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

Ref: 032-010
Submitted via Planning Portal

19 May 2025

Dear Ms Wills,

Land off Ambrose Street, Manchester M12 5DD

Discharge of Conditions Application

We write on behalf of Storage World (the "Applicant") to formally submit an application to discharge various pre-occupation and compliance conditions attached to the development.

The proposal relates to the self-storage facility originally granted planning permission on 26 January 2024 (ref. 135680/FO/2022). This permission was subsequently amended via a Section 73 application approved on 31 October 2025 (ref. 144161/JO/2025), which established the current operational suite of planning conditions. Accordingly, this application seeks to discharge the relevant conditions under this later governing permission (ref. 144161/JO/2025), ahead of the completion and handover of the new building to the proposed operator, Shurgard, in the coming weeks.

Please find below a summary of the technical information provided in support of this application which relate to the following conditions.

Condition 4c: Remediation Strategy (Verification Report)

In accordance with the requirements of Condition 4c, we submit a comprehensive verification package confirming the successful implementation of the approved remediation strategy.

This includes a formal Confirmation Statement from GK Construction confirming that all remediation measures were adhered to during demolition and excavation works. This is supported by an Environmental Report from B&M Waste Services and full asbestos consignment records documenting the safe removal and disposal of 13,300kg

of material at the White Moss Landfill. Detailed site waste logs are also enclosed to provide a complete audit trail of material movement.

This collective evidence confirms that the site has been successfully remediated in accordance with regulatory requirements and that no further contamination was identified.

Condition 6: Surface Water Drainage

We submit a comprehensive technical drainage package confirming the *'as-built'* status and quality of the sustainable drainage system (SuDS) installed. The submission includes the As-Built Drawing (Ref: E146925_01) and a formal SDS Ltd Sign Off QA Sheet (dated 19.09.25), which verifies the tank volume of 192.375m^3, the integrity of the welded geomembrane, and the final formation levels.

These technical documents are accompanied by site photographs and a specific Operation and Maintenance (O&M) Manual to ensure the long-term functionality of the SDS GEOlight attenuation system.

Condition 9: Cycle Parking

In fulfilment of Condition 9, we submit the updated details for the secure site cycle storage.

As detailed within the Proposed Site Plan (MH1314-07 Rev J) and Proposed External Works Plan (MH1314-11 Rev H), the long-stay cycle storage has been upgraded to a high-quality, weather-proof Asgard secure storage unit providing space for 14 bicycles. Short-stay visitor provisions continue to be securely accommodated via Sheffield bike stands located within the active courtyard area adjacent to the main building entrance, ensuring standard-compliant, secure, and accessible cycle provisions across the development.

Condition 12: Delivery and Servicing Management Plan

In support of discharging Condition 12, we submit formal operational parameters on behalf of the incoming operator, Shurgard. The operational framework strictly governs all on-site servicing activities as follows:

- **Delivery activity & vehicles:** Standard daily servicing and customer activities will utilise cars, small transit vans, and Luton-type vans. Large articulated lorries are strictly managed by appointment only and must be pre-booked in advance with the on-site team.

- **On-site servicing & loading:** All loading and unloading operations will be completed entirely within the internal yard of the secure Shurgard site. No

unloading or waiting is permitted on Ambrose Street or surrounding service roads, ensuring the public highway remains completely unobstructed.

- **Operational hours:** All delivery, servicing, and pre-booked large deliveries are strictly confined to standard trading/store opening hours.
- **Management & control:** The on-site store operations team is responsible for monitoring access, managing the pre-booking log for large vehicles, and providing precise routing/site instructions to delivery drivers.
- **Monitoring & review:** This operational framework is regularly reviewed by Shurgard management to minimise any localised operational impacts on immediate neighbours.

Condition 16b: Refuse Storage

In support of Condition 16b, we confirm that waste management logistics will follow Shurgard's established operational model to ensure efficiency and environmental compliance:

- **Collection frequency:** Refuse collection operates on a bi-weekly schedule, executed by Shurgard's designated waste vendor.
- **Operational management:** All collections are scheduled, pre-booked, and managed by the on-site store/operations team strictly during active daytime trading hours.
- **Recycling & segregation:** Site staff handle the systematic segregation of waste streams, separating general waste and dry mixed recyclable materials into dedicated, individual mobile bins housed securely within the internal bin store.

Condition 17a: Boundary Treatment

To satisfy the technical and visual requirements of Condition 17a, we submit a comprehensive suite of landscaping and boundary details, utilising the Proposed External Works Plan (MH1314-11 Rev H).

To provide the exact technical specification required by the condition, we confirm that the implemented boundary treatments comprise:

- The boundary fencing and pedestrian gates are 2.4m (2400mm) high, utilising high-security Pro-Mesh panels manufactured by Proctor Fencing Systems;
- The main vehicle access gate is manufactured by Jacksons Fencing; and

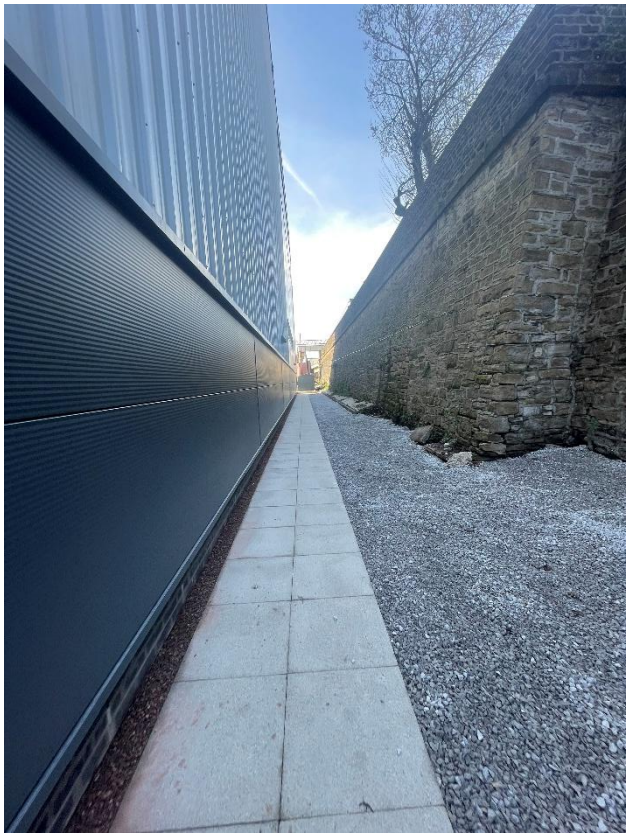
- All boundary fencing and gates are finished in standard Black (RAL 9005), complementing the surrounding architectural context.

The layout incorporates textured concrete paving (Marshalls Saxon Natural, 600x600mm) alongside the soft landscape planting beds detailed on the accompanying drawings, ensuring a robust and visually attractive interface with the public highway.

Condition 27: Trespass Proof Fencing (Railway)

Regarding Condition 27, we wish to formally record that this requirement is no longer applicable to the site's current configuration.

Following the previous approved amendment to move the siting of the building further from the railway (Section 73 amendment ref. 144161/JO/2025), the building footprint and secure perimeter were moved significantly further away from the railway boundary. This layout change effectively removes the specific risk of trespass that the condition was originally intended to mitigate. A review of the final site layout confirms that the physical distance between the secure perimeter fence and the actual operational railway boundary is approximately 3 meters (as demonstrated in the below photographic evidence).



Given this significant physical gap, the risk of trespass or a direct jump onto the railway line is completely removed. The 2400mm high security fencing further seals the courtyard perimeter, rendering additional independent trespass-proof fencing redundant. We trust this clarification is sufficient for the condition to be formalised as a compliance matter.

Condition 28: External Lighting

In relation to Condition 28, we re-submit the comprehensive external lighting strategy for the site, which has been rigorously coordinated following technical reviews relating to the site's signage and adjacent Network Rail assets.

We submit the formal External Lighting Layout and Light Spill Assessment (Drawing Ref: ZG-DWG-0002432656-EXT-R01-151225). The scheme utilises high-performance exterior luminaires (including wall-mounted Piazza units and Ledfit column-mounted floodlights) operating at a 6-meter mounting height. As demonstrated by the technical lux plot data, the luminaire distribution has been carefully angled and shielded to achieve necessary operational illumination within the servicing yard, while ensuring a clean cut-off that avoids light spill into the adjacent railway corridor or onto Pottery Lane. The scheme is fully compliant with the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light.

Conclusion

We trust the enclosed information is sufficient for the Council to discharge the relevant conditions. Should you require any further clarification, please do not hesitate to contact us.

Yours sincerely,

[redacted]

Sophie Stanton
Senior Planner

cc: Storage World
enc: Plans as referenced