

Application Number	Date of Appln	Committee Date	Ward
141477/FO/2024	15th Nov 2024	28 th August 2025	Piccadilly Ward

Proposal Temporary change of use for a period of three years of existing warehouse to a music and events venue (sui generis).

Location Existing Warehouse Bounded By Burstock Street, Peary Street, Bilbrook Street and Bromley Street, Manchester, M4 4JB

Applicant Josh Rowlands, Connecting Dots Group

Agent Harry Spawton, Gerald Eve

Description

Executive Summary

The proposal seeks temporary permission for 3 years for use as a music and events venue. This is retrospective and events have already taken place. 1 objection has been received.

Key Issues

Principle of Development – This temporary use would utilise a brownfield site efficiently. It would support growth through ticket sales, travel to and from the venue and money spent in surrounding areas. The use is acceptable close to a gateway route and close to the City Centre. The site is within a mixed commercial and residential area with industrial and former industrial units surrounding it. The use would contribute positively to the vitality and vibrancy of the area pending the redevelopment of the site.

Residential Amenity - Noise and disturbance from the venue can be controlled through measures that been put in place to prevent noise outbreak and to ensure that internal music levels do not exceed 95db. This would include continual noise monitoring and control of the opening of doors to prevent loss of acoustic attenuation. The opening hours are considered acceptable, and the external areas cannot be used after 23:00. Current arrangements for operational management including dispersal and taxi pick and drop off are adequate.

Highways and Access - The site is in a highly sustainable location with access to a range of public transport. Deliveries and servicing arrangements are acceptable. Taxi pick-up and drop offs would be managed including marshalling at peak times.

Management of external areas - There are strategies in place to minimise impact on neighbouring homes including an operational management plan. The use of external areas is managed.

The issues are fully considered within the report below.



The site contains a part single/part three storey industrial building in a yard bounded by Burstock Street, Peary Street, Bilbrook Street and Bromley Street. There is a brick office building, and a majority pebble dashed industrial building. The boundary treatment is a mix of weld mesh, brickwork and MDF site hoardings. The site contains vegetation.

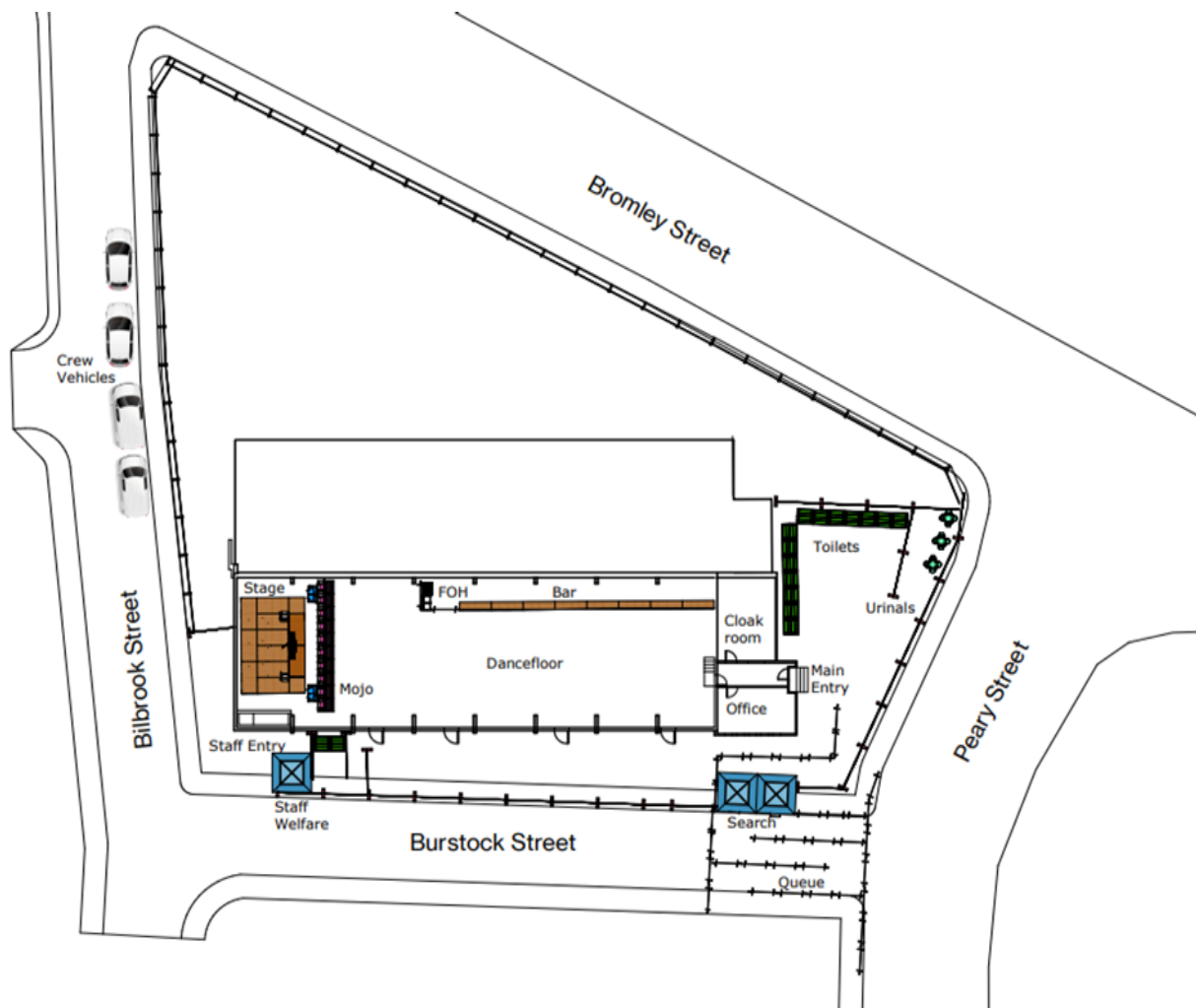


The surrounding area contains brownfield land and vacant industrial premises and is in the Northern Gateway SRF where proposals for residential development have been approved and implemented. The site is not in a conservation area and the building is not listed. The site is within flood zone 1.

The proposal

Permission is sought to regularise and continue for a total of 3 years, a temporary use as a music and events venue, with by DJ led events. A dance floor, bar, front of house and a stage have been created. There are no external alterations other than the siting of the Portaloo. The entrance is from Burstock Street and the staff entrance is at the corner of Burstock Street and Bilbrook Street. The proposed opening hours are Fridays (18:00 - 02:00) and Saturdays (14:00 - 02:00)

Cyle parking is provided. There is no car parking on site.



Consultations

This application is supported by the following information:

- Planning Statement

- Outdoor WC specification
- Drawings
- Noise Impact Assessment
- Operational Management Plan
- Transport Statement
- Servicing and Waste Management Strategy
- Crime Impact Statement

Consultations

Publicity

The proposal has been advertised in the local press, a site notice has been displayed, and occupiers of neighbouring properties have been notified, and 1 objection has been received.

Noise and Disturbance -

Noise impact has been assessed within a relatively small radius of the venue. Love Factory, Dantzic Street was demolished at the end of last year but was a similar distance away (641 metres to the Noise Sensitive Use and 709 metres for the applicant venue) and caused noise issues for thousands of residents.

Technical output levels at various frequencies maintained below certain levels when the venue is in operation are not correct.

DJ's wish to give the best experience for attendees do noise levels should vary. Heavy bassline beats are clearly audible and make windows shake.

Complaints were made about Love Factory to MCC Licensing Out of Hours Team, and officers did attend.

Attendees had no respect for keeping noise down on leaving venue after 2am.

Residential Amenity –

Increased littering.

There are 200 residents in the M40 area, some 0.4 miles away from the above proposed change of use development. With a high percentage of elderly and disabled residents.

Traffic Management & Parking -

Impact on local traffic (specifically taxis)

Other Issues -

Connecting Dots Group Ltd, whose last audited accounts show that they are insolvent with net liabilities of £866,371 on 31 January 2024.

Licensing and Out of Hours - advise they have carried out a number of visits to the premises following receipt of complaints and through proactive monitoring. At the last visit they did not witness any noise that has been deemed a statutory noise nuisance under the Environmental Protection Act 1990.

Environmental Health - No objections subject to conditions relating to hours, deliveries, noise mitigation, plant noise, use of external seating areas, waste management and lighting.

Highway Services - no objections

Design for Security at Greater Manchester Police – No comments received.

The Development Plan

The Development Plan consists of:

- Places for Everyone,
- 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 also 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.

Places for Everyone

Policy JP-Strat1 - Core Growth Area - The proposal is in a priority area for regeneration. It would support growth for employment, leisure and investment. The use supports around 40 staff with additional temporary staff depending on the number of tickets sold.

Policy JP-Strat 14- A Sustainable and Integrated Transport Network - The site is in a sustainable location, near to public transport and walking and routes.

Policy JP-S2 - Carbon and Energy - The proposal would reuse an existing building.

Policy JP-S6 - Resource Efficiency - The waste hierarchy would be supported through the provision of recycling facilities.

Policy JP-J1 - Supporting Long Term Economic Growth - The proposal supports job creation in the cultural sector and contributes to tourism.

Policy JP-J2 - Employment Sites and Premises - The use provides job opportunities.

Policy JP-G8 - A Net Enhancement of Biodiversity and Geodiversity - The site is exempt from Mandatory BNG.

Policy JP-P1 - Sustainable Places - The permanent use would utilise a vacant industrial warehouse.

Policy JP-P4 - New Retail and Leisure Uses in Town Centres - The continued use would provide a leisure use in an accessible location.

Policy JP-C5 - Streets for All - The proposal would be fully accessible. Planning conditions would ensure servicing, collections and deliveries would minimise its impact on the local road network.

Policy JP-C6 - Walking and Cycling - The site includes cycle parking.

Policy JP-C8 - Transport Requirements of New Development - The proposal is in a highly sustainable area close to public transport.

Manchester Core Strategy (2012)

The relevant Core Strategy policies are as follows:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

Policy SP1 - Spatial Principles - The proposal makes efficient use of a brownfield site and would contribute to regeneration and economic growth and provide jobs. The use supports around 40 staff plus temporary staff depending on tickets sales.

Policy SO2 - Economy - The proposal would provide jobs in a highly accessible location and supports tourism.

Policy S0.5 - Transport - The proposal would be highly accessible, reducing private car use and encouraging public transport use.

Policy EC1 - Employment and Economic Growth in Manchester – Each event creates temporary employment, with the average number of employees per event being 40.

Policy CC1 - Primary Economic Development Focus - The use contributes to economic diversity and helps to deliver growth and regeneration. The use supports around 40 staff, and additional staff could be employed depending on ticket sales.

Policy CC4 - Visitors - Tourism, Culture and Leisure - The proposal supports tourism.

Policy CC10 - A Place for Everyone - The uses provide inclusive employment opportunities and inclusive access.

Policy C10 - Leisure and the Evening Economy - The proposal supports the evening economy. Management strategies and protocols would minimise impact and disturbance on nearby residents.

Policy EN15 - Biodiversity and Geological Conservation - The proposal is exempt from mandatory Biodiversity Net Gain.

Policy EN19 - Waste – There are areas for the waste storage and collection.

Policy T1 - Sustainable Transport - The site promotes sustainable transport methods such as walking, cycling and public transport. There is limited on-site parking.

Policy DM1 - Development Management - The proposal seeks to address amenity, safety and operational issues through management strategies and measures for noise, crime prevention, servicing and operational management.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Policy DC26 - Development and Noise - Impacts of noise have been managed through a range of design and operational controls. This includes sound attenuation and operational mitigation measures to ensure there is no unacceptable harm to surrounding homes.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Development Plan.

Other Material Policy 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 8 'Community Safety and Crime Prevention' - The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design.

Victoria North SRF

The regeneration of the Northern Gateway offers an opportunity to deliver approximately 15,000 homes over 15-20 years and make a significant contribution to Manchester's Residential Growth Strategy, along with city-regional and national growth agendas. The Northern Gateway will build on regeneration initiatives that have sought

to deliver change in north and east of the city including Collyhurst, the Lower Irk Valley, New Cross, NOMA and Angel Meadow, Ancoats and New Islington.

The site is New Cross which should be a medium to high density residential-led area. It should redevelop the Rochdale Road frontage, encourage connectivity to the east throughout the future extended City Centre.

The use is a meanwhile use that would provide economic benefits to the surrounding area and a leisure use for three years.

National Planning Policy Framework (December 2024)

The revised NPPF re-issued in December 2024. 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 6 'Building a Strong, Competitive Economy' - states that 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 (paragraph 85).

The provision of events and live music supports the creative industry in the City. This would support economic growth in an underrepresented sector close to the City Centre, attracting further investment. The existing use supports around 40 staff and additional staff numbers would be temporary staff the number of which would depend on the number of tickets sold.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The management strategies would ensure patrons are safe and secure. The site is within walking distance of all methods of public transport. Cycle storage facilities are located on site.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 110).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts

from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments 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 would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117).

The site is located close to Rochdale Road which is a gateway route into the City Centre and is well connected to all modes of public transport which would encourage sustainable travel. There is no onsite parking provision for members of the public. There would be no unduly harmful impacts on the traffic network with measures in place to promote sustainable methods of transport and discouraging car use. The implementation of the operational management would be secured as part of the conditions of the approval.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Planning condition would ensure the property would be insulated to cause no unduly harmful noise outbreak on the local area.

Paragraph 198 outlines that decisions should ensure that development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

The noise generated could be contained by significant sound proofing, noise limiters and management strategies for dispersal. With all mitigation in place, any noise and disturbance should be minimised to ensure it is not unduly harmful to surrounding residential amenity.

Any new lighting implications associated with the operation of the development would be controlled by planning condition.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development proposals that accord with an up-to-date development plan without delay.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur.
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.
- Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
 - engineering: reducing the noise generated at source and/or containing the noise generated.
 - layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise
 - transmission through the use of screening by natural or purpose-built barriers, or other buildings.
 - using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building

The premises has been acoustically insulated to prevent noise outbreak and there are robust management strategies to minimise any noise impacts to external areas and dispersal.

Other Legislative Requirements

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

This is a highly accessible location close to Victoria Station. The area includes retail, industrial and commercial uses alongside homes and the impact on the residential uses needs full consideration.

The site is in the New Cross area of Victoria North, which is intended to be a medium to high density residential-led neighbourhood. The use would not be acceptable on a permanent basis but is acceptable in principle pending redevelopment of the site.

This meanwhile use would provide economic benefits to the surrounding area and a leisure use for three years.

The proposal has created jobs in hospitality and events management. The use supports around 40 staff, including 1 event director, 1 event manager, 1 event assistant, 1 cloakroom assistant, 13 Security, 20 Bar staff, 1 litter picker, 1 artist liaison and 1 medic. The number of other staff for each event would vary dependent on ticket sales.

This proposal would be consistent with planning policies SP1, SO2, EC1, EC3, CC1, CC2, CC7 and C10 which support the introduction of commercial uses into the city centre that supports the local economy and vitality and vibrancy of the city centre.

Design and Appearance

The only external alterations are the provision of WC facilities.

Noise and disturbance

There are several homes near to the site and other residential developments are planned and under construction. The nearest residential properties are Sudell Street/Shilford Drive; Gould Street (Tobacco Factory); Dantzic Street (Victoria Riverside) and Rochdale Road Emelie and Christobel.

Measures have been put in place to prevent noise outbreak including the control of access doors to ensure there are no gaps where noise can escape from the premises, and an acoustic control system that would provide continual logging of internal noise levels which are displayed to staff to allow for adjustment if noise levels exceed agreed levels. The opening hours of the venue would be controlled by planning condition between Fridays (18:00 - 02:00) and Saturdays (14:00 - 02:00). The use has operated with these measures in place for since 31st December 2024, but amendments have now been made, and an amended acoustic report has been received which has addressed concerns.

There would be a maximum of no more than six events per month, averaging at 3 or 4 events per month.

Environmental Health are satisfied that measures to control noise remain adequate and the use could continue to operate without any unduly harmful impact to

surrounding homes from noise outbreak or from the use of its external areas subject to operating in accordance with the submitted acoustic report.

Objections have been received in relation to noise and disturbance primarily in relation to dispersal and noise from patrons leaving at closing time which is usually 02:00 and sounds from internal speakers.

The venue operates a management strategy and egress and dispersal strategy with measures to prevent pedestrians obstructing the highway and to maintain efficient vehicular flows. The strategies previously agreed remain adequate and would be a planning condition.

Sustainable Transport and Highway Operation

The main impacts on the local highway network are from drop off and pick up and servicing. This takes place on site with access from Burstock Street.

The site is less than 1km from Victoria Train and Metrolink station and there are buses services that operate on Rochdale Road.

Car Parking and Active Travel

All sustainable transport modes are nearby including tram, trains and buses. The proposal doesn't include car parking spaces but provides 10 secure cycle spaces. This is acceptable to Highways Services.

Accessibility

The main pedestrian entrance from Burstock Street is level and the use is primarily across one level.

The proposal is consistent with Core Strategy policies SP1, CC10 and DM1.

Lighting

The application includes lighting to entry points and external areas. Further details are required through planning conditions regarding overspill or glare. This would 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.

Waste and Servicing

The site is serviced from 4 public parking spaces adjacent the site. Highways Services accept that this is the most appropriate location for servicing to minimise any impact on the highway. Highway Services and Environmental Health consider the Servicing and Waste Management information to be acceptable. A condition is recommended for these measures to be implemented at all times. This is considered to comply with Core Strategy Policy DM1.

Crime and Safety

A Crime Impact Statement (CIS) has been submitted in support of the application; a condition would require the implementation of the measured recommended within this. On site security personnel would be in place during events and have extensive security measures within their operational management plan.

Impact on Ecology and Biodiversity

The proposals is a temporary use and does not include external alterations, given this and the nature and size of the site the proposal is exempt from mandatory BNG.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

Permission is sought retrospectively for a temporary nighttime leisure use. This would be consistent with planning policies SP1, SO2, EC1, EC3, and C10 which support the introduction of commercial uses in the area that support the local economy and vitality and vibrancy.

Careful consideration has been given to the impact of the proposal on the local area. The use would be appropriate in this area. There are no external alterations. Where any impact on residential amenity has been identified, it can be appropriately mitigated and would not amount to a reason to refuse this planning application. The buildings and their facilities are fully accessible. The waste can be managed and recycled in line with the waste hierarchy.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

Human Rights Act 1998 considerations – 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 polices 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

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 141477/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

Condition(s) to be attached to decision for approval:

1) The permission hereby granted is for a limited period of 3 years only expiring on 1st January 2028 and the use comprising the development for which permission is hereby temporarily granted is required to be discontinued on the date of expiry. The site shall be made good within one month of the temporary permission expiring.

Reason - The use hereby approved is of a temporary nature only and pursuant to Core Strategy Policies SP1, CC1, CC2, CC4, CC9, EN3 and DM1 and saved Unitary Development Plan policy DC26.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

The site location plan received by the City Council as local planning authority on 11 November 2024

The drawing entitled 'Venue Floor Plan' received by the City Council as local planning authority on 11 November 2024

The drawing entitled 'Venue Licence' received by the City Council as local planning authority on 11 November 2024

The following documents:

The Crime Impact Statement referenced 2024/0379/CIS/01 prepared by GMP Design for Security

The Operational Management Plan prepared by Connecting Dots Group

The Planning Statement prepared by Gerald Eve
The Toilets on the Go specification sheet
The completed waste management proforma
The Highway Note prepared by Eddisons

all received by the City Council as local planning authority on 11 November 2024

The Operational Management Plan prepared by Connecting Dots Group
The completed waste management proforma

received by the City Council as local planning authority on 30 January 2025

The Music Sound Level Testing Report referenced 503/ConnectingDots(Burstock)
prepared by Enviroconsult and dated 7 August 2025

received by the City Council as local planning authority on 8 August 2025

The emails from Gerald Eve dated 3 January 2025, 5 August 2025, 11 August 2025
and 12 August 2025

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.

3) The bar, stage, bar, dance floor, cloak room and office as shown on the drawings
entitled 'Venue Floor Plan' and 'Venue Licence' received by the City Council as local
planning authority on 11 November 2024 for as long these uses remain use at the site.

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 Manchester Core Strategy
(2012).

4) a) The premises shall be acoustically insulated and treated to limit the breakout of
noise in accordance with the Music Sound Level Testing Report referenced
503/ConnectingDots(Burstock) prepared by Enviroconsult and dated 7 August 2025
received by the City Council as local planning authority on 8 August 2025 prior to the
next use of the premises and shall be maintained for all events at the premises.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be
controlled to 10dB below the LA90 (without entertainment noise) in each octave band
at the facade of the nearest noise sensitive location, and internal noise levels at
structurally adjoined residential properties in the 63HZ and 125Hz octave frequency
bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB,
respectively.

b) The following measures shall be operational for the duration of each event:

- Internal music noise levels shall not exceed 95dB LAeq 5 mins, 103dBZ at 63Hz
and 93 dBZ at 125 Hz.
- Only 2 doors shall be open on the Southwest façade.

- Noise monitoring shall be undertaken continually internally so the levels are not breached.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

5) 5) Any temporary event external lighting shall not exceed luminance levels of 300cd/m². The site shall not be illuminated outside the timing of events.

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

6) If any temporary event lighting is used at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

7) The details of the approved Waste Management and Servicing strategy as detailed within the completed waste management proforma received by the City Council as local planning authority on 30 January 2025 shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy.

8) The details of the approved The Operational Management Plan prepared by Connecting Dots Group received by the City Council as local planning authority on 30 January 2025 shall be carried out in accordance with at all times for the lifetime of the development.

Reason - In the interests of highway safety and residential amenity in accordance with saved policy DC26; of the Unitary Development Plan for the City of Manchester (1995) and Policies SP1 and DM1 of the Core Strategy (2012).

9) The development hereby permitted shall be carried out in accordance with the security measures as outlined in Sections 3.3 and 4 of the Crime Impact Statement referenced 2024/0379/CIS/01 prepared by GMP Design for Security received by the City Council as Local Planning Authority on 11 November 2024.

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

10) a) The use hereby approved shall not operate outside the following hours and only on the following days:

Fridays - 18:00 - 02:00

Saturdays 14:00 - 02:00

b) There shall be a maximum of 6 events per month

c) Music and/or amplified sound shall not be played in the external areas of the site at any time.

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.

11) 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:

o Monday to Saturday: 7:30 to 20:00

o Sundays and Bank Holidays: 10:00 to 18:00

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.

12) The ground floor of the development hereby approved shall include for full level access to be provided.

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.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Greater Manchester Police
GMP - CC Neighbourhood Policing**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Emily Booth
Telephone number : 0161 234 4193
Email : emily.booth@manchester.gov.uk

