

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143165/FO/2025

Date registered valid: 30 July 2025

Proposal: Conversion of existing warehouse to 9 bed short term rentals at basement level, part Commercial Class E (a) use at ground floor level and 17 bed HMO (sui generis) to ground floor, first floor and second floor levels, together with external changes comprising 2 new external staircases, car parking, delivery area and bin storage

Address: 23 Dolphin Street, Manchester, M12 6BG

Ward(s): Ardwick Ward

Applicant: Mr Shahzad Mohammad, Airstaybnbuk

Agent (if any): Mr Chris Wilkinson, CD Wilkinson Plans

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 23 September 2025

Application details

Type of application: Full Application Consent

Development type: Change of use

Standard consultations:

Printed: 14 August 2025 Expired: 5 September 2025

Neighbour notifications

Printed: 14 August 2025 Expired: 5 September 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

This application, for retrospective planning consent, relates to an existing 2 storey building, which also has accommodation in the basement and roofspace, in a predominantly industrial/commercial area. There is no planning history for the site, but the last use of the site is indicated as a warehouse and this would accord with the appearance of the building and the nature of uses in the surrounding area.

The proposal is to change the use of the premises into a mixed use development comprising 9 bed short term rental rooms at basement level, part Commercial Class E (a) use at ground floor level and a 17 bed HMO (sui generis) to ground floor, first floor and second floor levels. Planning Compliance Officers have visited the site and it is confirmed that much of the premises have already been converted, to the proposed uses, and the applicant acknowledged that a change of use first took place on site in March 2025.

At the rear of the site 2 new external staircases are proposed, but, otherwise, the existing structure is largely unaltered. The site has an existing parking/servicing area, with access from Dolphin Street and 8 car parking spaces, along with bin storage facilities, are shown in this area.

The information, provided with the application is limited, so there are no further details on the nature of the proposed short-term let or hostel uses.

Consultations & Notification Responses

Local residents/adjoining occupiers - Two objections have been received, for the following reasons:

- This is advertised as short term rentals which means that it will be marketed on AIR BnB, booking.com etc,
- This area is highly Commercial and business activities driven, it will bring families with kids into this site and onto this busy road, which is highly dangerous combination. where there are large lorries and vans on the road,
- They are already struggling with the car parking on the street as well as lorries delivering goods, or uploading them, 23 flats will result for in many additional cars in the area and it will make it hard for existing businesses to carry on their regular day to day activities.

Highway Services - Makes the following comments:

Highways have no concerns with this application. However, no provision has been made to store cycles securely. The provision of cycle storage should be in line with Policy H1. The scheme should make provision for bicycles (in line with policy T2).

PARKING AND ACCESS:

Vehicle access is gained from Dolphin Street. Eight parking bays are being offered to serve the site as a whole. There is evidence that for residential units such as are being offered that car ownership is low. Highways accept that there may be an increase in the parking demand, however, it is expected to be low and to be accommodated in part onsite and some locally.

The business could generate some vehicle traffic but due to its location this is expected to be low in numbers. (Class E (a)).

One disabled parking spaces within the car park is advised. Note: no MCC information is available on the actual number required however a parking space for people with disabilities should be a considered.

It is expected that a service vehicle can reverse in and drive out in a forward gear. Additionally service vehicles can park kerbside if the kerb space is available.

ELECTRIC VEHICLE CHARGING:

No parking spaces are being offered with a facility for EV Charging. It is recommended that 20% of the parking space should have access to a charging facility. That is 2 spaces.

It is recommended that this forms part of the planning condition list.

CYCLE PARKING:

No cycle parking has been offered. Typically 1 space per 4 bedrooms is advised.

The cycle parking / storage could be located internally but should not block a passageway. It could also be within a secure store and benefit from security measures such as CCTV and lighting, with plenty of natural surveillance.

REFUSE AND SERVICING:

Method and the location of the management of waste has been provided.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to fumes, construction hours, hours of operation and deliveries for the commercial unit, lighting, acoustic insulation, refuse and air quality.

Greater Manchester Police - No comments received.

Greater Manchester Ecology Unit - Makes the following comments:

Wildlife Issues

Buildings provide potential habitat for bats and nesting birds. Whilst the development is located in a relatively low risk location, it is recommended given the level of internal works, including works up to the roof that prior to determination.

A bat and bird assessment of the building and any additional surveys recommended by the assessment is provided to and agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The development site consists of a building and surrounding previously developed land. Google imagery indicated that the land has gone through various usage over the last 25 years, with periods of natural succession, though currently the site appears to be clear of vegetation, cleared most recently in 2023, again based on google imagery. The only likely wildlife issues are roosting bats and nesting birds associated with the building to be converted.

The developer has claimed an exemption from 10% BNG, under the de minimis rule. No BNG statement has however been provided, to demonstrate that this is in fact the case. It should also be noted that under BNG guidance, habitats present on the site back to January 2020 can be taken in to account, if the LPA believes clearance occurred in order to degrade the site to avoid ecological mitigation. I would however doubt that this is the case for this site, given the clearance occurred prior to BNG and the site was developed prior to a period of natural succession. This however needs to be justified by the developer.

Prior to determination a BNG statement by a suitably qualified ecologist, confirming (or not) the development is exempt, is therefore required to be provided.

Assuming BNG is not required and no bats or birds found, enhancement should still be provided, through either soft landscaping and/or measures for wildlife such as bird boxes.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) 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; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Objective SO2 relates to the economy, and supports a significant further improvement of the City's economic performance

and spreading the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The economic priorities for Manchester are to increase productivity, grow our market and labour force, attract investment, improve skills and provide businesses with the right support.

Policy EC1 relates to Employment and Economic Growth in Manchester. The policy emphasises the need to improve 'the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses' and to 'create business destinations by enhancing the primary business use with ancillary commercial facilities'. To secure these objectives it is important that the future supply of employment land is sufficient and capable of responding to positive changes in the economy so that opportunities for investment and business expansion can be met on a long term basis.

Policy EC2 relates to existing employment space and states that the Council will seek 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:

- i. The existing use is un-viable in terms of business operations, building age and format;
- ii. The existing use is incompatible with adjacent uses;
- iii. The existing use is unsuitable for employment having regard to the Manchester-Salford - Trafford SFRA; or
- iv. On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.'

The Council wishes to ensure there is provision of a wide selection of business space, types, sizes, quality and cost. Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because:

- Employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or,
- An alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use. Judgements on the net value of such benefits will be based on the key strategic objectives in the Core Strategy.

Policy H11 relates to Houses in Multiple Occupation and states that a change of use from a C3 dwelling house to a C4 HMO will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following categories:

- Exempt from paying Council tax because they are entirely occupied by full time students.
- Recorded on Private Sector Housing's database as a licensed HMO.
- Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class.

In cases where the concentration of such properties is significant but less high, the Council will examine property type and resident mix in more detail when considering an application for a change of use.

In areas of high concentration, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be expected to lead to an increase in the level of occupation.

In parts of Manchester which do not have a high concentration of HMO/student housing but where the lack of family housing has threatened the sustainability of the community to the extent that regeneration activity with the specific intention of increasing the amount of family housing has taken place, there will be a presumption against changes of use which would result in the loss of a dwelling which is suitable for a family. Changes to alternative uses, including C4 and HMOs with more than six occupants, will only be acceptable where it can be demonstrated that there is no reasonable demand for the existing use. The approach above will also be used for change of use to a HMO which is classified as 'sui generis'.

Notwithstanding the policy requirements set out above, all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Policy DC26 relates to noise and states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

Manchester Residential Quality Guidance 2016 sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

Ardwick Green Neighbourhood Development Framework (NDF) - This is a guiding document created by Manchester City Council to direct future development in the Ardwick Green area, focusing on enhancing community, preserving heritage, and improving green public spaces. The framework was adopted by the City Council in 2021 and serves as a material consideration for future planning applications, aiming for sustainable growth and a vibrant, community-led neighbourhood.

The purposes of this document are to:

-To Guide Future Growth: It provides a vision and set of principles to ensure new developments are beneficial, appropriate, and align with the community's needs and the area's character.

To Improve the Area: The framework aims to improve social, environmental, and economic outcomes, leading to a vibrant, greener, and cleaner future for Ardwick.

The document splits the area into a number of character areas and states that approaches to development in each character area ought to be holistic so that they address localised needs and opportunities whilst working together to deliver framework-wide connections and strategies. This is to reinforce the mutually dependant nature of the character areas to seek to ensure complementary development comes forward in each area as well as the NDF as a whole.

The site lies in an area identified as the 'Knitting District' and references that the area characterised by the notable Victorian Warehouses that rise up from the back of pavement and which convey the changing character of Ardwick following the onset of industrialisation during

the early 20th century. The document states that the immediate sense of character that is apparent in this area lends itself to the promotion of a vibrant and quirky commercial district; one that celebrates its industrial heritage and Victorian architecture.

Principle - In the case of this application, the principle of the proposed change of use is not considered acceptable as it is in conflict with the policies and associated guidance indicated above.

The site lies in a commercial/industrial area and the introduction of a residential use, especially of such a substantial nature is considered to be incompatible with its surroundings. It is considered that the type of accommodation proposed, and level of occupancy would facilitate an over intensive use of the property that would have unacceptable impacts due to increased levels of residential activity, which would be significantly different to that of surrounding commercial properties.

In addition, whilst the creation of a proposed Class E unit is noted, the proposal would lead to a significant loss of employment land and potential. Furthermore, although a Class E 'light industrial' type use would be compatible with the site surroundings A Class E(a) retail use, as applied for is not considered in this industrial location and outside of an established retail centre.

Houses in multiple occupancy/hostels also often lead to transient occupancy, whereby occupants have little vested interest in the area and can in part, alter the character of an area as a neighbourhood of choice, which would also be the case with short term let accommodation, which is seen as being a comparable use. It is considered that uses of this type tend to attract people who will live in the property for a comparatively short period of time and consequently they do not have the same interest in the well-being of an area as those who are less transient such as a family. It is believed that this cyclical change in occupiers can have a negative impact upon both residential amenity often due to poor or no management and a general lack of civic pride. As such, the cumulative effects of these type of uses can have an adverse impact upon the character and appearance of an area.

It is further maintained that the use would facilitate an over intensive use of the property and would lead to problems associated with increased levels of activity and comings and goings in an area which already experiences high levels of traffic movements and on-street parking.

On this basis, the development is considered to conflict with policies DM1, SP1, EC1, EC2 and H11 of the Manchester Core Strategy, the Ardwick Green NDF and the National Planning Policy Framework (NPPF).

Loss of employment land - The site lies in an area which fully comprises of commercial/industrial premises, with little evidence of any residential uses. Policy EC2 of the Core Strategy seeks to retain and enhance existing employment space and sites, but does state that alternative uses will be considered in accordance with the criteria listed above. No justification has been submitted to support the loss of the former warehouse use in an area where the ambition, of the Council is to increase employment and investment. It is therefore considered that the applicant has failed to demonstrate that a residential conversion is an appropriate use of this accommodation.

Standard of accommodation - It is considered that the standard of accommodation is of a poor quality, with a large number of small rooms being proposed and a lack of adequately sized communal facilities that would not meet the needs of the number of occupants.

None of the 9 basement level short-term let rooms have a window or a shower/wc with only a communal shower/wc room and small kitchen provided. The 15 hostel rooms are located over 2

floors, but 3 of the rooms do not have windows and there is just one kitchen and one shower room, with 3 showers, to provide for all 15 units.

Also, no amenity space is indicated on the submitted drawings. It is therefore considered that the indicated accommodation would not provide satisfactory living conditions for future occupiers. Even if the proposed residential use were considered to be acceptable, in principle, the Council would not wish to see accommodation that was being over intensively used, and would look to restrict the number of occupants and by creating better quality accommodation.

Impact on surrounding occupiers - Although the premises were previously in use as a warehouse, which would have generated some noise and activity, it is nevertheless considered that the proposal would represent an over-intensive use of the property, as a result of the level of occupancy and mixture of uses.

HMO/Hostel accommodation in particular can often cause problems in residential neighbourhoods due to the level of activity associated with unrelated people living together. It is considered that a collective group of individuals with different lifestyles and different patterns of behaviour, as opposed to traditional family occupancy, can result in more frequent comings and goings, with associated noise and disturbance. Whilst there are no obvious residential properties, in the immediately surrounding area, this is a busy active street, with a variety of commercial/industrial operations and associated vehicular activity and on-street parking issues that would be intensified by the proposed use.

The principal effects include increased levels of activity, noise nuisance, negative impacts upon the physical environment and streetscape due to inadequate management of refuse storage and pressure upon local parking provision.

In this case 8 car parking spaces are shown, but this is likely to be insufficient given that 24 residential units are proposed along with a Class E retail shop. It is therefore considered that the increased occupancy of the property would lead to increased competition for on-street parking spaces, in an area which already experiences on-street parking difficulties.

Biodiversity Net Gain - The applicant has claimed a 'de-Minimis' exemption, to BNG requirements, however the applicant has failed to demonstrate that this is the case.

Conclusion - Overall, taking into account the existing characteristics of the immediate area, it is maintained that the intensification of use would cause harm to surrounding occupiers with respect to general disturbance, waste management and increased parking pressure in the area. The proposal would therefore conflict with the aforementioned policy and guidance.

It is recommended that the refusal of the application is accompanied by enforcement proceedings with the aim being to reverse the works carried out and revert the property to its former condition.

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 a right to a fair hearing and to this end the local planning authority 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 recommendation given 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: Refuse

Article 35 Declaration

The Council attempted to contact the agent, during the application process, but no response was received. Due to the proposal being contrary to planning policy, the application has therefore been refused in a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The site is located in a long established commercial/industrial area, where residential and Class E uses are not prevalent, and therefore lies outside of an established residential and/or retail area. The development is therefore incompatible with the surrounding area, and results in an over intensive use and transient occupation of the property resulting in a consequential increase in the levels of noise and disturbance from associated activity and associated comings and goings, noise levels, waste generation and demand for on street parking, and an unsustainable occupation of the premises, to the detriment of neighbouring occupiers. The development would thereby be contrary to policies DM1, H11 and SP1 of the Manchester Core Strategy and guidance contained in the Ardwick Green Neighbourhood Development Framework and the National Planning Policy Framework.

2) The development would lead to the loss of premises, in a predominantly industrial/commercial area, where the loss of employment generating units would be detrimental to the nature of the area, as a business destination, and its attractiveness to future businesses/commercial uses, and which would thereby be detrimental to future regeneration efforts in the area. The proposal is therefore contrary to policies SP1, DM1, EC1 and EC2 of Manchester's Core Strategy and guidance contained in the Ardwick Green Neighbourhood Development Framework and the National Planning Policy Framework.

3) The development results in an unacceptable standard of living accommodation for the intended occupiers of the premises, due to the size of the proposed bedrooms and the provision of insufficient communal, bathroom and amenity space. The development is therefore contrary

to the provisions of policies SP1 and DM1 of the Manchester Core Strategy, the Manchester Residential Quality Guide and guidance contained in the National Planning Policy Framework.

4) The applicant has failed to demonstrate that a 'de-Minimis' exemption to Biodiversity Net Gain (BNG) requirements is applicable in this case, and therefore that BNG requirements for the site have been met. The development is therefore contrary to policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit

Dalberg House, Dalberg Street, Manchester, M12 6BG
First Floor, Dalberg House, Dalberg Street, Manchester, M12 6BN
Ground Floor Rear, Dalberg House, Dalberg Street, Manchester, M12 6BN
Ground Floor Front, Dalberg House, Dalberg Street, Manchester, M12 6BG
Second Floor, Dalberg House, Dalberg Street, Manchester, M12 6BN
8B Dolphin Street, Manchester, M12 6BG
24 Harkness Street, Manchester, M12 6BT
8A Dolphin Street, Manchester, M12 6BG
8 Dolphin Street, Manchester, M12 6BG
19 - 21 Dolphin Street, Manchester, M12 6BG
First Floor, 19 - 21 Dolphin Street, Manchester, M12 6BG
Ground Floor, 19 - 21 Dolphin Street, Manchester, M12 6BG
22 Dolphin Street, Manchester, M12 6BG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA