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FAO Emily Booth
Planning Department
Manchester City Council
Town Hall Extension
Manchester
M60 2LA

06 October 2026

Submitted via the Planning Portal ref: PP-14832320

Dear Emily,

PLANNING APPLICATION TO CHANGE THE USE OF UNITS 12-18 AND APPLICATION FOR CONTINUED USE OF EXTERNAL GAS-FIRED BOILER INSTALLATION

CBRE Limited on behalf of Electricity Supply Nominees (Scotland) Limited c/o CBRE Global Investment Management, hereby submit an application for the change of use of Units 12-18 Piccadilly Trading Estate, Manchester, M1 2NP (hereafter referred to as 'the Site'). The application seeks full planning permission to change the use of Units 12-16 to Use Class B8 (with ancillary Use Class E(a) within Unit 16), and Units 17-18 to Use Class B2 and B8 (with ancillary Sui Generis (taproom) use). Permission is also sought for the continued use of the previously approved mobile gas-fired boiler room within the service yard of Units 17 & 18.

The description of development is set out as follows:

> *"Full planning permission for the change of use of Units 12–16 to Use Class B8 (storage and distribution) with ancillary Use Class E(a) (retail) within Unit 16; and Units 17–18 to Use Classes B2 (microbrewery) and B8 (storage and distribution), with ancillary Sui Generis (tap room) use; and the continued use of a gas-fired outdoor mobile boiler room within the external service yard of units 17 & 18."*

Background and Rationale

On 14 January 2021, the Site obtained full planning permission (ref. 128054/FO/2020) for the "*temporary change of use for a period of 5 years at Units 12-16 to mixed use Class B8 (storage and distribution); and at Units 17-18 to use class B2 (Microbrewery) and class B8 (storage and distribution)*".

This consent regularised the uses across the Site as the historic lawful use class was unclear – however, it should be noted that the units had been operating in commercial/industrial/storage and distribution use for many years prior to this consent, without incident.

An additional application (ref. 129498/FO/2021), concerning Units 17 and 18, then secured temporary consent for the installation of a gas-fired outdoor mobile boiler room (pursuant to the brewery operations) for a period of 5 years.

Application ref: 128054/FO/2020 expired on 15 January 2026, and application ref: 129498/FO/2021 expired 30 June 2026, and thus a further application (consolidating both previous permissions) is required to ensure the Site can maintain its existing use.

This change of use will enable the units to be occupied and not left vacant until the appropriate time for the redevelopment of the Site in line with Manchester City Council's (MCC) strategic regeneration ambitions for the Piccadilly area.

Strategic Context

The Site is located within the Manchester Piccadilly Strategic Regeneration Framework (SRF) (2018) area. The SRF identifies Piccadilly Trading Estate as a major regeneration opportunity located within the 'Piccadilly Central' character area. Piccadilly Central is envisioned as a dense mixed-use district with high quality open space and improved connectivity with the city centre.

The 2018 SRF anticipated that Piccadilly Central would be developed prior to the construction of HS2. However, in the years since, HS2 has been scaled down significantly and will now no longer reach Manchester. Instead, Manchester City Council has pivoted its regeneration ambitions towards the arrival of Northern Powerhouse Rail (NPR) in the city, which is expected to deliver an underground station at Piccadilly alongside rail infrastructure enhancements which will vastly improve connectivity with nearby Northern cities.

Supporting Information

The following information, as agreed with MCC, is submitted in support of this planning application. This is largely a resubmission of the information submitted alongside application references 128054/FO/2020 and 129498/FO/2021, with updated technical information where required. The submission comprises:

- This Covering Letter and Design and Access Statement (CBRE Limited) (August 2026);
- Application Form;
- Transport Assessment (Cora IHT) (June 2026);
- Travel Plan (Cora IHT) (June 2026);
- Noise Impact Assessment (BWB) (July 2026);
- United Utilities letter re: trade effluent consent to discharge to sewer (Track Brewing Co) (20th October 2021);
- Consent to discharge trade effluent (dated 20th October 2021);
- Track Brewing Co. – Layout;
- Track Brewery and Taphouse – Proposed General Arrangement;
- Taproom – Management Strategy;
- Previously submitted information pursuant to the change of use:
    - Site Location Plan (ref: 310861-U12-18-0G Rev C) (CBRE Limited) (October 2026);
    - Ground Floor Plan and Waste Management Arrangements (ref: 310861-U12-18-0G Rev B) (CBRE Limited) (19 March 2020);
    - Internal Area Plan (Existing First Floor) (ref: 310861-U12-18-01 Rev A (CBRE Limited) (25 April 2019);
    - Track Brewery & Taphouse – Proposed General Arrangement (Ref: 002) (Track Brewing Co) (6 July 2020);
    - Crime Impact Statement (Greater Manchester Police) (1 May 2020);
    - Waste Management Proforma (CBRE Limited) (September 2020);
    - Waste Management Arrangements Addendum (CBRE Limited) (January 2021);
    - Operational Statement (document entitled 'Appendix A');
- Previously submitted information pursuant to the mobile boiler:
    - Noise Impact Assessment – Gas Boiler (KP Acoustics Ltd) (18 February 2021)
    - Drainage Internal Plans (Gravity Systems).
    - Containerised Boiler Brochure – instructions on installation, use and maintenance (Unical Steam);
    - Boiler specification (Thermal Steam);
    - Data Sheet 1: Containerised Boiler Specifications (Unical Steam);
    - Data Sheet 2: Information Sheet Gas Burner (FBR);
    - Unical Container Image (Unical Steam)
    - Unical Steam Boiler Data Manual (Unical Steam)
    - Approved Code of Practice (HSE);
    - Guidance on Safe Operation of Steam Boilers (Combustion Engineering Association and Safety Assessment Federation)
    - Fire Emergency Action Plan (Track Brewing Co)

- Fire Risk Assessment (Track Brewing Co);
- Example Combustion Report – High Fire (Paul Edwards Services);
- Example Combustion Report – Low Fire (Paul Edwards Services);
- Service Schedule of Unical BAHR 12 Steam Boiler (Thermal Steam Limited);
- Written Scheme of Examination HSE Pressure Systems Regulations 2000 (HSE);
- Method Statement: Preparation of a Boiler for its Statutory Annual Insurance Inspection (JBC);
- Method Statement: Schedule of Service for a Pressure Jet Gas Boiler (JBC);
- United Utilities sewerage map of Piccadilly Trading Estate;
- Location of proposed container v6 – plan ref. TQRQM21026101350031
- Photograph of proposed location of gas boiler

The application has been submitted to the Planning Portal and has been processed via reference PP-14832320.

Site and Surroundings

The application Site extends to 0.89 ha and comprises 7 industrial units with auxiliary office floorspace at the first floor.

The Site is bound to the north by Gidding Road, to the east by tree cover and urban green space, to the south by St Andrew's Square and employment provision, and to the west by Adair Street.

The Site is located at Piccadilly Trading Estate within the Manchester City Centre boundary. The wider area is characterised by employment provision. The employment provision to the north and east of the Site is of a comparative size and scale to the units at the Site.

To the south across St Andrew's Square is Travis Street Car Park. To the north-west beyond Adair Street is the office building Aeroworks and the Portugal Street East gateway development 'the Fairfax,' comprising 2 residential towers totalling 488 apartments.

Primary access to the Site is from Gidding Road. Each unit has its own access point on to Gidding Road. The parking areas to the front of each of the units are sectioned off from each other. Vehicles are unable to directly move between the units. There is also a secondary access from St Andrew's Square serving Units 12-15 suitable for larger HGV vehicles.

The Site is in a highly accessible location, approximately 500m east of Piccadilly train station which provides national rail and Metrolink connections. The inner ring road Great Ancoats Street is approximately 100m to the north providing convenient access to the wider highway network. Great Ancoats Street is a bus route with services to Ashton-under-Lyne and Manchester City Centre.

Statutory Designations

Heritage

The Site is not within a Conservation Area, and there are no Listed Buildings or Scheduled Monuments on site.

The nearest listed building to the Site is the Grade II Crusader Works 200m to the north-west at Baird Street.

Trees

There are no trees around the Site subject to Tree Preservation Orders.

Flooding

The Site is located within Flood Zone 1 which holds a less than 0.1% annual probability of flooding. The Site is also of low surface water flood risk.

Rights of Way

There are no public rights of way crossing the Site.

Planning History

A planning history search of the Site has been carried out using MCC's online planning register. Relevant applications are outlined in the table below.

Reference	Address	Proposal	Status
130481/FO/2021	Piccadilly Trading Estate Giddings Road Manchester M1 2NP	Change of use for Units 12 & 13, from Temporary (5 year) Class B8 (storage and distribution) use, to sui generis mixed use comprising Storage and Distribution, shop use (for off sales) and area with external pop up food trailer and seating (for maximum 100 customers) to include ancillary structures (toilet and host stand) for on site sales (pub or drinking establishment).	Approved 16/09/2021 Permission lapsed 15 January 2026.
129498/FO/2021	Units 17-18 Piccadilly Trading Estate Gidding Road Manchester M1 2NP	The temporary installation (for a period of five years) of a gas-fired outdoor mobile boiler room within external service yard.	Approved 17/03/2021 Permission lapsed 30 June 2026.
128054/FO/2020	Piccadilly Trading Estate Giddings Road Manchester M1 2NP	Temporary Change of use for a period of 5 years at Units 12-16 to mixed use Class B8 (storage and distribution); and at Units 17-18 to use class B2 (Microbrewery) and class B8 (storage and distribution).	Approved 16/10/2020. Permission lapsed 15 January 2026
20843	Units 12-18, Piccadilly Trading Estate Adair Street, City CENTRAL.	Alterations to form special parcel handling unit and provision of trailer park on adjacent land.	Approved 07/03/1984
F11351	Units 12, 13, 14 and 15, Piccadilly Trading Estate, Adair Street, Ancoats.	Change of Use of 4 industrial units to a Postal Sorting Office.	Approved 02/08/1979
F10491	Piccadilly Trading Estate (Former Ancoats Rail Goods Station, Great Ancoats Street, City)	Reserved Matters Details of a landscaping scheme for the initial phase of warehousing and industrial development arising out of the outline planning permission (Ref. F07407)	Approved 09/04/1979
F08274	Former Railway Goods Yard, Great Ancoats Street, Ancoats.	Reserved Matters Phase 1. Erection of 18 Warehouse/Industrial Units with Ancillary Offices arising out of the outline planning permission (Ref. F07407) granted on 19th September 1977.	Approved 05/04/1978
F07407	Site of former Ancoats Rail Goods Station, Great Ancoats Street, Ancoats.	Proposed warehouse, industrial and ancillary office development.	Approved 02/11/1977

Proposed Development

This application seeks full planning permission for the change of use of Units 12-16 to Use Class B8 (including ancillary Use Class E(a) in Unit 16) and Units 17-18 to Use Class B2 and B8 (with ancillary Sui Generis (taproom) use) at Piccadilly Trading Estate, Manchester, and additionally seeks permission for the continued use of a gas-fired mobile boiler room to the external yard area of Units 17 & 18. The application follows previous approved temporary applications of the same nature which have since lapsed.

The description of development for this application is as follows:

> *"Full planning permission for the change of use of Units 12–16 to Use Class B8 (storage and distribution) with ancillary Use Class E(a) (retail) within Unit 16; and Units 17–18 to Use Classes B2 (microbrewery) and B8 (storage and distribution), with ancillary Sui Generis (tap room) use; and the continued use of a gas-fired outdoor mobile boiler room within the external service yard of units 17 & 18."*

The application Site comprises 3,676 sqm of ground floor floorspace with 431 sqm auxiliary office provision at the first floor. Total floorspace at the Site equates to 4,107 sqm.

In addition to Use Class B8, permission is sought for ancillary Use Class E(a) in Unit 16 (occupied by "Vintage Folk" wholesaler who monthly 'flea markets' on the last Saturday and Sunday of the month). The retail function of Unit 16 is ancillary to its primary use, with the unit closed to the public and operating under Use Class B8 (Storage and Distribution) outside of its occasional weekend trading hours. On trading weekends, the floorspace of the unit is arranged into rows of rails for browsing and shopping.

Permission for Use Class B2 is also sought at Units 17-18 to accommodate Track Brewing, an independent microbrewery. Track utilise the Site as a brewery and operate an ancillary taproom. Permission is also sought for the external seating area of the taproom, comprising benches, festoon lighting and a small-covered areas. No food vendors operate in the external areas, and no amplified music is played. A Management Strategy is submitted with this application to outline how patrons will be managed in external areas.

At Units 17 and 18, permission is additionally sought for the continued use of a mobile gas-fired outdoor boiler room in the external service yard. This continued use of the existing boiler would maintain Track Brewery's existing brewing capacity. The boiler room is already in situ, having been installed pursuant to planning permission reference 129498/FO/2021.

With respect to ventilation arrangements at the microbrewery, the equipment is steam generated and has condensing units and such there is no ventilation/fume exhaust requirements for the brewery. The steam evaporation from the 'boil-off' drains as H_2O.

Equipment, servicing arrangements, storage arrangements, employment details, and opening hours associated with Track Brewing were agreed under the previous change of use application (approved 2021). The operational management strategy also remains unchanged.

Key Matters

There are no physical works proposed as part of this application. Instead, this application seeks to extend a previously approved temporary operational use on Site which has recently expired, including continued use of the external boiler room and to formalise the ancillary retail use of Unit 16. As a result, there is no proposed alteration to the scale, massing, layout, elevation, appearance or materiality of buildings on Site. Equally there is no change to the landscaping regime or access arrangements on site.

Planning Policy Context

This section identifies and summarises the relevant local, regional and national planning policy against which this application should be assessed.

Statutory Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The statutory development plan in Manchester (excluding Greater Manchester Joint Waste and Minerals Plan) currently comprises:

- Places for Everyone Joint Development Plan (March 2024);
- Manchester Core Strategy (July 2012); and
- Saved Policies of the Unitary Development Plan (UDP) (1995).

The Site is not subject to specific designations in the statutory development plan; however, a suite of relevant policies are outlined below.

Places for Everyone (PfE) (2024)

PfE was adopted in 2024 as the overarching strategic spatial planning document for Manchester, Bolton, Bury, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. Plan-making and decision-taking must be consistent with the policies and principles set out in PfE. The following policies are relevant to the Site and proposed development:

Strategy:

- **Policy JP-Strat1: Core Growth Area** - States that the economic role of the Core Growth Area (stretching from Port Salford in the west to the Etihad in the east) will be protected and enhanced. In addition, a significant increase in homes will be pursued in areas of good connectivity, employment opportunities and education facilities. These ambitions will be facilitated by infrastructure improvements.
- **Policy JP-Strat2: City Centre** - States that the City Centre will continue to provide the focus for business, retail, leisure, culture, and tourism activity in Greater Manchester, and its residential role will expand in parallel. The city centre will be the priority for investment in development in infrastructure such as rapid transit, public realm, active travel infrastructure and commercial accommodation. New city centre functions will complement, not displace, its non-residential functions.

Sustainable and Resilient Places:

- **Policy JP-S1: Sustainable Development** - Outlines how development should maximise social, economic and environmental benefits whilst minimising adverse impacts in order to help tackle climate change.

Places for Jobs:

- **Policy JP-J1: Supporting Long-Term Economic Growth** - Seeks an inclusive and productive economy by promoting economic diversity, development in high value clusters and sectors, making the most of existing assets, grasping opportunities associated with the green transition and supporting local job growth and worker retention.
- **Policy JP-J4: Industry and Warehousing -** Emphasises the need for 3.5m sqm of new accessible, industrial and warehousing floorspace over the plan period to allow Greater Manchester to compete internationally and to maximise its ability to attract and retain businesses to support job growth.

Places for People:

- **Policy JP-P1: Sustainable Places** - Sets out the key attributes that all development, where applicable, should adhere to in order to ensure development is high quality, visually stimulating, safe, inclusive and accessible.

Connected Places:

- **Policy JP-C8: Transport Requirements of New Developments** - Sets out the requirements to be located and designed to encourage walking, cycling, and public transport usage.

Core Strategy (2012)

The Core Strategy was adopted in 2012 and outlines the Council's vision and spatial principles for Manchester to 2027 along with the planning policies which will be used to deliver that vision. Some policies from the Core Strategy have been fully or partially superseded by PfE policies.

In relation to the economy, Spatial Principle S02 describes how:

'The Regional Centre will continue to be the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region.'

Relevant policies are detailed below:

- **Policy SP1: Spatial Principles** *(partially superseded by PfE policy JP-S1)* - Sets out how the 'Regional Centre' will be the focus of economic and commercial development.
- **Policy EC1: Employment and Economic Growth in Manchester** (*partially superseded by PfE policy JP-J3*) - Reiterates that the Regional Centre will be the priority location for employment land in Manchester, with a focus on high-growth sectors including professional services and innovation.
- **Policy EC2: Existing Employment Space** - Describes how the Council will seek to retain and enhance existing employment space and sites. Non-employment uses will only be supported subject to certain criteria.
- **Policy EC3: The Regional Centre** - Sets out how employment generating uses within the 'Regional Centre' will be encouraged.
- **Policy EN19: Waste** - The Council encourages long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.
- **Policy CC1: Primary Economic Development Focus: City Centre and Fringe** - Denotes how the City Centre is a strategic economic location and the focus of employment growth in the City and City Region. A variety of high-quality accommodation types will be encouraged. Developments which lead to a more intensive use of employment land (in terms of floorspace provided) will be supported.
- **Policy CC4: Visitors – Tourism, culture and leisure -** Visitor-orientated development will be supported in the city centre.
- **Policy CC5: Transpor**t - Sets out how the Council will ensure development includes adequate parking provision for cars and bicycles based on the Council's adopted parking standards. Maximum standards for car parking do not apply to the City Centre with each development in the City Centre to be considered on a case-by-case basis.
- **Policy CC7: Mixed-use development** - Identifies that the city centre is the most viable area for mixed-use development. Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.
- **Policy CC8: Change & Renewal** - Promotes city-centre regeneration and redevelopment that strengthens Manchester's economic role and urban quality, while ensuring heritage and character are respected and major schemes are planned comprehensively.
- **Policy CC10: A Place for Everyone** – Uses which increase the diversity of activity in the city centre will be supported.
- **Policy T2: Accessible Area of Opportunity and Need** - States that new development in the City Centre will provide a level of car parking which reflects the highly accessible nature of the location as well as the realistic requirements of the users of the development.

- **Policy DM1: Development Management** - Details how all development must have regard to effects on amenity, including privacy, light, noise, vibration, and air quality.

Extant UDP (1995) Policies

Relevant 'saved' policies from the UDP (1995) are outlined below:

- **Policy DC26.1: Development and Noise** - Sets out how 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. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- **RC20 Area 13: Piccadilly Station/Trading Estate** - Outlines Piccadilly Trading Estate as predominantly industrial in character with a range of employment of varying quality. Travis Street as a traffic route is an important consideration in improving access to the City Centre and especially relevant to catering for through traffic seeking to avoid 'the core'. The increased use of Travis Street, which connects well into Whitworth Street, is envisioned. The attraction of new uses to the area should seek not only to generate new activity but also to integrate it more closely into the City Centre as a whole. The provision of adequate on-site parking will be required in redevelopment proposals.

Material Considerations

In addition to the statutory development plan, a range of material considerations are relevant to the Proposed Development, comprising:

- National Planning Policy Framework (2024);
- Planning Practice Guidance (PPG) (2014 as amended);
- Manchester Piccadilly Strategic Regeneration Framework (2018);
- Draft NPPF (2025) Text for Consultation; and
- Draft Manchester Local Plan (Regulation 19).

National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) (2024) sets out the Government's planning policies for England and how they should be applied to plan making and decision making. Chapters of relevance to the Proposed Development are outlined below:

Chapter 2: Achieving sustainable development

Paragraph 7 confirms that the purpose of the planning system is to contribute to the achievement of sustainable development through the achievement of economic, social and environmental objectives.

Paragraph 11 establishes the presumption in favour of sustainable development and states that, for decision-taking, this means:

> *"approving development proposals that accord with an up-to-date development plan without delay".*

Paragraph 11 further states that where relevant policies are absent or out-of-date, planning permission should be granted unless:

> *"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".*

Chapter 6: Building a strong, competitive economy

Paragraph 85 states that:

"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt."

The paragraph further confirms that:

"Significant weight should be placed on the need to support economic growth and productivity".

Chapter 9: Promoting sustainable transport

Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

Chapter 15: Conserving and Enhancing the Natural Environment

Noise

Paragraph 198 states that planning decision should contribute to and enhance the natural and local environment by:

"Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development… and avoid noise giving rise to significant adverse impacts on health and the quality of life."

Planning Practice Guidance (2014 As Amended)

The PPG is designed to be read alongside the NPPF to provide clarity. Further guidance on a range of planning-related considerations is provided, including but not limited to air quality, climate change, design, light pollution, noise, planning obligations, planning conditions, and waste.

Manchester Piccadilly Strategic Regeneration Framework (2018)

The Site is located within the Manchester Piccadilly SRF (2018) area. The 2018 Manchester Piccadilly SRF replaces the Manchester Piccadilly SRF that was prepared in 2014.

The SRF identifies Piccadilly Trading Estate as a major development and regeneration opportunity located within the 'Piccadilly Central' character area. It is envisioned that Piccadilly Central will become a dense mixed-use district focused on high-quality open space and connectivity.

Indicative phasing anticipated that Piccadilly Central would be developed prior to HS2 being delivered in Manchester. Since the creation of the SRF, HS2 has been scaled back and instead, the development will likely be tied to NPR and associated infrastructure enhancements.

Since the announcement of revised HS2 plans, a brochure has been produced (MCC, 2026), detailing regeneration ambitions associated with the proposed NPR station at Piccadilly. Within this document, Piccadilly Central is earmarked as a commercial-led district, 'crucial to driving jobs and growth across the area.'

Draft NPPF (2025) Text for Consultation

Further revisions to the NPPF were tabled for consultation in December 2025, and public consultation closed on 10 March 2026. After a review of the consultation responses, the draft NPPF will become formally adopted, and will carry material weight in the determination of planning applications, replacing the extant 2024 NPPF. At this stage, the draft NPPF does not hold significant material weight, however, future applications will have to take it into account if they are determined after its formal adoption.

Draft Manchester Local Plan (Regulation 19) (2026)

The Draft Manchester Local Plan is currently at Regulation 19 stage, with formal adoption expected in summer 2027. Once adopted, the document will supersede the Core Strategy (2012-2027) and will guide development for the next 15 years. Whilst not yet adopted, the document will be given increasing weight as it progresses through the plan-making system. Draft policies of relevance are outlined below, though remain subject to change.

- **Policy EC 1 'Employment Provision':** Commercial and economic development will continue to be concentrated within the City Centre and Core Growth Area.
- **Policy EC 3 'Existing Employment Space':** Existing employment floorspace will be protected unless specific circumstances permit redevelopment.
- **Policy SGL 3 'City Centre Areas':** Piccadilly Central is earmarked as a high-density mixed-use area, facilitated by the arrival of NPR.
- **Policy T2 'Sustainable Location of Development':** Seeks to actively manage the pattern of development to ensure that development is located to ensure access by convenient, frequent and high-quality public transport and active travel.
- **Policy DM1 'Development Management':** Ensures that new development is designed with human health and amenity considered.

Assessment of Proposals

The application seeks full planning permission to change the use of Units 12-16 to Use Class B8 (with ancillary Use Class E(a) within Unit 16), and Units 17-18 to Use Class B2 and B8 (with ancillary Sui Generis (taproom) use). Permission is also sought for the continued use of the previously approved mobile gas-fired boiler room within the service yard of Units 17 & 18.

Based on the nature of the proposed development, and having regard to the statutory development plan and other material considerations, the key matters considered in the planning assessment are as follows:

1. Principle of Development;
2. Strategic Context;
3. Noise;
4. Highways and Transport;
5. Car Parking; and
6. Waste Management.

Principle of Development

Historically, the units on site have operated in commercial and employment use without issue, despite some uncertainty surrounding the lawful use class. In 2021, the Council granted planning permission (ref: 128054/FO/2020) to regularise the Site's operational use, establishing the acceptability of the use in planning terms. This permission was granted for a temporary period only, with the reason listed under Condition 1 of the decision notice as:

'The site and wider area are expected to undergo significant changes as a result of regeneration being promoted by the City Council and it will be necessary to reconsider the suitability and acceptability of the use of this site following this temporary period. This temporary permission will allow the City Council to reconsider the consequences of development on the site which are not foreseeable beyond the expiry of this temporary permission, pursuant to the Manchester Core Strategy policies SP1, CC1, CC10, CC8 and DM1.'

That permission has now expired, and this application seeks to rationalise the approved change of use permanently. As the principle of development was accepted through the 2021 consent, the proposal simply seeks to allow the Site to continue its established and ongoing use lawfully, as well as regularising an ancillary retail use in Unit 16.

The above is also applicable to the installation of the gas fired outdoor mobile boiler room, which was approved for a temporary period under permission reference 129498/FO/2021. This application seeks permission for the continued use of the mobile boiler room, which is already in situ, to align with the continued use of Units 17-18 in B2/B8 (and ancillary *Sui Generis* 'taproom') use.

The Site is located within the well-established Piccadilly Trading Estate, an area with a longstanding employment function. The units were originally approved in 1977 for warehouse, industrial and ancillary office uses (ref: F07407), as such the proposed B2 and B8 uses are entirely consistent with its historic and intended employment purpose.

The Site occupies a highly sustainable location within PfE designations JP-Strat1 'Core Growth Area' and JP-Strat2 'City Centre' and also falls within the Core Strategy 'Regional Centre' and 'City Centre' boundaries. These policies identify the area as a key focus for economic growth and employment within Manchester and the wider city region. The continued use of the Site for employment purposes aligns closely with these objectives, supporting a diverse range of economic activities within a well-connected city centre location. The Proposed Development also accords with City Centre policies that support mixed-use development and visitor-related uses, reflecting the evolving nature of the area.

The Proposed Development will ensure that the Site remains active, occupied and commercially viable, preventing vacancy and safeguarding employment in a highly accessible location. The primary B2 and B8 uses are integral to the continued operation of the Site, while the associated boiler room at Units 17 and 18 is required for Track Brewery's brewing operations. The Proposed Development therefore aligns with PfE and Core Strategy policies that seek to protect and promote existing employment space, support long-term economic growth, and encourage sustainable, productive places within the City Centre.

Overall, the Proposed Development represents a logical and policy-compliant extension of an established and previously approved use, supporting employment, economic growth and the continued vitality of this important City Centre location. This aligns with local planning policies SP1: Spatial Principles, CC1: City Centre and Fringe, CC8: Change and Renewel, CC10: A Place for Everyone, DM1: Development Management, JP-Strat1: Core Growth Area, JP-Strat2: City Centre and the NPPF.

Strategic Context

The Site lies within the Manchester Piccadilly Strategic Regeneration Framework (SRF) area, adopted in 2018. The SRF identifies the Site as having the potential for residential development. However, the document is now dated and should be afforded an appropriate degree of flexibility, particularly given the significant evolution of regeneration priorities within the Piccadilly area in recent years. More recent publications concerning the regeneration of Piccadilly, following the shift in strategic focus from HS2 to Northern Powerhouse Rail, identify the "Piccadilly Central" area as a high-density, commercial-led, mixed-use location.

The proposed change of use will enable the Site to remain occupied, economically productive and contributing to employment generation in the area, pending the delivery of wider regeneration initiatives in this part of the city centre. Given the changes which have taken place since the approval of the previous temporary planning permissions - namely the removal of the HS2 route to Manchester - there is no longer justification for imposing a temporary planning permission at the Site. Should comprehensive redevelopment proposals come forward in the future, these would be considered on their own merits through the planning process, via a separate planning application for the Site.

The proposed development therefore does not conflict with the purpose or aims of Core Strategy Policy CC8.

Noise

A Noise Impact Assessment has been prepared by BWB Consulting Ltd (July 2026) in support of the application. The assessment reviews noise emissions associated with the continued operation of Piccadilly Trading Estate, including the existing industrial and commercial units and the external gas-fired boiler serving Units 17 and 18. The assessment was undertaken following consultation with Manchester City Council Environmental Health officers, who agreed the proposed assessment methodology.

The assessment is based on on-site noise measurements undertaken in June 2026 and evaluates the impact of the existing fixed plant and boiler against the requirements of Conditions 4 and 6 attached to planning permissions 129498/FO/2021 and 128054/FO/2020, respectively. Existing background noise levels and nearby residential receptors were also considered as part of the assessment.

The assessment demonstrates that noise levels associated with the external boiler and all other fixed plant are below the relevant planning condition limits at all identified noise-sensitive receptors. Predicted rating levels for the boiler were found to be between 11 dB and 19 dB below the applicable limits, whilst all other fixed plant was also shown to comply with the required criteria during both daytime and night-time periods.

BWB Consulting conclude that the requirements of Conditions 4 and 6 are achieved at all residential noise-sensitive receptors and that the requirements of both conditions can therefore be achieved. The assessment confirms that the continued operation of the Site will not give rise to unacceptable noise impacts and that local amenity will be appropriately protected.

Accordingly, the Proposed Development is considered to accord with Core Strategy Policy DM1 'Development Management', Places for Everyone Policy JP-S1 'Sustainable Development', saved UDP Policy DC26 'Development and Noise', and the noise-related provisions of the National Planning Policy Framework.

Highways and Transport

The Site has a long-established employment and commercial use and has operated without any material adverse impact on the surrounding highway network. Planning permission ref. 128054/FO/2020 regularised the use of the units for Use Class B2/B8 purposes for a temporary five-year period. The operational characteristics of the Site remain materially unchanged. The proposal seeks to continue the established predominant use of Units 12-16 for Class B8 purposes and Units 17-18 for Class B2/B8 purposes, with no increase in floorspace, no physical alterations and no intensification in activity levels.

The submitted Transport Assessment outlines that as the Site is already occupied and functioning in an industrial and warehousing capacity, there would be no material increase in traffic generation or impacts upon the local highway network.

Given that the proposal would simply continue an established use from an existing industrial and warehousing facility, with no significant change in operational activity, the transport impacts are well understood and remain acceptable. The Transport Assessment concludes that the development would have a negligible impact on the highway network and that there are no highways or transportation-related reasons why planning permission should be withheld.

The Site benefits from an existing provision of 52 car parking spaces, which will be retained as part of the proposed development. No additional parking is proposed and the parking provision reflects the established operation of the Site.

The Transport Assessment confirms parking provision equates to approximately one space per 79sqm of floorspace. This ratio sits comfortably within the parking standards typically associated with B2 and B8 employment uses and is considered appropriate for the operational requirements of the estate.

The Site is located in a highly accessible city-centre location where sustainable travel choices are readily available. Manchester Piccadilly Station, Metrolink services and numerous bus routes are all within convenient walking distance, reducing reliance on private car travel. Census journey-to-work data referenced within the Transport Assessment also demonstrates that only 18% of journeys to work within the wider Piccadilly and Ancoats area are made by driving a car or van, with the majority of trips undertaken by walking, public transport and other sustainable modes.

The retention of the existing 52 parking spaces therefore represents a proportionate and policy-compliant approach, balancing operational requirements with the Site's exceptional accessibility by sustainable transport modes. The submitted Travel Plan will be adopted, which includes initiatives and measures to promote sustainable travel and reduce car usage to the site.

On this basis, the Proposed Development complies with Core Strategy Policy T2: Accessible Area of Opportunity and Need and PfE policies JP-P1: Sustainable Places and JP-C8: Transport Requirements of New Developments and the relevant sections of the NPPF.

Waste Management

The Proposed Development involves the continuation of a previously approved use with no alterations to the Site's physical footprint or operational capacity. Consequently, the Waste Management Strategy and the specific arrangements detailed in the previously submitted Waste Management Arrangements Addendum remain accurate and fit for purpose. The nine commercial bins, comprising general waste (5), pulpable recycling (3), and mixed recycling (1), continue to meet the operational requirements of the various units.

Individual units maintain dedicated contracts with licensed carriers (including Emerge, Biffa, and Veolia), ensuring efficient waste stream segregation and regular collections. Responsibility for bin management remains with the respective site managers or supervisors for each unit, ensuring collection points are kept clear and hygiene standards are maintained.

Track Brewing Co also holds the required trade effluent consent from United Utilities (submitted as supporting information) which enables Units 17-18 to discharge wastewater derived from their operations into the local sewer system, displaying full compliance with standards and regulations.

The Site's waste strategy aligns with Manchester Core Strategy Policy EN19 'Waste' and Policy DM1 'Development Management', as it demonstrates a functional, well-managed system that encourages recycling and preserves local amenity without requiring additional land-take or infrastructure. Furthermore, the arrangements remain compliant with the City Council's Waste Storage and Collection Guidance.

Summary and Conclusions

This application seeks the Change of Use at Units 12-16 Piccadilly Trading Estate to Use Class B8 (storage and distribution) with ancillary Use Class E(a) use in Unit 16; and at Units 17-18 Piccadilly Trading Estate to Use Class B2 (Microbrewery), Use Class B8 (storage and distribution) and ancillary Sui Generis 'taproom' use, alongside the continued use of an external gas-fired mobile boiler room at Units 17-18. The rationale behind the application is to continue the previously approved predominant use of the Site on a permanent basis, as well as formalising ancillary uses, and seek approval for the continued use of the approved boiler room.

Retaining the lawful use of Units 12-18 Piccadilly Trading Estate would ensure that the units remain occupied until the time is appropriate for the Site to be redeveloped in line with MCC's strategic regeneration ambitions. The boiler room at Units 17-18 will ensure that Track Brewery can maintain its current brewing capacity.

The Proposed Development will ensure that the Site continues to provide accessible City Centre employment whilst regeneration proposals are developed further and will ensure that the Site does not fall vacant. The application is fully cognisant of and aligned with MCC's long-term vision for the Site as well as local, regional and national economic, employment, transport and development management policies.

The application has been submitted to Manchester City Council, and the requisite application fee will be paid via MCC instructions. We trust that the information provided is sufficient for the application to be validated and await written confirmation of the target date for the decision. If you have any queries, or require further information, please do not hesitate to contact me.

Yours sincerely,

OEyre

Ollie Eyre MRTPI
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For and on Behalf of CBRE