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Your ref:
Our ref:

Michael Pearson
Manchester City Council
Town Hall Extension
Albert Square
Manchester
M60 2LA

Thursday 6 August 2026

Dear Michael,

PLANNING APPLICATION FOR CHANGE OF USE: UNIT 2 HANDSWORTH STREET, MANCHESTER, M12 6LB

On behalf of our client, Cellerate Ltd (hereafter referred to as the "Applicant"), we are pleased to submit a Change of Use Application at Unit 2 Handsworth Street, M12 6LB (hereafter referred to as the "Site") for the following description of development:

"*Change of use of existing warehouse from Class B8 (Storage and Distribution) to Class B2 (General Industrial)"*

The application comprises the following documents:

- Application Forms (including certificate of ownership) and Fee
- This extended covering letter, produced by Carter Jonas
- Location plan, produced by Carter Jonas
- Existing & Proposed Site Plan, produced by Cellerate
- Acoustic Note, produced by Sandy Brown
- Waste Management Proforma, completed by Carter Jonas with input from Cellerate

Background and Site Context

A leasing at the unit has been provisionally agreed with its landlord (HS2 Limited) by the Applicant who is a manufacturer and designer of advanced automated systems for battery research and development. They are a global leader in developing and manufacturing advanced automated systems for battery research and technology scale-up. They specialise in engineering solutions that optimise the quality, performance, and

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longevity of energy storage technologies, fostering a more sustainable future. Their state-of-the-art portfolio comprises solutions for automated material handling, bespoke cell assembly, and industrial processing.

The current use of the Site is B8 Storage and Distribution. For the Site to be property utilised by the Applicant for manufacturing purposes, it requires a change of use to Use Class B2 (General Industrial). This document will support the application and explain why the principle of the development should be deemed acceptable.

Pre-application discussions have been held with planning officers from Manchester City Council (MCC) to gauge their views on the scope of an application on the Site. This has helped to inform the key areas for consideration and an understanding of what documentation would be required in the application.

Site location

The Site is bounded to the north and west by Handsworth Street and Pittbrook Street respectively. It is bounded to the east and south by existing industrial / warehouse / commercial facilities.

The Site sits roughly 1km southeast of Manchester Piccadilly station and is situated close to the A635 Ring Road around Manchester City Centre. It is located on a small industrial estate consisting of a handful of light industrial and commercial units. The wider surrounding area is also largely commercial/industrial in nature, and the main railway line into Piccadilly Station is located roughly 100m southwest of the Site.

The Site is located not located within a safeguarding zone for HS2 Phase 2b and, in any case, HS2 Limited are fully aware and supportive of this application.

Heritage

The Site does not include, nor is it adjacent to, any listed buildings. The nearest listed building is a Grade II listed building located approximately 400m to the southwest of the Site. The Site is not located within or adjacent to any Conservation Areas.

Flood Risk

In terms of flood risk, the site is located within Flood Zone 1 (the lowest risk zone), signifying less than 0.1% annual probability of river or sea flooding. This includes when accounting for climate change data from 2070 to 2125.

For surface water flooding, a very small around of the site is impacted by 1 in 30, 1 in 100 and 1 in 1000-year surface flood events.

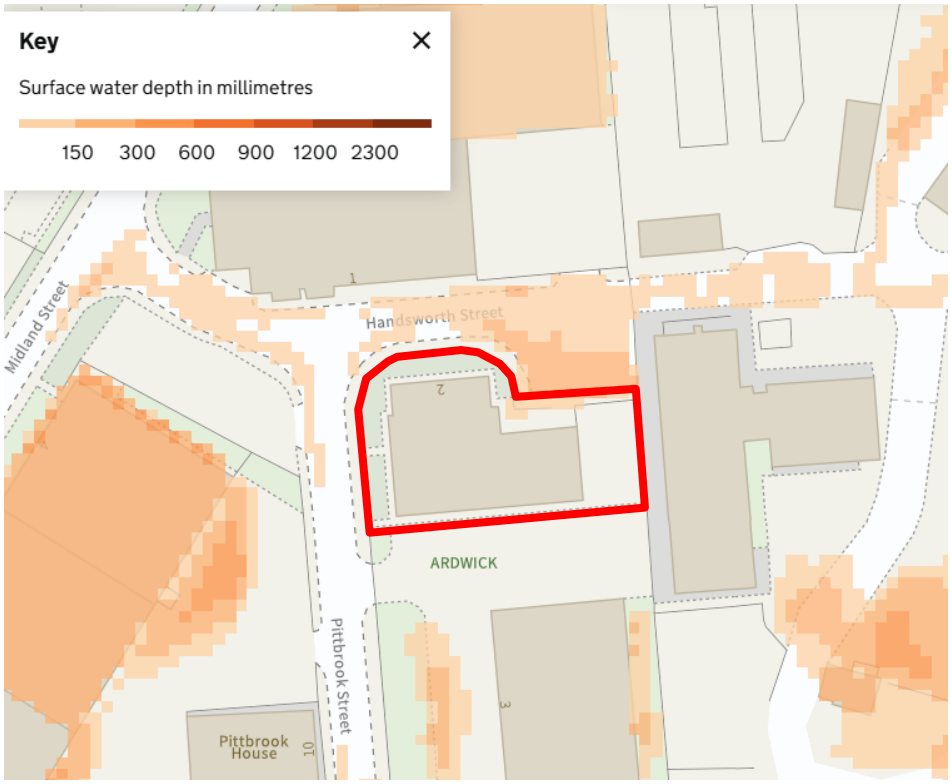


Figure 1: 1 in 1000-year surface water flood risk

Ecology

There are no ecological designations on or adjacent to the Site.

Planning History

A search of the Council's online planning register has been undertaken, with relevant planning applications listed below.

Table 1: Application History of the Site

Reference	Proposal	Address	Decision	Date of Decision
137260/LE/2023	Lawful Development: Existing use - Use of the property for Storage or Distribution (Use Class B8)	Unit 2 (Maple Building) Handsworth Street Manchester M12 6LB	Approved	11/08/2023

Proposed Development

Description of Development

The description of the development is as follows:

"*Change of use of existing warehouse from Class B8 (Storage and Distribution) to Class B2 (General Industrial)"*

The proposal is for the change of use of the premises to an industrial unit. The Applicant has identified the Site as an ideal location to expand their growing business, requiring the change of use. This application will secure the long-term sustainability of the Site, making it available as an industrial unit both for the applicant, and for future tenants.

The application does not propose any external changes to the building or to external areas or access points.

Operating hours would be between typical working hours (0900-1730, Monday to Friday).

Planning Policy Context

This section will outline the planning policies that are relevant to the proposals described above. Relevant material considerations include legislation at a national, regional and local level which provide the policy context against which proposals will need to be assessed.

National Planning Policy Framework (NPPF)

The NPPF comprises the backbone of England's planning policy, and a baseline for Local Planning Authorities to follow when assessing planning applications.

Paragraph 87 – planning policies and decisions should recognise and address specific locational requirements for different sectors. This includes making provision for:

- Clusters or networks of knowledge and data-driven, creative or high technology industries
- The expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience

Paragraph 109 – transport issues should be considered from the earliest stages of development proposals, using a vision-led approach to identify transport solutions that deliver well-designed sustainable and popular places. This should include:

- Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes
- Understanding and addressing the potential impacts of development on transport networks

- Identifying and taking into account the environmental impacts of traffic and transport infrastructure, including appropriate opportunities for avoiding and mitigating any adverse effects.

Paragraph 125 – planning policies and decisions should:

- Encourage multiple benefits from urban and rural land
- Promote and support the development of under-utilised land and buildings

Places for Everyone

The following are relevant policies from Places for Everyone, the Greater Manchester Spatial Development Framework.

Policy JP-J1: Supporting Long-Term Economic Growth

Supports a thriving, inclusive and productive economy across all boroughs, with an emphasis on:

- Facilitating the development of high value clusters in key economic sectors such as advanced manufacturing
- Making the most of major assets of the sub-region, such as the high concentration and range of research assets, large pool of graduates, highly productive business sectors and existing transport infrastructure, including public transport networks
- Supporting local job growth

Policy JP-J2: Employment Sites and Premises

A diverse range of employment sites and accessible premises, both new and second-hand, will be made available. This will offer opportunities for a range of businesses, including start-ups and inward investment.

Policy JP-J4: Industry and Warehousing Development

Supportive of industry and warehouse development throughout the plan period. To achieve this, a high choice and flexibility will be provided in the supply of sites.

Manchester Core Strategy

Manchester's Core Strategy is the local plan, and main guiding principle for all development within Manchester. The following policies have been identified as being relevant to the proposed development.

Spatial Objective SO2: Economy

To support a significant further improvement of the City's economic performance and spread the benefits of growth across the city to reduce economic, environmental and social disparities.

Policy SP 1 – Spatial Principles

Key principles which will guide strategic development in Manchester:

- The Regional Centre will be the focus for economic and commercial development
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport
- Improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision

Policy EC 1 – Employment and Economic Growth in Manchester

Supportive of employment land development including for Class B2 general industry. Key locations for employment growth include City Centre and Fringe. Priorities for ensuring continued economic growth include:

- Improving access to jobs via public transport, walking and cycling
- Improving the portfolio of employment premises by providing a range of employment sites and premises for small, medium and large businesses

Policy EC 2 – Existing Employment Space

The council seek to retain and enhance existing employment space and site. alternative uses will be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use in un-viable in terms of business operations, building age and format;
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use

Policy CC 1 – Primary Economic Development Focus: City Centre and Fringe

The Site is recognised as part of the City Centre Fringe Employment Area. This area is identified as a hub for economic activity, and proposals should maintain and enhance the commercial use of the area.

Policy EC 8 – Central Manchester

The Site is identified as being within Central Manchester, an area expected to provide approx. 14ha of employment land. The council will promote development which has regard to ensuring employment within Central Manchester complements uses within the City Centre.

Policy DM 1 – Development Management

All development should have regard to the following, for which more detailed guidance may be given within a supplementary planning document:

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

- Effects on amenity, including privacy, vibration, air quality, litter, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Design for health
- Refuse storage and collection
- Vehicular access and car parking

Assessment

Principle of Development

The unit is located in an area with established industrial / commercial uses, both in the adjacent units and in the wider surrounding area. It is also located in the defined City Centre Fringe as per Policy CC 1 of the Core Strategy. This is identified as a key employment growth area for the city and the wider region.

Additionally, the change of use of the Site to Use Class B2 would represent a reinstatement of the Site's former B2 use prior to its Lawful Development Certificate being obtained in 2023.

Technical Considerations

The change of use of the premises to B2 Industrial is considered to be entirely acceptable as this will secure the long-term economic viability of the Site to be available for industrial occupiers. It is located in an area with well-established industrial uses, and the change of use will bring occupiers in close proximity of other similar employment uses. Further consideration of technical matters is presented below.

Transport

The impact on transport is considered to be acceptable, as the proposed change of use will create a similar level of traffic to its current use as B8 Warehouse and Distribution. The Applicant notes that they typically receives up to four small item courier collections / deliveries per day and receives larger goods deliveries on a monthly basis. Existing roller shutters will continue be utilised.

The Site is also located within close proximity of several major routes in the strategic road network and can also easily be accessed by public transport in and around Manchester.

The Site has no formal on-site parking arrangements, however, there is ample space for on-street parking on Handsworth Street and Pittbrook Street. If necessary, the yard space at the eastern boundary of the Site could be utilised for parking.

In addition, the Applicant notes that approximately 50% of the Applicant's current employees live in Manchester City Centre, with 65% of staff arriving by public transport to their current facility on Store Street. Therefore, any impact on parking will be minimal, and should be deemed acceptable.

Air Quality

The impact of the proposal on air quality will be minimal, noting that traffic to / from the Site will largely remain at a similar level to its existing use. The industrial processes on the Site will also have no impact on the surrounding air quality.

Acoustics

An Acoustic Report has been produced by Sandy Brown and submitted as part of this application, reflecting on information provided by the Applicant on their operational noise output.

The acoustic impact of the development on surrounding properties is deemed acceptable, and largely in keeping with its current storage use. The use of the Site will generally consist of quieter periods, with occasional machinery operation and drilling which will temporarily increase the noise output.

The acoustic report has been produced assessing impacts from two units which will be subject to change of use to Use Class B2 and are effectively neighbours (a separate application will be submitted for Unit 6A). The noise egress assessment is based the cumulative noise level generated from both units operating simultaneously, as a worst-case scenario. In practice, the units are to operate independently from each other and would likely be undertaking different activities at any one time, which is expected to reduce operational noise egress from the site.

Cumulative operational noise criteria is predicted to be exceeded at near sensitive receptors (commercial offices (Pittbrook Street) and at RCCG The Limelight Church) during periods where the drill press, lathe and CNC machinery is in operation within both units simultaneously. The Acoustic Report recommends that during these activities, that the roller shutters are closed to minimise risk of disturbance at nearby noise sensitive receptors.

The increased noise will not have a significant impact on nearby sensitive receptors. This has been assessed by an acoustic consultant, whose report can be viewed in the submitted documents of the planning application.

Waste Management

The waste facilities on the Site will be minimal, reflecting on the Applicant's operations which do not generate large amounts of waste. The Applicant would provide one large general waste and one large recycling bin in the main workshop space, and smaller bins in the small workshop, office and kitchen.

Waste will be managed by a private contractor under agreement with the Applicant. Bins will be taken out on collection day and returned within the unit demise as soon as possible after collection has taken place.

MCC's Waste Proforma has been completed and submitted as part of the application.

Conclusion

This application is in line with the development plan and, noting Section 38(6) of the Planning and Compulsory Purchase Act 2004, it should be supported by the Local Authority.

We trust the information submitted is sufficient to allow determination of this application. Should you require any further information, please contact on the details provided below.

Yours sincerely,

Andy Cowan

Associate Partner

Carter Jonas