 Stocks Street, Cheetham Hill.
Retrospective Application for erection of palisade fencing to enclose service yard
- ii. 066777/FU/NORTH1/02 - Approved - 10.02.2003
40/42, Stocks Street, Cheetham.
Change of use from wholesale cash and carry warehouse (Class B8) to clothing manufacturer with ancillary showroom and offices (Class B2)

Consultations & Notification Responses

Local businesses – One objection has been received from a neighbouring business and is summarised below:

- i. There is concern that the proposed arrangement of car parking spaces would require access across land for which there is no right of way. The proposed car parking arrangements would also affect parking and access arrangements to neighbouring units.

Highway Services - The following comments have been received.

- i. Highways are satisfied that the development would not unduly affect the operation of the adjacent highway.
- ii. It is noted that the adjacent to three adopted highways (Stocks Street, Stocks Street East and Derby Street). Part of Stocks Street East is unadopted. There are two pedestrian accesses from the street into the building.
- iii. The number of additional vehicular trips generated as a result of the development is expected to be minimal. The adjacent highway network should have sufficient capacity to accommodate additional demands with no highway safety or capacity concerns.
- iii. The site is in a sustainable location in relation to accessible transportation modes, i.e., bus services from Cheetham Hill Road and walking and cycling routes. Staff therefore have an alternative to private car usage.
- iv. No highway works are proposed (beyond the demarcation of car parking spaces).
- v. The access arrangements for pedestrians would remain as existing.
- vi. Parking – 8 parking spaces would be accessed via the adopted section of Stocks Street East with a further 6 on the unadopted section of Stocks Street East 14 in total. It is not considered that the steps to the adjacent elevation to the building would affect the operation of the car parking area. A condition should be included ensuring the demarcation of the proposed car parking spaces.
- vii. Vehicle Movement – Submitted drawing Ref: AL.12 satisfactorily sets out to the satisfaction of the Council a swept path analysis of a 7.5 tonne goods vehicle entering and leaving the building.
- viii. EV Charging points - It is recommended that a provision of 20% of the parking spaces to have EV charge points and cable ducting with a minimum 7kW charging capacity. This would equate to three charging points rather than the one point shown on the submitted drawing.
- ix. Cycle storage – Would be provided within the main building (with a capacity for four cycles). A condition is requested to ensure the implementation and maintenance of these spaces.
- x. No boundary works are proposed.
- xi. The proposed provision of bin storage within the building should be conditioned with a requirement for bins to be returned to the storage area upon completion of collection.
- xii. The development should be related to a construction management plan condition.

Environmental Health - The following comments have been received.

- i. Construction management plan condition is requested.
- ii. A condition has been included to ensure the acoustic insulation of any plant and external equipment required as part of the development.
- iii. The submission demonstrates that bin storage can be appropriately accommodated with the building. A condition is requested to ensure that bins with appropriate capacity to accommodate segregated waste sources are provided.
- iv. A condition is requested to ensure that EV charging points as provided equating to 20% of the overall spaces with details of cabling routes.
- v. A contaminated land watching brief condition is requested.

Issues

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

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

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

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

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

The following chapters are relevant to the proposed development:

Chapter 12. Making effective use of land – Objective: is to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

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

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

The development would secure a sustainable use for the application building. The design of the development would reflect the characteristics of the application property and improve the appearance of the streetscene, Policy L2 would therefore be accorded with.

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

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

- Context: Development should respond to the history, character and features of the site and its setting, so that it integrates into and enhances its surroundings (such as through the arrangement of development plots and buildings. The development would affect the configuration of existing built form but would respond appropriately to the footprint of the existing building. On balance, the development has been appropriately related to the characteristics of the existing building and its context.
- Climate: contribute to climate change mitigation and adaptation and the transition to net zero. Its environmental impact would be related to the relatively small scale of the development and addressed through contemporary building techniques.
- Movement: provide transport infrastructure and choices which support the design vision for the site. The development would be supported with car parking, cycle storage and appropriate servicing arrangements. The development is in a sustainable location in relation to access to public transport.

The development would be appropriately related to policy DP3.

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

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

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

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

- i. Policy P2: Ground Conditions 1 – States the development proposals should take account of ground conditions and the arrangements for required mitigation. No ground works are proposed.
- ii. Policy P5: Maintaining public safety and security – States that development proposals should anticipate and address possible malicious threats and other hazards (whether natural or man-made). These issues have been addressed through the submitted details and the attached conditions.

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

Policy F4: Assessing flood risk for decision-making – The development has been related to the assessment criteria for the flood risk assessment (FRA) detailed in policy F4. Given the characteristics of the development, i.e., and first floor extension with reconfiguration of existing car parking, it is not apparent that there would be any increased risk of flooding or additional drainage requirements.

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

i. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development would deliver an addition to an existing building, which incorporates a satisfactory quality of design. The development would not introduce new issues with regarding to crime or security risks. Chapter 8 would be appropriately responded to.

ii. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree. (paragraph 115).

The development would be supported with on-site car parking and transport impacts have been assessed and would be managed by condition. Cycle storage would be provided. Appropriate servicing arrangements are also capable of being delivered as part of the development. The development would thereby accord with chapter 9.

iii. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The use of previously developed or 'brownfield' sites is strongly encouraged (paragraph 124). Chapter 11 would be positively responded to as the development would facilitate the delivery of additional warehouse floorspace without unduly impacting upon the constraints of the site.

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

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

The development would positively contribute to the streetscene through the delivery of a proportionate addition to the building with an appropriate design. A condition has been included

to ensure the appropriate use of materials. The development would help to secure a sustainable use for the building. Chapter 12 would thereby be accorded with.

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

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

The development would be relatively modest and capable of being constructed to meet the Building Regulation requirements thereby reducing potential carbon of climate change. Given the nature of the development, it is not envisaged that there would be an increased risk of flooding and/or requirements for additional drainage.

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

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

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

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

The following policies are relevant to the development:

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

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

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

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

Policy JP-S1 - Sustainable development - States that, to address climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. The development would achieve a quality of the accommodation that would encourage sustained future industrial occupation. Policy JP-S1 would, therefore, be accorded with.

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

Policy JP-S4 - Flood risk and the water environment - States that in locating and designing development to minimise the impacts of current and future flood risk. The site is in Flood Zone 1 with low risk of surface water flooding. The proposed extension would be related to the first floor and car parking related to existing hard standing areas. There would not be any apparent change to the existing circumstances regarding flood risk.

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

The following policies are relevant to the proposed development:

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

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

The proposal would allow the effective use of an existing building with potential to deliver employment opportunities. The operation of the site would be subsumed into the local noise environment through related noise attenuation conditions. Compliance with other aspects of policy SP1 would be secured through other operational conditions.

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

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

The development would provide a contribution to the local economy, supply of commercial floorspace and employment provision within an established warehousing area. The development would thereby be positively related to policy EC1.

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

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding). As discussed, the development would not affect the existing circumstances. Policy EN14 would be appropriately responded to.

Policy EN 16 (Air Quality) - States that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the new built form. The development would reduce impact of car usage on air quality through the conditioned approval of EV charging points thereby positively responding to policy EN16.

Policy EN 18 (Contaminated Land and Ground Stability) - Sets out the requirements for addressing issues relating to land contamination issues. In this case, intrusive excavation is not proposed. Any groundwork would be related to the repair of hard surfaced areas.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how sustainable waste management needs of the end user will be met.

Appropriate provision for segregated bin storage within the building would be provided in accordance with policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking. Conditioned operational arrangements would ensure the appropriate demarcation of car parking and cycle storage. Policy T1 is therefore capable of being complied with.

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

- Appropriate siting, layout, scale, form, massing, materials and detail

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

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

Unitary Development Plan (UDP) saved policies

Part 2 policy

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

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

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

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

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

The proposed development would involve uses that would not generate undue noise and disturbance. In these circumstances and as the existing building is not subject to conditioned noise attenuation, a condition requiring acoustic insulation of the extension would be an onerous and therefore inappropriate requirement. Given the characteristics of the surrounding area, it is not considered that the development would impact on the local noise climate the development would therefore be appropriately related to policy DC26,

Strangeways and Cambridge Strategic Regeneration Framework (SRF) – The SRF has been produced in partnership between Manchester City Council ('MCC') and Salford City Council ('SCC'). It is an important document that will be used to guide development and investment in this key area of the city over a 20-30-year period. Historically considered as 'city fringe', the Strangeways and Cambridge area will have a fundamental role in the growth and evolution of the city centre and the wider Greater Manchester economy. The two councils have come together to prepare the SRF in response to the considerable changing context of

the area, including its contribution to the ongoing growth of the Manchester and Salford 'city core'. The application site is in an area that is identified in the SRF as being maintained for employment use. The development would relate positively to these objectives.

Positive and proactive engagement with the applicant - An amendment to the Development Management Order, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters applications include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes.

Discussion between officers and the applicant's agent secured the submission of appropriate details that have addressed highway issues and clarified the extent of site and related land ownership notification. It is considered that the submitted and supplementary details have facilitated the appropriate assessment of the proposed development thereby allowing the positive determination of the planning application.

Principle of the development – The development would be related to the historically established use of the application property as warehousing with ancillary offices. Contextually the development is locality that has a variety of built form, and its character is defined by the warehousing activities that are undertaken in the locality. The development would facilitate the sustained occupation of the building and the delivery on employment opportunities. The design of the proposed extension would be acceptable. The car parking arrangements would utilise existing hardstanding areas and the proposed layout meets the requirements of Highway Services. The principle of the development is therefore considered to be acceptable.

Objection – The proposed arrangement for accessing and egressing car parking spaces has been assessed and considered to be acceptable by Highways. The submission has demonstrated that the car parking spaces and loading bay can be accessed (by larger vehicles with vehicles parked on the opposite side of Stock Street East. Issues relating to rights of way would be civil issues that would need to be addressed outside the planning process.

Scale and massing – The proposed extension would improve the definition of the intersection of the side (south) and rear (east) elevations and the relationship to the streetscene. The development would be related to the existing eaves height and the massing the rear elevation would be relieved through the arrangement of windows with rectangular frames. The extension would provide a proportionate addition to the building.

Siting – The proposed extension forms a flat roof in-fill addition that would align with the side (south) and rear (east) elevation. The development would thereby secure an appropriate addition to the building that would be appropriately related to the characteristic configuration of the application property. The car parking is related to areas that are currently used for car parking and circumstances. These arrangements would be improved by the demarcation of individual spaces

Design – The extension would represent an in-fill development that would incorporate a flat roof. The development would have a simple elevational form that would deliver a coherent design response. The configuration of the extension would be appropriately related to the proportions of the existing building including its eaves height. The development has been related to ensure the undertaking of the development using matching materials based on the submitted details. The proposed design would be acceptable.

Inclusive access – The existing access arrangements via steps would be maintained therefore there would be no change to the existing circumstances. Given the nature of the development the additional accommodation would be accessed via stairs and the provision of a lift would not be viable given the size of the application property. The development would provide an accessible space that could be used by staff and visitors with mobility issues.

Roller shutters – Internet images have indicated that roller shutters to the building have been in place since at least 2009. As the development would not affect these reattained arrangements, a condition has not been included requiring the provision of replacement roller shutters.

Crime and security – The development would not increase the risk of crime or introduce additional risk to security. An informative has been included recommending that all new fittings, locks and glazing meets 'Secured by Design' standards.

Highways – The development would utilise forecourt areas that have been historically established for car parking and servicing. These existing circumstances would be improved through the implementation of the submitted car parking and servicing arrangements. These arrangements have been assessed by Highways and confirmation of their acceptability provided. This includes confirmation of the delivery of sufficient space to access and egress parking spaces and servicing areas. Car parking servicing arrangements are considered to be appropriate and their implementation is conditioned.

Cycle storage – The applicant has provided details of a cycle storage unit to be located within the building. It would have capacity to store four cycles. A condition has been included to ensure the delivery of cycle storage as part of the development.

Flood risk and drainage – Given the magnitude of the development the characteristics of the development would not increase the risk of flooding or produce additional requirements for site drainage.

Waste and recycling management – The development would be supported with internal bin storage that addresses concerns regarding the visual impact and maintenance of external bin storage areas. In response to the comments of Environmental Health a condition has been included to ensure that the provision of bins with sufficient capacities to ensure appropriate storage for segregated waste streams. The development is capable of supporting appropriate waste and recycling management.

Noise attenuation – The proposed development would be used for offices and storage, which are not considered to be uses that would generate undue noise and disturbance. In these circumstances and as the existing building is not subject to conditioned noise attenuation, a condition requiring acoustic insulation of the extension would be an onerous and therefore inappropriate requirement.

Air quality – Improvements to the existing circumstances would be improved through the conditioned provision of EV charging points.

Contaminated land – The comments of Environmental Health have been considered as the development would not involve ground works a watching brief condition to monitor potential land contamination would not be necessary.

Opening and servicing hours – The use of the application property as wholesale warehouse has been historically established. The inclusion of restrictive condition in relation to opening and servicing hours following the implementation of the development would be an onerous requirement.

EV Charging point – Reductions in future carbon emissions would be delivered through the provision of EV charging points. A condition has been included to ensure the submission of EV charging point specifications and their delivery as part of the development.

Contribution to the local economy and labour market – The development would secure a continued, viable and sustainable use for the application site. The associated delivery of job opportunities would be beneficial to the local economy.

Conclusion – The magnitude of the development would be proportionate and appropriately related to the constraints of the application property. The development would deliver a coherent design response that would improve the appearance of the building and its relationship to its context. The operation of the development is capable of being managed through the attached conditions. The development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussion between officers and the applicant's agent secured the submission of appropriate details that have addressed highway issues and clarified the extent of site and related land ownership notification. It is considered that the submitted and supplementary details have

facilitated the appropriate assessment of the proposed development thereby allowing the positive determination of the planning application.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on the specified dates:

Proposed ground floor Ref: AL06 Rev A received 2 March 2026

Proposed first floor layout Ref: AL07 received 19 January 2026

Proposed elevations Ref: AL09 Rev A received 2 March 2026

Proposed roof plan Ref: AL10 received 19 January 2026

Proposed section Ref: AL11 received 19 January 2026

Proposed site plan (indicating car parking layout) Ref: AL12 received 2 March 2026.

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

3) The materials used in the external surfaces of the development hereby approved shall be those as specified on approved plan ref. Proposed materials Ref: AL14, including the construction of the extension in matching brickwork. The approved materials shall be maintained in situ thereafter.

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

4) The use of the development hereby authorised be ancillary to the operation of 40-42 Stocks Street as a warehouse Class B8 at all times and shall not be sub-divided or used for any other purposes with a maximum internal floorspace of 813 sq. metres.

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

5) Car parking, servicing and other vehicular access arrangements shown on the approved drawing Ref: Proposed site plan Ref: AL12 to serve the development hereby permitted shall be laid out and made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

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

6) Before the occupation of the development, the arrangement for the secure storage of four cycles, as detailed on drawing Ref: Proposed ground floor Ref: AL06 Rev A, shall be fully implemented and maintained in situ thereafter.

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

7) Before the occupation of the development and notwithstanding the detail of drawing Ref: Proposed site plan Ref: AL12 a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the position, number and specification of the electric vehicle (EV) charging points. The EV charging points shall achieve a minimum charging specification of 7kw/H and be installed in accordance with positions shown on the approved drawings before first occupation of the development and maintained in situ thereafter.

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

8) Before the occupation of the development, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of bin capacities to ensure the appropriate storage of segregated waste and recycling schemes within a dedicated internal storage area. The approved scheme shall be implemented prior the occupation of the development and in accordance with the bin enclosure siting details shown on drawing referenced Proposed ground floor Ref: AL06 Rev A. The implemented details shall be maintained in situ thereafter.

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

9) a) Prior to the installation of any external plant and equipment required in support of the development hereby approved, either a scheme that demonstrates that the plant and equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate the plant and equipment would achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the local planning authority.

b) Prior to the first operation of the plant and equipment, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant and equipment would achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

Informatives

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

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

2) It is recommended that during the implementation of construction reference is made to the City Council noise guidance that can be accessed via the above website alongside IAQM/EPUK Construction Guidance.

3) It is recommended that all new locks, fittings and glazing to be implemented as part of the development meet Secured by Design Standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

13 Derby Street, Manchester, M8 8QE
44 Stocks Street, Manchester, M8 8QJ
22 Derby Street, Manchester, M8 8RY
20 Derby Street, Manchester, M8 8RY
18 Derby Street, Manchester, M8 8RY
13 Stanley Street, Cheetham, Manchester, M8 8SH
15 Stanley Street, Cheetham, Manchester, M8 8SH
Kissdental Manchester, First Floor, 13 Stanley Street, Cheetham, Manchester, M8 8SH
Ground Floor, 13 Stanley Street, Cheetham, Manchester, M8 8SH
Front, 15 Stanley Street, Cheetham, Manchester, M8 8SH
Central Gurdwara, 32 Derby Street, Manchester, M8 8RY
7 Derby Street, Manchester, M8 8QE
Ground Floor, 11 Derby Street, Manchester, M8 8QE
First Floor, 11 Derby Street, Manchester, M8 8QE
Rear, 15 Stanley Street, Cheetham, Manchester, M8 8SH

Appendix 2 – Planning constraints

Article 4 Direction - City Centre 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 (Middle) -
Area Team Boundary - Name: NORTH AREA