

Application Number/s: 133523/FO/2022

Applicant: Diecast Limited

Agent: Deloitte

Location: former Presbar Foundry, Store Street, Manchester

Proposal: Change of Use for a temporary 3-year period from former industrial foundry (Class B2) to mixed-use development of retail, leisure, office and drinking establishment (Classes E(a), E(b), E(g)(i), E(g)(ii) and Sui Generis (p) including associated external alterations to facilitate change of use, including external pergolas, EV charging points.

Ward: Piccadilly

Description of Site and Surrounding Area

The application relates to a former industrial foundry in the emerging 'East Village' neighbourhood of Manchester City Centre, part of the Manchester Piccadilly strategic regeneration framework.

Building

The application relates to former industrial foundry buildings, one older brickwork building and a more modern steel and block foundry building. The older brick building to the northeast building abuts the highway to the north and south of the site. The more modern steel and block building, to the southwest, is set back from the highways and surrounded by parking/landscaped areas.

The older structure has the appearance of a warehouse, with warehouse roofing and minimal fenestration.

The south elevation of the more modern building houses two-storey office accommodation, with most of the building being open industrial use. The building has a dual-pitched roof with the main industrial access taken from the west, which is also the site of the building's former service yard.

Surrounding Area

The building is located within the East Village section of the Manchester Piccadilly strategic regeneration area. The building is not located within any conservation area, but is proximate and could be considered in the setting of designated heritage assets.

The application buildings/planning unit is bound by:

- Ducie Street to the north, a two-way highway running from east to west and connecting the A665 (Great Ancoats Street) to the A6 (Piccadilly).
- A former warehouse to the east, which contains a furniture store.

- Store Street to the south, a two-way highway that connects the A665 (Great Ancoats Street) to the A6 (London Road).
- Paradise Walk footpath to the west, connecting Ducie Street with Store Street.

The Ashton Canal/Ashton Canal Tow Path is also proximate to the site to the far southwest corner.

The surrounding area is predominantly made up of surface car parks, derelict buildings and some new/converted residential development, including the high-rise Oxygen Tower to the south and converted offices/residential buildings to the west.

Setting of Listed Buildings

The application site does not contain any listed buildings. However, the following buildings are considered to be proximate enough to be considered to be within the setting of the application site:

- Former Junction Works at Paradise Wharf, Ducie Street

Grade II listed building first listed on 06 June 1994. Former lead works that has since been converted into apartments. Probable early to mid-19th Century four storey red brick building. The building is approximately 35 metres to the east of the application building.

- Stable Block to Southeast Junction Works at Paradise Wharf

Grade II listed building first listed on 06 June 1994. Stable block associated with former lead works (above). The building now houses office accommodation over two storeys. The building is built from red brick and is approximately 30 metres to the east of the application building.

- Store Street Aqueduct

Grade II* listed structure first listed on 06 June 1994. Working canal aqueduct constructed 1794-1799. Constructed from sandstone. The aqueduct is active and is approximately 70 metres long, crossing Store Street at approximately 45 degrees. The aqueduct is of special historical interest as it is likely one of the earliest canal aqueducts with a skewed arch. Approximately 28 metres to the southwest of the application building.

Description of Proposal

The application seeks permission to change the use of the two buildings (which form one single planning unit) from a former industrial foundry (Use Class B2) of the Use Class Order to a mixed-use scheme. The mixed-use scheme will include:

Change of Use

- Use Class E – Covers use or part use for any purpose including shops other than for sale of hot food, food and drink consumed on the premises, professional services, indoor sport and recreation, medical services, non-residents creche, day care centre and nurseries and offices/industrial processes which can be carried out in a residential area.

- Sui Generis (a) Theatre
- Sui Generis (p) Public House, Wine Bar, or Drinking Establishment
- Sui Generis (s) Live Music Performance Venue

Alterations to Buildings and Curtilage

- Ducie Street Elevation: Enlargement of 2 existing openings, creation of 4 new double door openings and 1 new single door opening, bricking up of 1 opening, erection of new fenced area to raised platform to conceal bin store and CPU unit (close boarded feather edge timber fence), provision of uplighters for proposed signage.
- Store Street Elevation: Formation of 2 large openings to lower block work and higher-level cladding to form large scale timber frame windows and additional entrances to building, provision of uplighters for new signage, provision of 2 new double door openings and 7 single glazed door openings.
- Courtyard Elevation: Widening of 1 door to 3000mm, Provision of new vents, provision of uplighters for new signage, provision of new extraction duct, installation of new roller shutter to match existing roller shutters, enlargement of existing steel canopy over roller shutters.
- External Courtyard: Formation of outdoor seating area to be enclosed by reclaimed timber fence, proposed bike rack structure, 12500mm wide tipi with maximum height of 7500mm, provision of 2no. containers to provide external bar serving hatches, erection of 7 pergola structures with heights ranging from 3000mm to 4000mm to cover seating.
- Provision of 29 electric vehicle charging points within existing car parking area.

Planning History/Nearby Approved Developments

The application site is within a strategic regeneration area. As such, it is considered prudent to assess nearby pipeline or approved development scheme that have been approved but not yet commenced on site.

High Speed 2

The application buildings are within the High Speed 2 (HS2) consultation zone. As such, HS2 were consulted. It was confirmed that the application building is not proximate enough to proposed schemes to impact on the delivery of the proposed HS2 Manchester terminus.

Land to South of Store Street

- Erection of part 4 storey, part 11 storey residential development comprising 66 residential units. Approved on 13 November 2020. Not commenced. (Opposite the development site to the south across Store Street).
- Erection of 15 storey residential development comprising 57 residential units. Submitted, not yet decided (opposite development site to the southwest across Store Street).
- Erection of 4 no. 5-storey townhouses to west of application site, other side of Paradise Walk. Submitted, not yet decided.
- Erection of 9 storey residential development comprising 89 residential units. Approved on 02 February 2022, development not yet commenced. (To north of development site and buildings on Ducie Street.
- Erection of part 7 storey, part 8 storey residential development comprising 41 residential units. Approved on 19 March 2019, development commenced (ground breaking only), development site immediately opposite development site to north on Ducie Street.

It is apparent from the above that the East Village area is emerging primarily as a residential neighbourhood at this time based on the developments consented/under consideration.

Temporary Consent Justification

Upon consideration of the location and scale of the proposed scheme, as well as the area emerging as a residential neighbourhood and the untapped regeneration potential of the site, it is considered prudent to consider the proposed scheme on a temporary basis only. Due to the large amount of capital required, 3 years is considered to strike a balance between viability/reasonableness of the scheme and the relevant consideration to long term objectives/potential externalities of the area.

Piccadilly Strategic Regeneration Framework

The development site is within the East Village 'Neighbourhood of Choice', as contained within the Piccadilly Strategic Regeneration Framework area. The East Village neighbourhood is envisaged as a primarily a mixed use development with a residential focus around canal basins.

The Planning Submission

The application is supported by the following information:

- Planning Application Form
- Location Plan
- Covering Letter
- Existing and Proposed Plans
- Design & Access Statement
- Planning Statement

- Construction Management Plan
- Crime Impact Statement
- Crowd Management Plan
- Statement of Community Involvement
- Ventilation and Extraction Strategy
- Noise Impact Statement
- Site Waste Management Plan
- Transport Assessment
- Travel Plan

Publicity LBC

Site Notice/s Posted and Dates: Posted 12/05/22, Expired 02/06/22

Press Adverts Published and Dates: Published 10/05/22, Expired 31/05/22

Neighbour Notification: Notified 28/04/22

Representations Received

The application received 1 comment in objection, 1 neutral comment and 2 comments in support.

Comments in Objection

- Behaviour of patrons of the venue and impacts such as shouting, fighting, broken glass on streets

The applicant has provided detailed information and strategies to counteract the potential for these kind of impacts by as much as reasonably possible from a planning perspective, including by submitting a Crime Impact Statement and Crowd Management Plan. Although outside the scope of the planning assessment, the applicant has confirmed that a private security firm will be used to monitor patrons upon entering and leaving.

- Increase in road traffic, including by taxis in the evening and pedestrian footfall.

Although residential buildings are in the vicinity, the application buildings are in a city centre location with high footfall and traffic expected. A Transport Assessment and Travel Plan were submitted with the application. Subject to the implementation of the recommendations contained within these documents, as well as the production of a Events Management Plan (to be conditioned), the LPA consider the information to be satisfactory and the proposal would not result in severe impacts to highway safety.

- Noise pollution from music and associated vibration, particularly at night

The application has been submitted accompanied with a Noise Impact Assessment, which includes the breakout of entertainment noise (volume and frequency). The report has been reviewed by the LPA and is found to be acceptable, with maximum noise and frequencies proposed and mitigation schemes that would reduce any breakout of noise to an acceptable level. A verification condition is to be added to any approval to ensure the proposed noise limits are acceptable in practice. The applicant

has further stated that all walls and the roof of the buildings are to be treated with high quality noise-mitigating materials to reduce noise outbreak. A telephone number is also to be provided to nearby residents to call in the event of unacceptably loud music.

- Deliveries of food and drink/waste management will cause disturbance if not within sociable hours

The LPA agrees with this comment and it will be conditioned that servicing/deliveries/waste collection will be within certain hours and days that limit impacts.

- Noise generation from proposed external plant equipment

The application has been submitted accompanied by an Acoustic Assessment Report, which includes consideration to the breakout of noise from plant equipment. The findings and conclusions are that plant noise would not negatively impact the surrounding noise profile of the area/be louder than existing background noise. The document has been reviewed by LPA and found to be acceptable. A verification condition will be added to any approval to ensure that the expected acoustics and noise limits are met.

- Antisocial behaviour of patrons

The LPA consider that the documents submitted (Crime Impact Statement, Crowd Management Plan), a proposed Events Management Strategy are acceptable for the scope that the development control process can have regard to. The documents have been reviewed by Greater Manchester Police and have been accepted, subject to implementation of the recommendation contained therein. It is beyond the scope of the development control process to reasonably predict crime outside of the development's parameters.

Comments in Support

- The proposed development will contribute to elements of local amenity.
- The proposal will contribute to the regeneration of the area.
- The proposal will lead to increase economic activity in the area through increased footfall.
- The proposal will lead to a reduction in crime and improvements in safety by contributing to more activity and footfall, particularly during the evening and night.

Consultations

Canal and Rivers Trust

Responded and confirmed no comment to make.

Ecology

No objection, subject to informatives relating to protected species and nesting season.

Environmental Health

- Recommended condition in relation to fumes, vapours and odours. Confirmed that the proposed Ventilation Statement is acceptable. However, a verification condition will be required to confirm that the findings contained therein are achieved.
- Recommended that the Construction Management Plan prepared is conditioned.
- Recommended that premises opening hours are as applied for (0800 – 0100 (following day)).
- Recommended that a condition be added limiting deliveries, servicing and collection (including waste) to 0730 – 2000 Monday – Saturday and 1000 – 1800 Sundays.
- Recommended a condition in relation to the proposed external lighting scheme, requiring confirmation of its design and installation. In addition, a verification report shall be provided to confirm the development conforms to the recommendations and requirements with the approved lighting consultant's report.
- Environmental Health accepted the submitted acoustic assessment report. However, requested that a verification condition be added to any approval.
- Requested a condition be added to any approval requiring a schedule of operation of the outdoor area to ensure noise impacts to the surrounding area are considered. Schedule to include days and hours of use and confirmation that no amplified sound or music be played.
- Requested a condition that an updated acoustic assessment will be submitted in relation to plant noise equipment, once the external plant has been decided upon. In addition, a verification report will be required to ensure that noise generation is as expected.
- Confirmed that the submitted waste strategy is acceptable and should be conditioned.
- Confirmed that the proposed EV charging points are welcomed and acceptable.
- Confirmed that the temporary nature of the development is acceptable.
- Requested a condition in relation to contaminated land surveys and remediation. However, given the type of development, the LPA consider a

condition in relation to contaminated land would be unnecessary and unreasonable.

Lead Local Flood Authority

- Recommended a condition requiring that a surface water drainage layout plan is submitted to the LPA and approved. The development should then be carried out in accordance with the plan.

Greater Manchester Police

- No objection to the scheme, subject to the layout issues within Section 3.3 being addressed and recommend that physical security measures within Section 4 of the Crime Impact Statement are conditioned.

Highway Services

- Requested that the applicant/developer provides further detail in relation to accident data.
- Existing pay and display bays along Ducie Street and Store Street are understood to be retained. HS have requested that a TRO assessment is undertaken and if necessary, a TRO refreshment undertaken.
- Section 278 Agreement requested to cover reinstatement of redundant dropped kerbs, introduction of dropped kerbs and tactile paving at entry/exit points, resurfacing of Ducie Street and Paradise Walk, removal of vegetation along Ducie Street and Paradise Walk.
- The proposed 'mobility hub' (EV charging, cycling storage) is welcomed by HS. Requested that cycle storage is lockable/covered and facilities such as lockers, shower facilities and changing rooms are provided.
- The TA states that taxi drop off/pick up will occur with the existing parking controls in place on Ducie Street/Store Street. It is requested that further detail and clarification as to the coming and goings of taxis is specified in the Events Management Plan.
- An independent Stage 2 Road Safety Audit will be required, which may necessitate design changes with costs attributed to the developer.
- The street lighting surrounding the site should be reviewed and upgraded to current standards where required.
- TfGM have requested that a review of existing parking restrictions is undertaken to determine the potential need for alterations to existing restrictions or introductions of new parking restrictions.
- HS have accepted details surrounding waste servicing and strategy.

- Noted that an Event Management Plan is to be prepared.
- HS requested that the Crowd Management Plan is conditioned
- HS accepted the interim Travel Plan and requested a condition be added requiring the production of a Full Travel Plan within 6 months of the occupation of the site.
- The submitted CMP has been accepted by HS and will be conditioned.

Policy

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies or parts of policies within the Core Strategy are as follows:

Manchester Core Strategy Development Plan Document (July 2012)

Policy SP1 'Spatial Principles' – This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027.

The regional centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.

The city is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the relevant Strategic Regeneration Framework (SRF).

Development in all parts of the city should make a positive contribution to neighbourhoods of choice, which includes:

- Creating a well-designed place that enhances or creates character
- Makes a positive contribution to the health, safety, and wellbeing of residents
- Considers the needs of all members of the society
- Protects and enhances the built and natural environment
- Minimises emissions, ensures efficient use of natural resources and previously developed land
- Improves access to jobs, services, education and open space by being located to reduce the need to travel and provides access to sustainable transport

Policy EC1 ‘Employment and Economic Growth in Manchester’ – The LPA will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the city centre and Eastlands.

Priorities for ensuring continued economic growth relevant to this scheme are:

- Improving access to jobs for all 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.
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities.
- Ensuring the continued social, economic, and environmental regeneration of the city.
- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employers of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design.

Policy EC2 ‘Existing Employment Space’ – The LPA seeks to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that

- The existing use is unviable in terms of business operations, building age and format
- The existing use is incompatible with adjacent uses
- The existing use is unsuitable for employment
- On balance, proposals can offer great benefits in terms of the Core Strategy’s vision and spatial objectives than the existing use

Policy CC1 ‘Primary Economic Development Focus: City Centre and Fringe’ – The City Centre is a strategic economic location and focus of employment growth in the city and the city region.

Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the city centre, in line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the city centre.

Policy CC4 ‘Visitors – Tourism, Culture and Leisure’ – The city centre is to be the focus for culture and leisure in the city region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.

Policy CC7 ‘Mixed Use Development’ – The city centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. a range of uses should be considered for all sites, subject to considerations relating to economic regeneration of the city and active ground floor uses in locations that have an established function.

Policy CC9 ‘Design and Heritage’ – Development in Manchester city centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The LPA will support mixed use development in the city centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development should support the range of uses the LPA expects in the city centre.

Policy CC10 ‘A Place for Everyone’ – The city centre will develop as a location that appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through uses which increase the diversity in the city centre, with an emphasis on family-orientated activity, and high standards of accessibility to buildings across spaces in the city centre.

Policy C1 ‘Centre Hierarchy’ – The city centre is the regional focus for commerce, culture, leisure, and tourism. The city centre has a need for additional convenience retail to meet the needs of a growing residential population.

Policy C10 ‘Leisure and Evening Economy’ – Redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to considerations of:

- Cumulative impact – In areas where there is already a concentration of bars and similar and other night-time uses which are detrimental to the character and vitality of the centre.
- The proposed redevelopment should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
- New uses in Manchester should support both daytime and night-time uses and not undermine the role of the primary shopping centre

Policy T1 ‘Sustainable Transport’ – Aims to deliver a sustainable, high quality and integrated transport system that encourages the modal shift away from cars to public transport, cycling and walking. Also to support the needs of residents and businesses and prepare for carbon free modes of transport by, for example:

- Improve choice by developing alternatives to the private car
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly to those without a car.
- Improve pedestrian routes and the pedestrian environment
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for EVs

Policy T2 ‘Accessible Areas of Opportunity and Need’ – The LPA will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the city’s main economic drivers (regional centre, Oxford Road Corridor, Airport etc.)
- Is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.
- Applications include proportionate Traffic Assessments/Travel Plans if a major application and proposals where there are likely to be access of transport issues.

Policy EN3 ‘Heritage’ – Development must be designed so as to support the LPA in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and building of acknowledged importance, including conservation areas and listed buildings.

Policy DM1 ‘Development Management’ - All development is expected to have due consideration to a variety of issues that may impact the amenity of the surrounding area. These include:

- Design and appearance (siting, layout, scale, form, massing, materials, detail)
- Impact on Surroundings (design, scale, appearance, character, history)
- Amenity (Privacy, noise & vibration, light, air quality, odours, litter, vermin, birds, road safety and traffic generation)
- Accessibility (disabled access and access to sustainable transport)
- Community safety and crime prevention
- Design for Health
- Internal accommodation and external amenity space provision
- Refuse storage and collection
- Vehicular access and parking
- Effects on biodiversity, landscape, archaeological or built heritage
- Green infrastructure (public and private)
- Flood risk and drainage
- Hazardous installations

The relevant saved policies or parts of policies within the Unitary Development Plan are as follows:

Food and Drink Uses (10) – In determining applications for development involving the sale of food and drink for consumption on the premises, the LPA shall have regard to

- The general location of the proposed development
- The effect on the amenity of neighbouring residents
- The availability of safe and convenient arrangements for car parking and servicing
- Ease of access for all, including disabled people
- The storage and collection of refuse and litter

The LPA will normally accept the principle of this development in the city centre, at ground floor level.

The LPA will not normally be permitted where it is proposed outside of the locations above or there is a hours or flat to the ground floor to the proposed business.

When, having regard to the preceding policies, the LPA considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the opening hours, the need to deal satisfactorily with noise, fumes, smells and the storage of refuse and the collection of litter.

Listed Buildings (19) – In determining planning applications for development having an impact on buildings of special architectural or historic interest (including listed buildings), the LPA will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. DC19.1(d) states that the LPA will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in the vicinity, control over the use of adjacent land and where appropriate, by the preservation of trees and landscape features.

Footpath Protection (22) – In considering development proposals, the LPA will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.

Development and Noise (26) - The LPA intends to use the development control process to reduce the impact of noise on people living in, working in and visiting the city. The LPA will consider 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 of planning control.

Development likely to result in unacceptably high levels of noise will not be permitted in residential areas.

Where a new proposal might generate potentially unacceptable levels of noise, it may require the applicant to provide an assessment of likely impact and of the measure proposed to deal satisfactorily with it.

Other Material Considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment.

Chapter 3 ‘Accessibility – Design for Access 2’ – Sets out that developments must be fully inclusive and accessible to contribute towards Manchester’s aim of being recognised as the most accessible city in Europe.

Chapter 4 ‘Environmental Standards’ – Sets out Manchester Council’s commitment to making Manchester the greenest city in Britain.

Chapter 8 ‘Community Safety and Crime Prevention’ – States that applicants are expected to demonstrate how crime and prevention measures have been considered in the design of a proposal.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council’s Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to “shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”.

Manchester Strategy (January 2016)

The strategy sets the long-term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework (July 2021)

The revised NPPF re-issued in July 2021. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 4 – Decision-making – States that local planning authorities should approach decisions on proposed developments in a positive and creative way, making use of pre-application discussions etc. In addition, applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance, the proposal will be assessed on up-to-date development plan and any other material considerations. The applicant made use of pre-application discussions and a site visit.

Section 6 – Building a Strong, Competitive Economy – Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Section 8 – Promoting Healthy and Safe Communities – Planning decisions should aim to achieve healthy, inclusive and safe places that promote social interaction, through for example mixed use developments, neighbourhood centres etc. Developments should be safe and accessible and designed so that crime and disorder do not undermine the quality of life or community cohesion. Developments should provide for local shops and encourage walking and cycling.

Section 9 – Promoting Sustainable Transport – Transport issues should be considered from an early stage and the potential impacts of development on transport networks should be addressed. Opportunities to promote walking, cycling and public transport use should be identified and pursued. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or cumulatively severe impact on the road network.

Section 11 – Making Effective Use of Land – Planning decisions should promote an effective use of land in meeting needs whilst safeguarding and improving the environment and ensuring safety and health. Planning decisions should encourage multiple benefits from urban land, through mixed use schemes. Substantial weight should be given to the value of using suitable brownfield land within settlements. Developments that would use under-utilised land and buildings should be promoted and supported.

Section 12 – Achieving Well-Designed Places - Planning decisions should ensure that developments will:

- Function well and add to the overall quality of the area for the lifetime of the development
- Are visually attractive because of good architecture, layout and appropriate/effective landscaping
- Are sympathetic to local character and history, including the surrounding built environment and landscape settings and not prevent or discourage appropriate innovation or change (such as increased density)
- Establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinct places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks
- Create places that are safe, inclusive, accessible, healthy and promote wellbeing with high standards of amenity for existing and future users and where crime, disorder and fear of crime do not undermine the quality of life or community cohesion and resilience. (Paragraph 130)

Section 16 – Conserving and Enhancing the Historic Environment – Heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource

National Planning Practice Guidance (NPPG)

Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

In determining applications, LPAs should require an applicant to describe the significance of any heritage assets affected (including their setting). The level of detail should be proportionate and no more than is sufficient to understand the potential impacts of the proposal. LPAs, in turn, should identify and assess the particular significant of any affected heritage assets or their setting, using evidence and necessary expertise.

Equality Act (2010)

S149 (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.

Issues

Principle of Development

The application proposes a change of use of a largely disused industrial foundry with associated ancillary offices (Use Class B2) to a mixed-use scheme consisting of uses falling within Use Class (E) (shops/market, food and drink consumed on premises, office space, indoor sports/recreation), Class Sui Generis (p) (Public House, Wine Bar and Drinking Establishment), Sui Generis (s) Live Music Performance Venue.

The uses proposed are diverse and would contribute to the economic growth and employment within Manchester. The development is located within a highly accessible location of Manchester's city centre and would improve the portfolio of employment uses, providing a location for small and medium businesses through the provision of market stalls and offices units. The scheme would contribute markedly to the area's social and economic regeneration, whilst having minimal environmental impacts due to the reuse of an existing building and sustainable location.

Though not remaining in the same use, the development would retain and enhance employment space, intensifying the amount of roles available and introduce a use

more compatible for the city centre location. The proposed scheme would offer greater benefits over the existing use and be more in line with the Core Strategy's vision and spatial objectives.

The development is within the city centre, which is considered the most appropriate location and the focus for culture and leisure in the city centre. The proposed scheme would be expected to be an attractor location for visitors to the city centre.

The application proposes a development that would be highly mixed in terms of the uses it contains. The city centre is the most viable location for mixed use developments, with a range of uses encouraged for sites, particularly those that contribute to the economic regeneration of the city and those that provide active ground floor uses.

The application is primarily for that of a change of use of the buildings within the planning unit. To facilitate the change of use, modest alterations are proposed to the building's external fabric. The alterations are acceptable in principle.

When considering the proposal against Core Strategy policy SP1, the proposed development would create character in a key area of the city centre, which is subject to a SRF. The proposal has duly considered potential impacts on the health, safety and wellbeing of residents and visitors of the city centre and has been designed to be accessible to all people. The proposal would not be expected to have any significant impact on the built or natural environment and has been designed to minimise emissions through provision of EVCs and ensuring that accessibility/identified routes to and from major transportation hubs are safe and useable. The proposal will improve access to jobs and services and is located to reduce the need to travel by car.

Upon consideration, the principle of the use is acceptable and in accordance with Core Strategy policies SP1, EC1, EC2, EC3, C1, C10, CC1, CC4 and CC7.

Impact upon Canal

The application buildings are proximate to the active Ashton Canal. As a result, it was deemed necessary to consult with the Canal & River Trust. The Trust did not have any comment to make, and it is not expected the development would directly impact the integrity of the canal structure or operation, nor any protected wildlife associated with the canal. As such, the proposal is consistent with Policy EN9 of the Core Strategy.

Impact upon Ecology

The proposed development includes modest external alterations to the application buildings and clearing of self-seeded vegetation. The proposed alterations and vegetation clearance are acceptable and unlikely to harm protected species or nesting birds, so long as completed with care and due attention/look out for any nesting birds/species etc. The GMEU recommended the inclusion of an informative to this effect, which will be included with any planning permission granted. As such, the proposal is consistent with Policy NE15 of the Core Strategy.

Impact upon setting of Listed Buildings

The proposed change of use in itself would not be expected to unduly impact on the setting or character of nearby heritage assets identified (listed buildings and structures). The modest alterations to the host building and additional infrastructure/provision of temporary structures in the building's curtilage have been considered. It is not expected that the proposals would have an identifiable impact on the setting or character of any nearby listed buildings. As such, the proposal would be consistent with Core Strategy policies SP1, CC9 and EN3 as well as saved Unitary Development Plan policy DC19.1.

Design and Appearance

The existing buildings are relatively utilitarian in appearance, having been occupied by industrial uses for a long period of time. The proposed alterations to the application building are minimal and are being implemented only to facilitate the proposed change of use. Though the proposal does not considerably improve the appearance of the buildings, it is taken into account that the use classes proposed are for a temporary period. Overall, the proposal is acceptable and consistent with Core Strategy policy DM1.

Amenity – Fumes

The application proposes uses that are associated with the provision of food and drink. Such uses should be carefully considered to ensure that any fumes, odours etc. generated do not unduly impact on the amenity or occupiers of surrounding buildings, particularly residential buildings. The application was accompanied with a Ventilation Statement prepared by APL. Upon consideration and consultation with the LPA's environmental health department, the ventilation statement was found to be sound and subject to its implementation would be satisfactory to mitigate against any odours/fumes. A verification condition will be added to any planning approval. The proposal is considered consistent with Core Strategy policy DM1 in this regard.

Amenity – Construction

It is likely that during the fitout/construction phase of the scheme proposed, negative impact may be caused to users and occupiers of surrounding buildings and infrastructure, including to residences. Though not all impacts can be fully mitigated against, a suitably scoped construction management plan would ensure that as much of the impact caused by construction can be reduced. An appropriately scoped construction management plan accompanied their submission. The construction management plan will be conditioned and is consistent with Core Strategy policy DM1.

Amenity – Noise from Uses

The application proposes uses that are likely to be significant producers of noise, including amplified music and the gathering of large crowds. In addition, alcohol is to be provided through a number of the proposed uses. On account of this, the application has been accompanied by a Planning Noise Assessment and a Crowd Management Plan. These documents have been carefully reviewed and have been shared with the LPA's environmental health team. Upon this review and scrutiny of the documents, including of the mitigation measures proposed, it is considered that the

development would not result in undue impact on the amenity of surrounding occupiers and users of buildings, so long as those mitigation measures as recommended in the Planning Noise Assessment are implemented. To ensure compliance, a verification condition will be added to any approval to ensure that the recommendations in the planning noise assessment are implemented and achieve the noise targets as set out within the report. In addition, it will be conditioned that the prepared crowd management plan will also be implemented in full. It is considered that, subject to these conditions/documents, the proposal would be consistent with Core Strategy policies CC4, CC7, C10 and DM1 and saved Unitary Development Plan Policies DC10 and DC26.

Amenity – Noise from Plant Equipment

The proposed development includes the provision of plant equipment to facilitate the proposed change of use. This plant equipment has the potential to be a generator of additional background noise, which may present impact to the amenity of occupiers of users of nearby buildings, including residential buildings. The application has been submitted with a Planning Noise Assessment, which identifies the potential impacts and suitable mitigation, if required. This report has been accepted with environmental health concurring that the plant equipment and/or mitigation measures will lead to no undue impact to the amenity of surrounding occupiers. A condition requiring that the noise impacts expected are verified will be added to any planning approval. As a result, the proposal is considered to be consistent with Core Strategy policy DM1 as well as saved Unitary Development Plan policy DC26.

Amenity – Waste

The development proposed is likely to be a generator of significant amounts of waste. The proposal is also in a location that would result in disruption if waste was collected at inappropriate times or from inappropriate servicing points. The application submitted is accompanied by a Waste Strategy and proforma. Upon consideration, the waste strategy is appropriate and environmental health have agreed to the strategy proposed. It will be conditioned the waste strategy is implemented. It will also be conditioned that waste/servicing takes place at suitable hours (not during night-time hours). The proposal is consistent with Core Strategy policy DM1.

Amenity – Litter

The application proposes a number of uses. However, the uses do not include the provision of hot food for takeaway or allows for the consumption of alcohol off the premises. A suitable waste strategy is also to be implemented. As such, it is considered that the potential for littering is minimised. The development control process cannot fully negate the potential for littering. However, the applicant has confirmed that a security firm is to be used to manage/oversee the entry/exit of patrons from the site, which is likely to further deter littering. Overall, the applicant is considered to have demonstrated that littering will be reduced by suitable means/control and thus the proposal is consistent with Core Strategy policy DM1.

Amenity – Lighting & Highway Safety – Lighting

The application includes lighting to external elevations, which is to illuminate signage on the external elevations of the application buildings. The signage itself is not part of this application and a separate advertising consent application will be required, which the applicant has been made aware of. Nonetheless, the lighting proposed would potentially cause amenity impacts or highway safety impacts if not controlled/a lighting overspill assessment carried out. A suitable condition shall therefore be added requiring the applicant to submit a lighting design/scheme for approval, with a verification part to the condition also required to ensure the lighting added does not unduly impact on highway safety nor amenity.

Crime and Safety

The development will lead to an increase (and at times significant increase) in the number of trips made on foot in the surrounding area. The area is part of an SRF and is currently underdeveloped when compared to other areas of the city centre. As a result, there is a potential for crime/safety issues. In order to proactively address these potential issues, the application has been accompanied by a suitable Crime Impact Statement. The CIS has been reviewed and scrutinised by the LPA in conjunction with Greater Manchester Police. The LPA consider the CIS to be suitable and, subject to mitigation measures and design measures as recommended within the report being implemented, the proposal is acceptable in this regard. In addition to the CIS, a Crowd Management Strategy has been produced. The CMS is appropriate subject to implementation. With the accompanying documents, the proposal is considered consistent with Core Strategy policies EC1 and DM1 of the Core Strategy with regards to crime and safety impacts.

Air Quality

The proposed change of use would replace an existing industrial use with a mixed-use scheme that would not be expected to be a generator of significant amounts of air pollution. It is noted that the scheme is to include provision of a number of EV charging points, which is a suitable and welcomed mitigation strategy against air pollution.

Highways – Pedestrian Routes

The application is accompanied by a Walking Audit. This audit has assessed the routes that pedestrians will likely take in order to access the development. The audit has identified areas that requiring improving (by way of patch repairs and the clearing of vegetation) to ensure safe access/egress etc. Subject to the implementation of the identified repairs, the proposal is consistent with Core Strategy policies SP1, CC5 and T1 and saved Unitary Development plan policy DC22.

Highways – Trip Generation

The application is accompanied by a Framework Travel Plan and a Transport Assessment. These documents have been carefully reviewed by the LPA in conjunction with the Highways Services team. The trip generation information is considered accurate, with the findings that the scheme would not cause undue or

severe impact on highway safety or cause unacceptable levels of congestion in its own right. As such, the proposal is consistent with Core Strategy policy T1 and T2.

Outdoor Seating Area

The proposal includes provision of an outdoor seating area. Though acceptable in principle, the outdoor seating area has the potential to generate negative externalities by way of noise generation, litter etc. prior to the outdoor seating area becoming operational, an appropriately scoped outdoor seating area strategy shall therefore be required, with this being subject to a condition to any planning approval. The outdoor seating strategy shall cover potential impacts and how these will be mitigated against/controlled. Subject to the strategy, the proposed scheme would be consistent with Core Strategy policy DM1 and saved Unitary Development Plan policy DC10.

Accessibility – Disabled Access

The proposed development will provide level access to street level in a number of locations, including to emergency escape routes. The development is primarily across one level, with bathroom facilities available on the ground floor and all event space to the ground floor. As such, the proposal is consistent with Core Strategy policies SP1, CC10 and DM1 as well as saved Unitary Development Plan DC10.1(d).

Accessibility – Public Transport

The application site is in a highly accessible city centre location, within walking distance of major bus routes along Great Ancoats Street and the Piccadilly Gardens Bus Exchange, Piccadilly Rail Station, New Islington, Piccadilly and Piccadilly Gardens Metrolink stops as well as taxi stands. As such, the proposal is consistent with Core Strategy policy T1 and DM1 in this regard.

Conclusion

The principle of the development proposed is found to be acceptable, with the scheme providing economic and social regeneration to a key area of Manchester City Centre, which is within the East Village/High Speed 2 regeneration zone. The scheme is highly accessible and would provide a variety of sustainable economic, social and environmental benefits to the area. The application has been accompanied by a number of supporting plans and documents that demonstrate that potential amenity impacts have been considered and mitigated against. Subject to further conditions, the proposal is acceptable in this regard.

Human Rights Act 1998

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 the right to a fair hearing and to this end the Committee 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 of the application 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:

That planning permission be granted subject to the following conditions:

1. The permission hereby granted is for a temporary period of three years only, with the consent expiring on 30 June 2025. The land and buildings shall be reinstated to their former use within six months, or such other time as previously agreed in writing by the Local Planning Authority, in accordance with a scheme and a timetable of implementation which shall be submitted to and approved in writing by the City Council as Local Planning Authority before this permission expires.

Reason: 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.

2. The development hereby approved shall be carried out in accordance with the following plans and supporting documents:

Plans

- Existing Site Plan/Location Plan (Drawing 343-01 dated February 2021) – Received 13 April 2022
- Existing Ground Floor Plan (Drawing 343-100 dated February 2021) – Received 13 April 2022
- Existing Mezzanine Plan (Drawing 343-101 dated February 2021) – Received 13 April 2022
- Existing Elevations (Drawing 343-102 dated February 2021) – Received 13 April 2022
- Proposed Site Plan (Drawing 343-02 Revision F dated March 2022) – Received 13 April 2022
- Proposed Ground Floor Plan (Drawing 343-400 Revision B dated March 2022) – Received 13 April 2022
- Proposed Mezzanine Plan (Drawing 343-401 Revision B dated March 2022) – Received 13 April 2022

- Proposed Elevations (Drawing 343-402 Revision B dated March 2022) – Received 13 April 2022
- Proposed Courtyard Elevations (Drawing 343-403 Revision A dated March 2022) – Received 13 April 2022

Supporting Documents

- Design and Access Statement prepared by JSA Design ('The Foundry' dated March 2022) – Received 13 April 2022
- Construction Management Plan ('Diecast Beerhalle and Night Market Construction Management Plan' dated March 2022) – Received 13 April 2022
- Crime Impact Statement (Reference 2022/0052/CIS/01 dated 25 March 2022) – Received 13 April 2022
- Crowd Management Plan prepared by FGH Security (Reference 'Crowd Management Plan' Version 1.4 dated 25 March 2022) – Received 13 April 2022
- Planning Statement prepared by Deloitte ('Beerhalle and Night Market, Manchester' dated March 2022) – Received 13 April 2022
- Statement of Consultation prepared by Counter Context – Received 13 April 2022
- Ventilation Statement prepared by APL Mechanical Services – Received 13 April 2022
- Planning Noise Assessment prepared by Hoare Lea (Reference REP-1013578-5A-AP-20220203-Planning Noise Assessment-Rev03) – Received 13 April 2022
- Servicing and Waste Management Strategy (Reference 220330/SK22213/SS01(-01) dated 30 March 2022) – Received 13 April 2022
- Transport Assessment (Reference 220330/SK22213/TS01(-01) dated 30 March 2022) - Received 13 April 2022
- Interim Travel Plan (Reference 220330/SK22213/ITP01(-01) dated 30 March 2022) – Received 13 April 2022

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. Prior to any commencement of the use/s hereby approved, confirmation shall be submitted to the City Council as Local Planning Authority that the approved fumes/vapours/odours extraction scheme/s as set out in the approved Ventilation Statement prepared by APL Mechanical Services have been implemented.

Reason: In the interests of the amenities of occupiers and users of nearby buildings and in accordance with Core Strategy policies SP1 and DM1.

4. Prior to any commencement of the use/s hereby approved, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements of the approved acoustic report prepared by Hoare Lea (Reference REP-1013578-5A-AP-20220203-Planning Noise Assessment-Rev03), in relation to both the breakout of noise (including entertainment noise) and plant equipment noise. The report shall also undertake a suitable amount of post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the approved report shall be detailed along with the measures required to ensure compliance with the agreed noise criteria.

Reason: To safeguard the amenity of the occupiers and users of nearby buildings and in accordance with Core Strategy policies SP1 and DM1 as well as saved Unitary Development Plan policy DC26.1

5. Prior to commencement of the use of the use of the outdoor seating area/s hereby approved, an outdoor seating management strategy shall be produced and submitted to the City Council as Local Planning Authority for review and approval. The strategy shall include management, times of use, confirmation of any amplified sound/music and strategy for the management of litter.

Reason: To safeguard the amenity of the occupiers and users of nearby buildings and in accordance with Core Strategy policies SP1 and DM1 as well as saved Unitary Development Plan Policy DC10.

6. Prior to any commencement of the use/s hereby approved, the electric vehicle charging points must be implemented and made available for use. Confirmation that the electric charging points are operational and available for use must be submitted to the City Council as Local Planning Authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect the amenity of occupiers and users of nearby buildings and infrastructure from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy.

7. Prior to any commencement of the use/s hereby approved, the secure, covered, lockable cycle storage as indicated on approved plan 'Proposed Site Plan 343-02 Revision F' shall be provided and made available for use.

Reason - To ensure there is sufficient cycle parking provision at the development and for the users/employees in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

8. Prior to any commencement of the use/s hereby approved, the measures identified in Tables 2.1, 2.2 and 2.3 of Appendix D of the submitted Transport Assessment (Reference 220330/SK22213/TS01(-01)) shall be fully implemented and completed.

Reason – To ensure pedestrian safety and safe routes to and from the development hereby approved pursuant to Manchester Core Strategy policies SP1, DM1 and T1 and saved Unitary Development Plan Policy DC22.

9. Prior to any commencement of the use/s hereby approved, a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10. The proposed external lighting demonstrated on approved plan 'Proposed Elevations (Drawing 343-402 Revision B dated March 2022)' shall not exceed luminance levels of 600cd/m² during day time hours and 300cd/m² during night time hours.

Reason: To safeguard the amenity of occupiers and users or nearby properties, in the interests of highway safety and in accordance with Core Strategy policies SP1, T1 and DM1.

11. During the construction phase of the application hereby approved, the submitted Construction Management Plan dated March 2022 shall be fully implemented and abided by at all times.

Reason: In the interests of the amenities of occupiers and users of nearby buildings, in the interests of highway safety and in accordance with Core Strategy policies SP1, T1 and DM1.

12. The premises shall not be open outside the following hours -

08:00-01:00 Monday – Sunday

Reason - In interests of residential amenity in order 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.

13. The submitted Servicing and Waste Management Strategy (Reference 220330/SK22213/SS01(-01)) shall be implemented and remain in implementation for the lifespan of the development hereby approved.

Reason: To safeguard the amenity of the occupiers and users of nearby buildings and in accordance with Core Strategy policies SP1 and DM1 as well as saved Unitary Development Plan Policy DC10.

14. The development hereby permitted shall be carried out in accordance with the security measures as outline in section 4 of the Crime Impact Statement ref. 2022/0052/CIS/01 received by the City Council as Local Planning Authority.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15. The development hereby approved shall be carried out in accordance with the Interim Travel Plan prepared by SK Transport Planning (Reference 220330/SK22213/ITP01(-01)).

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

16. The development hereby approved shall be carried out in full accordance with the recommendations and proposals as set out in Crowd Management Plan prepared by FGH Security.

Reason – To ensure a reduction in potential amenity impacts associated with crowds, the potential or perceived potential of crime and/or disorder, litter and noise breakout associated with the development and in accordance with Core Strategy policies SP1 and DM1.

17. Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity in order 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.

18. The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas of public realm during the hours that it is open to the general public and via the main entrances.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policies SP1, DM1 and CC10 and saved Unitary Development Plan policy DC10.

19. There will be no playing of live or amplified music on the premises after 22:00pm

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1, C10 and DM1 of the Core Strategy and saved Unitary Development Plan policies DC10 and DC26.