Ms Sue Wills
Planning Department
Manchester City Council
PO Box 532
Manchester
M60 2LA

Ref: 032-012
Submitted via Planning Portal

18 May 2026

Dear Ms Wills,

Storage World, Land off Ambrose Street, Manchester M12 5DD

Non-Material Amendment

Following our recent discussions, we write on behalf of Storage World (the "Applicant"), to submit an application under Section 96A of the Town and Country Planning Act 1990 (as amended), seeking retrospective approval for various non-material amendments (NMA) to the new self-storage building at the above address.

The original proposal was granted planning permission on 26 January 2024 (ref. 135680/FO/2022) and was subsequently amended via a Section 73 application to vary the hours of operation, approved on 31 October 2025 (ref. 144161/JO/2025).

Within both decision notices approved plans were listed within condition 2. During the construction and fitout phase of the project there has been a change in proposed operator and various non-material amendments have been introduced for operational reasons or to improve the design, and this submission seeks to regulate these through updating the related plans within condition 2 to facilitate the completion and handover of the site to Shurguard, the new operator in the Summer.

The following updated plans are submitted for approval in support of this NMA application:

- MH1314-07 Rev J: Proposed Site Plan [replacing Rev G]
- MH1314-09 Rev J: Proposed Elevations [replacing Rev E]
- MH1314-11 Rev G: Proposed External Works [replacing Rev D]
- MH1314-12 Rev A: Existing & Proposed Fence [replacing MH1314-12]

In addition, the following plans are submitted to help explain the non-material amendments and are submitted for illustration, to be read in conjunction with the overall submission:

- Smoke Vents Location Detail: Smoke Vents Location Detail
- 3232-01-ATR04: swept path analysis of parking bays (Axis)

This application seeks approval for the following non-material amendments:

Boundary treatment

The approved fencing along the Pottery Lane boundary has been amended to enable the retention of the existing boundary wall. The proposed fencing has been revised to Procter Fencing Systems 2.4m Pro-Mesh panels.

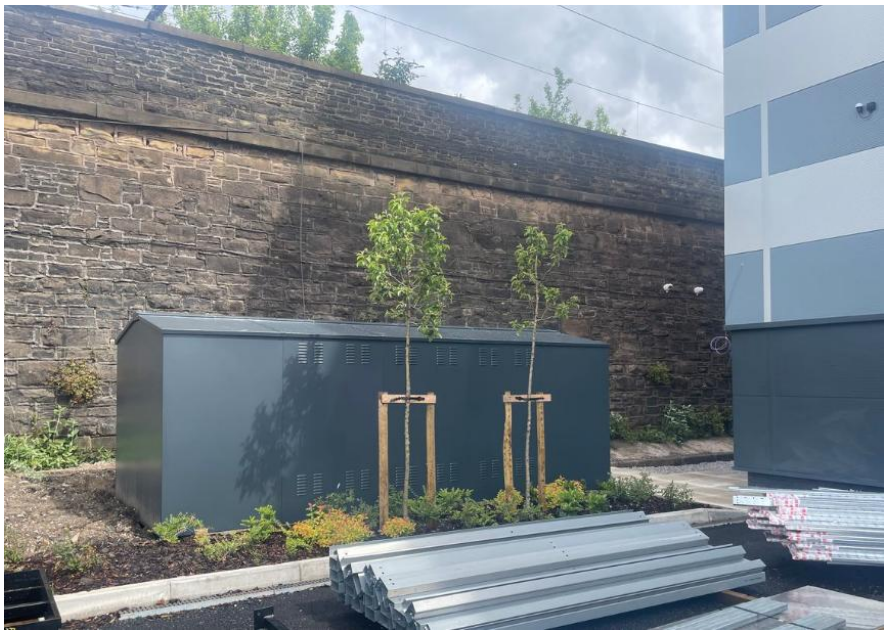
As detailed in Existing & Proposed Fence (MH1314-12 Rev A), the proposal now retains the original wall at its existing height, with shortened fence panels installed on top via cranked posts to achieve the required 2.4m boundary height. Please see photograph of amendment below:



This amendment more closely replicates the original site boundary arrangement and importantly avoids the significant disruption to the pavement and traffic on Pottery Lane that would have resulted from unnecessarily replacing the existing wall.

Amended cycle shelter

The approved cycle shelter has been updated to an Asgard unit, providing secure storage for 14 bikes. While the unit remains in the same location at the north of the site, the new unit provides a more secure and weather-proof solution for users. Please see photograph of the cycle shelter below:



Refuse storage

The previously approved refuse storage was external within the yard. The amendment is to relocate it from its previous external position to a dedicated internal bin store, meeting the operational requirement for Shurgard.

This amendment will internalise the management of waste collection by the operator on site and improve the overall aesthetics of the external space and security of waste management, as reflected in Proposed External Works (MH1314-11 Rev G).

This non-material amendment will maintain the same approved capacity and location indicated on the Proposed Site Plan (MH1314-07 Rev J). Waste collection will operate biweekly by Shurgard's vendor in trading hours by the store/operations team and waste will be separated by general waste and recyclable materials in each bin.

Amendments to elevations

The proposed elevation plans have been amended to reflect the requirement for inclusion of ventilation louvres, including smoke ventilation and general background ventilation systems to meet building regulations.

The proposed elevations plan MH1314-09 Rev J) and Smoke Vents Location Detail plans identify the required location of the louvres and vents which will be colour coded to match the colour of the panels within which they are set, minimising their visibility and will result only in a slight change to appearance of the elevations. The enclosed plan includes photographs of the current elevations which helps provide context, in addition to the below:



The smoke ventilation louvres are required at each level on the three staircases. Two of those staircases are located on the north elevation and so partly screened by the adjacent railway and the third is set well back (approximately 40m) on the elevation facing Pottery Lane.

The louvres include general ventilation louvres for background airflow to the storage floors, the automatic smoke ventilation louvres on the three staircases, as well as air intake and extract points for the reception air conditioning and WC extracts.

The smoke vents are required by Building Control to comply with means of escape regulations and they operate on an individual floor-by-floor basis only in the event of fire alarm activation to vent single staircase lobbies and, as set out above, will be colour-matched to the specific cladding panel within which they are installed to ensure the additions remain discreet. When operated, the louvres are passive vents, not mechanically driven, other than the automatic opening.

A further non-material amendment to the elevations is the inclusion of a new external door, added to the southern elevation to provide necessary access to the switch room as identified on the Proposed Elevations Plan. The previous internal doors were omitted in favour of this external access to provide greater flexibility for the internal layout.

Relocation of proposed electric vehicle (EV) charging bays

Within the site, the EV charging spaces have been relocated to the western side of the car park, as detailed in the Proposed Site Plan (MH1314-07 Rev J) and shown in the below photograph:



This relocation ensures the pavement at the southern elevation remains unobstructed by charging infrastructure, thereby improving pedestrian movement within the yard.

Revised entrance configuration and external parking bays

Following our recent liaison regarding operator requirements for Shurgard, this application seeks to regularise a revised entrance configuration and car park layout on the Proposed Site Plan (MH1314-07 Rev J) and Proposed External Works Plan (MH1314-11 Rev G). This includes a minor amendment to the secure entrance gate to enable the

introduction of two parking spaces outside the security perimeter which have now been installed as shown in the site photographs below.





These two external spaces provide flexible and safe short-term parking for deliveries, reception-based enquiries, or visitors who are not active customers and therefore lack security fob access. This layout removes the need for transient vehicles to wait or queue on Ambrose Street while the main security gates are being operated.

The revised layout has been designed to ensure safe and efficient vehicle movements, supported by the following design characteristics and technical justifications:

- **Dimensional standards:** The external parking spaces exceed standard design guidance. Each space measures 2400mm in width by 4800mm in depth. Furthermore, the design incorporates a 1200mm overrun before reaching the 7200mm wide access road. This arrangement is significantly more generous than a typical parking configuration (which usually comprises a 4800mm space reversing into a 6000mm aisle), providing ample room for safe manoeuvring.

- **Manoeuvrability:** The increased aisle width and the generous overrun area ensure that vehicles accessing these external bays can do so with minimal conflict. The layout ensures that tracking for larger vehicles arriving at or departing from the main site through the secure gates remains unobstructed.

- **Swept Path Analysis:** A formal Swept Path Analysis (Drawing Ref: 3232-01-ATR04) has been produced by Axis using a standard large passenger vehicle (Jaguar S-Type template). This analysis accompanies this application and demonstrates that vehicles can easily access and egress these external bays without impact on the highway, ensuring a safe interface.

Conclusion

None of these changes individually or collectively alter the overall scale, massing, or material appearance of the approved development, which is why we are seeking their approval through a non-material amendment under section 96A.

As discussed, the construction of the building is very nearly complete and our objective with this submission (and the amendment to the access that will shortly be subject to a separate submission) is to regularise these amendments, some of which have been installed (at risk) given the pace of the build programme on site ready to hand over to the new operator within the next 2-3 months.

For these reasons we would be very grateful for your continued support and assistance to ensure these non-material amendments can be approved and the final design regularised ahead of the building handover. If you do have any queries, we would be happy arrange an online meeting or meet you onsite at any convenient time.

Yours sincerely,

[redacted]

Sophie Stanton
Senior Planner
cc: Storage World
enc: Plans as listed