

Application Number	Date of Appln	Committee Date	Ward
142386/FO/2025	8th Apr 2025	29 May 2025	Piccadilly Ward

Proposal Permanent use of building as a mixed-use commercial development, comprising retail, leisure, office and drinking establishment uses (Sui Generis);

Retention of elevational alterations to building including structures within the external areas; and

Proposed external alterations including introduction of fire exit/staircase on Ducie Street, boundary treatment to a recycling and bin store, creation of openings to Store Street in association with retail units together with entrances, fire escapes and WCs on Ducie Street and Store Street for the Night Market.

Location Diecast, Store Street, Manchester, M1 2JP

Applicant A Very Inc.

Agent Mr John Cooper, Deloitte LLP

Executive Summary

The proposal seeks permanent permission for a mixed-use commercial development consisting of retail, leisure, office and a drinking establishment along with retention of alterations that have taken place at the building including outdoor structures. It also proposes alterations to the façade.

29 objections (from 26 different addresses), 1 neutral comment and 3 supports have been received.

Key Issues

Principle of Development – The permanent use of the venue would support economic growth, utilise a brownfield site efficiently and retain a popular asset. The use is acceptable in the city centre contributing positively to its vitality and vibrancy.

Residential Amenity – Noise and disturbance from the venue can be controlled through agreed measures which have been put in place since temporary planning permission was granted. These measures prevent noise outbreak from the building and include sound proofing and a noise limiter. 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 where there is access to a range of public transport. Deliveries and servicing arrangements are adequate to support the venue and minimise disruption to the local area. There are

suitable arrangements in place to manage taxi pick up and drop offs including marshalling at peak times.

Management of external areas – There are strategies in place to minimise impact on neighbouring homes including an outdoor seating management strategy, an egress and dispersal strategy and a traffic management plan. The use of external areas is managed.

A full report is below of consideration.

Description of Site and Surrounding Area

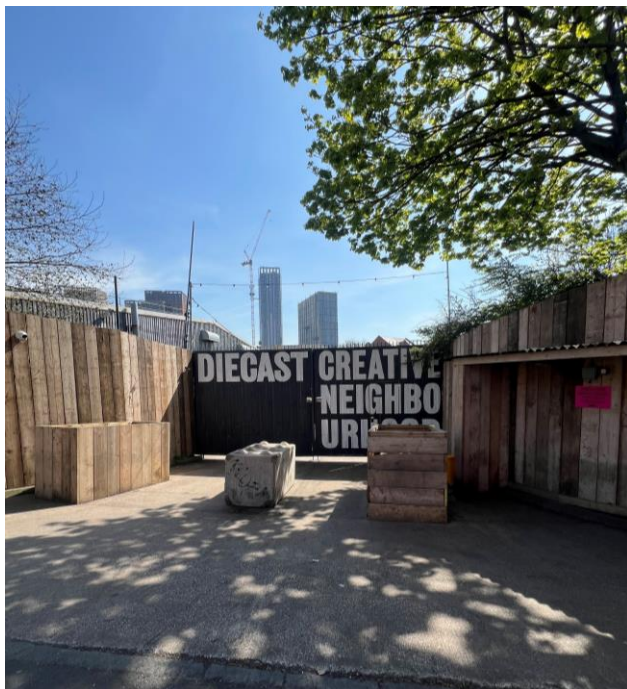
This 1.6 ha site was previously used as a foundry and is bounded by Ducie Street, Store Street, the Ashton Canal and the Stocktons site. It has extensive frontages to Store Street and Ducie Street and there are significant level changes along Store St and between Ducie Street and Store Street.

The site does not contain any listed buildings, but the following designated heritage assets are nearby: Former Junction Works at Paradise Wharf, Ducie Street Grade II; the Stable Block to Southeast Junction Works at Paradise Wharf Grade II; and Store Street Aqueduct Grade II*.

The site is in the City Centre. The character of the area includes red brick industrial architecture and modern developments. There are medium to high rise residential blocks alongside commercial activity on Ducie Street with independent retailers/businesses, offices, hotels and drinking establishments. There is a mixture of commercial and residential developments on Great Ancoats St.



Aerial view of site



Ducie Street pedestrian entrance



Brick frontage fronting Ducie Street



Store Street Elevation



Private Car Park



Aerial photo of building and outdoor seating area

The Proposal

Planning permission was granted on 31 May 2022 (133523/FO/2022) to use the site as mixed-use commercial development comprising retail, leisure, office and drinking establishment uses (Suis Generis) on a temporary basis, expiring on 30 June 2025. This included a bakery, bar/restaurant/events space, external seating area, kitchen, shops, night market, gym, WC's and offices.

A mix of the leisure and entertainment uses including a bar/restaurant, a beer hall, events space, kitchen, WC's, external seating area and mixture of retail and office spaces for medium sized enterprises (SME's) have been implemented. The night market, bakery and gym were not implemented.

This application seeks permanent permission for the previously implemented uses and the night market. The gym and bakery are not included in the permanent use.

There have been minor alterations to the to the internal layout during the temporary use which are included in this application, including the reconfiguration of internal spaces. There would be minor elevational alterations on Ducie Street to accommodate wider entrance doors and new access points for events and the night market. The application also includes the retention of structures in the external seating area and elevational alterations.

The operating hours would remain unchanged with the venue operating from 08:00 to 01:00 7 days a week. These hours refer to the whole site but the typical opening hours for the drinking establishment and entertainment elements are:

- Wednesday 16:00 to 23:00
- Thursday 16:00 to midnight (00:00)
- Friday 16:00 to 01:00
- Saturday 12:00 to 01:00
- Sunday 12:00 to 23:00

The average use the venue hosts would vary throughout the year, but approximately two events each month on a Monday or Tuesday would be outside of these typical opening hours, but within the agreed venue operating hours.

Vehicular access to an ancillary 29 space car park would remain from Store Street with pedestrian access from Ducie Street. The proposal includes 20 covered cycle spaces.

A range of operational and mitigation measures including previously implemented sound attenuation and dispersal management protocols would be retained.

The Planning Submission

This application is supported by the following information:

- Design and Access Statement
- Planning Statement
- Drawings
- Statement of Community Involvement
- Noise Impact Assessment
- Crowd and Outdoor Management Plans
- Transport Statement
- Framework Travel Plan
- Servicing and Waste Management Strategy
- Energy and Sustainability Statement
- Ventilation Statement
- Extraction Statement
- Biodiversity Net Gain Addendum Letter
- Traffic Management Plan
- Egress and Dispersal
- Construction Management Plan
- Crime Impact Statement
- Fire Risk Management Strategy

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 29 objections, 1 neutral comment and 3 in support have been received.

Support (3)

- Utilises an existing redundant building
- Excellent well run
- Improves offering to the area through entertainment and food options
- Since the approval of offices to Former Retail Park it is important to have a mix of services within area
- Noise is expected within City Centre
- Diecast brings strong economic benefits

Neutral (1)

- Welcome the facility but would request visual improvements to the site appearance
- Removal of scrub vegetation and improvement to boundary treatments to remove chain link fence
- Improve façade of old building by removing vegetation growing from brickwork
- Improving door access opposite A&M labels.

Objections (29 representations from 26 different addresses)

Noise and Disturbance

- Significant noise disturbance from 8pm until 1am. Reaches 1:30am by the time people have cleared. Noise generated by people and cars.
- Outdoor area has insufficient screening and generates noise. Soundproofing to the Beer Garden such as professional-grade awnings to contain noise from garden area. The partial structures installed worsened the noise problem. Residents unable to use balconies or open windows in summer.
- Noise issues affecting value of properties, losing tenants and residents trapped due to fire safety (cladding) issues.
- Impact on sleep, safety and quality of life.

Operational Management

- Hotline for noise complaints is inconsistent as varies based on duty manager. Noise complaints closed without proper investigation.
- No effective stewarding or crowd control/safety measures. Strict Monitoring and Immediate Response to Noise Complaints. The venue should commit to consistent and immediate action to hotline complaints.
- Independent noise monitoring should be required - with real enforcement - rather than relying on reactive complaints from residents. Response to neighbours is temporary and does not sustain.
- Anti-social behaviour, drunk patrons causing vandalism, public indecency and disturbance.
- Submission of videos showcasing anti-social behaviour and noise nuisance

Entrance

- Residents request the pedestrian entrance is changed to Store Street. The venue's objection regarding steps is irrelevant and they should invest in building a ramp as a condition of operation.

Opening Hours

- Concerns with opening hours for 7 days a week and until 1am.

Long-term regeneration ambitions

- Does not align with the long-term regeneration of the area and should be residential.

Use of the site and inconsistency between floorspaces and capacity figures

- Deviated to a late-night party venue from original food hall and multi-use community space.
- Inappropriate use within residential area.
- There is an inconsistency between floorspaces on previous app and current
- Crowd management plan has practices capacity is set 5,300 but occupational capacities state 6,500

Traffic Management & Parking

- Improve traffic management. Unable to access car parks due to obstruction from pedestrians and taxis/vehicles.
- Already two sites under construction one on Duice Street and off Ducie Street. There are also other sites nearby under construction.
- Events from Diecast are making it increasingly difficult for businesses on Ducie Street to find any parking.
- Request for parking bays to be converted to permit holder for each business.

Consultations

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. They have not witnessed any noise that has been deemed a statutory noise nuisance under the Environmental Protection Act 1990. The premise is well resourced, and the dispersal of patrons is actively managed.

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

Highway Services no objections subject to conditions relating to installing electric vehicle charging points, an updated travel plan with cycle parking monitoring and compliance with refuse and servicing strategy. An events management plan should be

submitted and used in conjunction with the operational management plan and egress and dispersal management plan.

Transport For Greater Manchester no objection subject to conditions relating to updated travel plan and cycle parking monitoring. Transport statement advises events management plan would be employed and this reviews management of drop off and pickups. It also advises taxi bays in discussion with Manchester City Council.

Greater Manchester Ecology Unit (GMEU) the proposal does not impact on 25 square metres of vegetated habitat or 5m of canal bank and is therefore exempt from mandatory Biodiversity Net Gain.

Design for Security at Greater Manchester Police advise that measures within the Crime Impact Statement are implemented. Trees along boundary of site fronting Paradise Wharf to be thinned and not removed to improve safety and visibility lines.

Policy

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 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 development is in the City Centre and supports its role as a major growth area for employment, leisure and investment.

Policy JP-Strat2 – City Centre – This mixed-use development enhances the City Centre's employment, cultural and entertainment offer. This is a highly accessible location and provides a mixture of uses.

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

Policy JP-S1 – Sustainable Development – The development contributes to the area's regeneration and would use an existing industrial building.

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

Policy JP-S5 – Clean Air – The site is in the Manchester AQMA, but the use would not exacerbate current air conditions. EV charging points are recommended.

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 small and medium enterprises, has created jobs in the cultural sector and contributes to tourism.

Policy JP-J2 – Employment Sites and Premises – The proposal would provide office and retail units for independent medium and small enterprises. The commercial and entertainment uses provide employment 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 previously used industrial warehouse.

JP-P2 – Heritage – The site is not listed or in a conservation area. It would be within the setting of nearby listed buildings. The scheme is not considered to impact on any nearby designated heritage assets.

JP-P4 – New Retail and Leisure Uses in Town Centres – The continued use would provide retail, leisure and commercial uses in the City Centre.

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 proposal would create active ground floor frontages to Ducie Street and Store Street. The site includes the provision of cycle parking of the pedestrian environment.

Policy JP-C8 – Transport Requirements of New Development – The proposal is in a highly sustainable area close to walking and cycling infrastructure and nearby 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 City Centre site and would contribute to regeneration and economic growth. This mixed-use scheme provides office space to support businesses and provide jobs.

Policy SO2 – Economy – The proposal would provide jobs in a highly accessible location and contributes towards tourism.

Policy SO.5 – Transport – The proposal would be highly accessible, reducing private car use and encouraging the use of public transport.

Policy EC1 – Employment and Economic Growth in Manchester – The scheme supports around 250 jobs in a range of sectors and accommodates SMEs and contributes to local employment and economic growth.

Policy EC3 – The Regional Centre – The mix of leisure, cultural and employment uses reinforces Manchester’s role as the economic heart of the city-region.

Policy CC1 – Primary Economic Development Focus – The mix of uses contributes to the city centre’s economic diversity and help to deliver economic growth and regeneration.

Policy CC2 - Retail – The use would contribute positively to the commercial and retail offer of the area.

Policy CC4 – Visitors – Tourism, Culture and Leisure – The development supports tourism.

Policy CC7 – Mixed Use Development – The leisure, retail, office, drinking establishment and entertainment uses contribute to an active and mixed use development.

Policy CC10 – A Place for Everyone – The uses provide inclusive employment opportunities and supports a diverse range of sectors. This is accessible for small and medium businesses including start-ups.

Policy C10 – Leisure and the Evening Economy – The development supports the evening economy. There are robust management strategies and protocols to minimise impact and disturbance on nearby residents.

Policy EN1 – Design Principles and Strategic Character Areas - The proposal would respect the character of the building and responds positively to the commercial offer and activity within the neighbourhood.

Policy EN3 – Heritage – The site does not contain any listed buildings and does not impact on the setting of any listed buildings.

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

Policy EN19 – Waste - The proposals incorporate areas for the storage and collection of waste.

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 D.C10 - Food and Drink Uses – The proposal is appropriate in the city centre. Measures are in place to minimise impact on surrounding homes and waste management arrangements are suitable.

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 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;

Paragraph 2.3 states that a high-quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the city, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the

landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area. This should be demonstrated in planning submissions by way of design statements.

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

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;

Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The proposal responds to local context and retention of the character of this industrial building is appropriate. The design principles retained consist of the scale and massing, visual appearance and fenestration.

The alterations to the building are modest and complement the industrial character of the building and neighbourhood. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

The Manchester Piccadilly Strategic Framework (2018)

The Manchester Piccadilly Strategic Regeneration Framework (SRF) has been prepared to guide future development. The framework has a vision for Piccadilly becoming a neighbourhood with a community of a vibrant mix of office, residential, retail and leisure.

The East Village Central Development Framework (2023)

This East Village SRF outlines a vision for the area to the east of Piccadilly. It focuses on the redevelopment of the former Stocktons furniture showroom and Presbar Diecasting foundry. The key objectives include a high-density district including commercial uses, residential units and significant public realm.

The applicant site refers to the Presbar Diecasting foundry. The permanent use would ensure that the development has a continued presence at the site until such a time the site is redeveloped in line with the vision outlined in the SRF.

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”

The venue contributes towards tourism and supports the economy and vitality of the city centre. The proposed use also provides a unique opportunity for smaller and medium scale businesses within a city centre location.

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.

The proposal would create temporary jobs during construction and then permanent jobs during its operation. The proposed use would act as a driver to boost Ancoats as a visitor destination.

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 offices, retail/market stalls, hospitality and events and live music supports the creative industry in the City. This would support economic growth in an underrepresented sector in this part the city centre, attracting further investment.

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 venue has robust management strategies to ensure patrons are safe and secure. The site is located 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)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is located in 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. A travel plan and operational management would be secured as part of the conditions of the approval.

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 interest throughout the process" (paragraph 131).

Planning decisions should ensure that developments: 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; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; 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); 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; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and 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 (paragraph 135).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be high quality and complement the distinctive industrial architecture within the area. The retention of the existing building would ensure the development would be sustainable. Biodiversity on site will not be impacted.

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 sol, 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. Biodiversity improvements would be provided in the form of bird and bat boxes, which is a significant improvement based on the current condition of the application site.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

The site is already developed, and the proposed development would not require any groundwork/penetrations where ground contamination may then become a risk.

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 from the uses is considered to be contained by significant sound proofing, noise limiters and management strategies for dispersal. There is noise associated with the use of outside areas. This use is appropriate in a city centre context and, with all the mitigation measures in place, any noise and disturbance is appropriately minimised to ensure it is not unduly harmful to surrounding residential amenity.

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

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions. The site has no public car parking provision and encourages sustainable transport. The private car parking will have two EV charging stations to minimise carbon emissions as required by condition.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207)

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210).

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 states that any harm or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The proposal would have a positive impact on the character of the area. The proposal would not harm the setting of any designated heritage assets.

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

A construction management plan would include measures to minimise noise impacts of the minor alterations to facilitate the proposed night market. 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.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The siting, scale and appearance of the development responds appropriately to the industrial building and local context.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

The proposal would create a fully accessible development.

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 Picadilly station. The area includes retail and commercial uses alongside homes and the use would support the areas vitality and vibrancy.

Planning permission 133523/FO/2022 established the principle of the use for a temporary 3-year period which expires in June 2025.

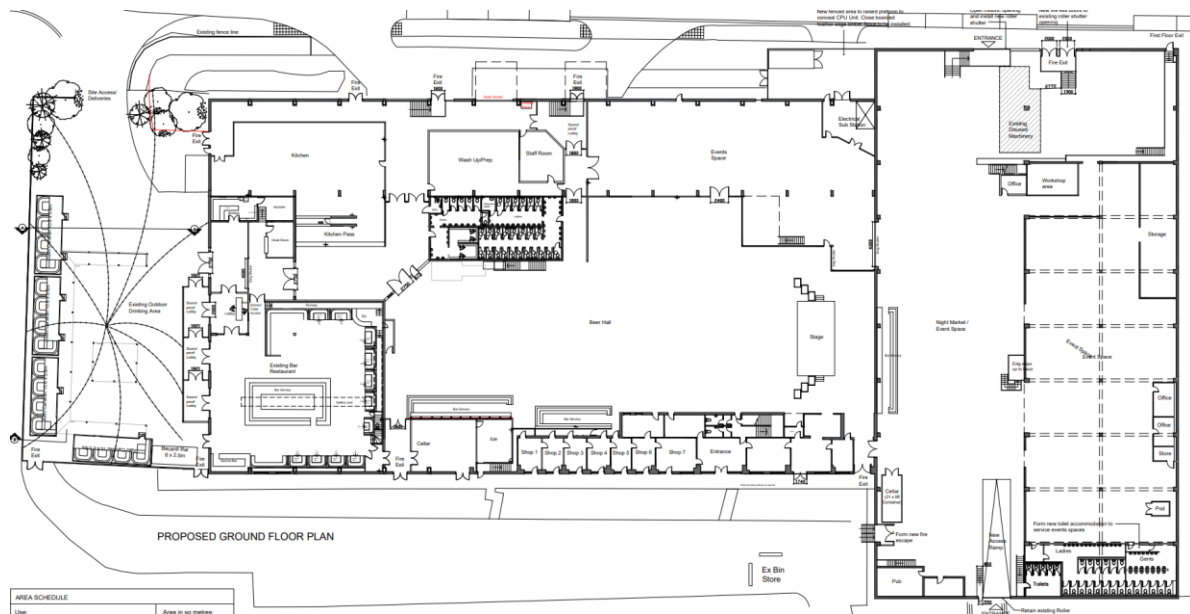
The proposal includes a wide range of uses and is a popular venue, attracting up to 20,000 patrons per week. It is known for its varied creative offer alongside the main drinking and eating elements. There is flexible workspace for SMEs, available to small and medium sized businesses. The proposal supports around 250 jobs including hospitality, events management, creative industries and technical services.

The permanent use would ensure that the proposal can continue until the site is redeveloped in line with the SRF.

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 support the local economy and vitality and vibrancy of the city centre.

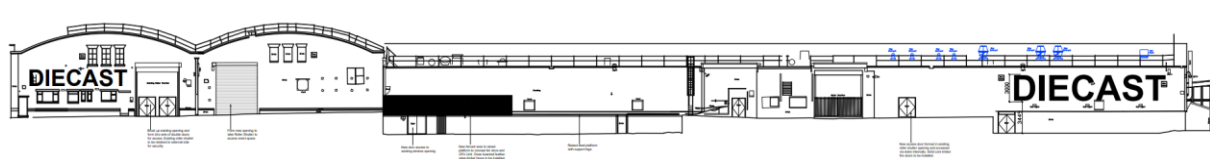
Design and Appearance

Minor elevational alterations were permitted under the temporary planning permission with new structures in the external areas. Whilst some of those alterations have been implemented, other modifications have been made during the temporary period. Although the changes are within the spirit of the previous permission, this application seeks to retain those alterations including the structures in the external areas which include the static caravans and central pergola.



Proposed site ground floor plan

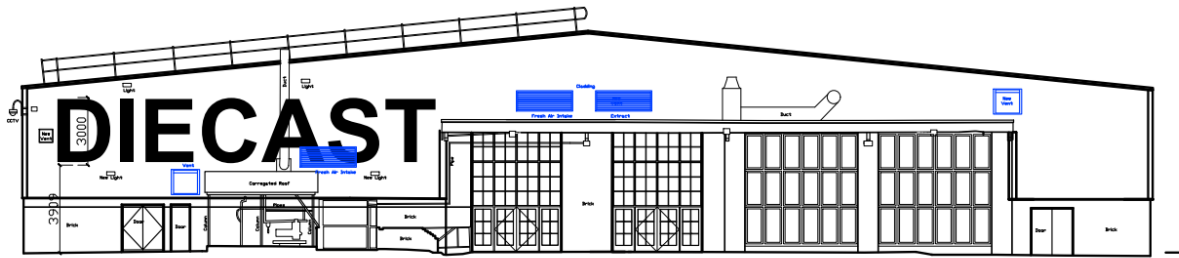
Elevational alterations now proposed include changes to shutters and the insertion of doors on Ducie St to provide an entrance for the events space and night market.



Proposed Ducie Street elevation



Proposed Store Street elevation



Proposed courtyard elevation

Internal changes include the addition of sound lobbies, event spaces and improvements to the back-of-house. The previously approved gym has been removed.

The retention of the elevational alterations and external structures would be acceptable. Some of the boundary treatment is in a poor condition and a condition would secure an improvement to them.

The design and visual appearance of the scheme is considered to be acceptable and complies with Core Strategy Policy DM1.

Impact on the historic environment

The site is not listed and is not in a conservation area. The elevational alterations and external structures would not harm the setting or character of nearby heritage assets. This includes listed buildings such as Grade II Former Junction Works at Paradise Wharf, Grade II listed Stable Block to the southeast of Junction Works and the Grade II* Store Street Aqueduct.

Noise and disturbance

There are several homes near to the site and other residential developments are under construction. The nearest residential properties are: Junction Works and Whittle Croft at Paradise Wharf, Residents Inn, Oxygen, Millbank St Apartments, Jutland St Apartments and Millbank Apartments.

Measures have been put in place to prevent noise outbreak from the building including significant sound proofing and a noise limiter. There is also a dispersal statement to manage patrons to allow them to exit suitably from the premises.

The opening hours of the venue were controlled by planning condition between 08:00 to 01:00 with no use of the external areas after 23:00. The use has operated with these measures in place for some time.

The occasional events at the venue, no more than two per month on average, should have their own specific Event management plan which would be part of the conditions.

Environmental Health are satisfied that, overall, measures to control noise remain adequate for the permanent use, and it could continue to operate without any unduly harmful impact to surrounding homes from noise outbreak from the building or from the use of its external areas. This refers to the existing uses including the bar/restaurant, beer hall, events space, external seating area, retail and office spaces.

The warehouse on the eastern side of the site is used for storage and it is proposed to be used as a further events space and night market. These spaces were previously granted permission under the temporary use but never implemented.

Environmental Health consider the principles for the acoustic insulation for the proposed night market and events spaces to be appropriate, but the final details would need to be agreed prior to first use. The measures could include roof and wall modifications, noise limiters and sound insulation between spaces. There would be no use of these spaces until the measures are agreed and any measures implemented would be subject to further verification testing to ensure that they are effective.

Objections have been received in relation to noise and disturbance from the venue. This primarily relates to the dispersal and noise generated from patrons leaving the site at closing time which is usually either midnight or 01:00, noise from the outdoor seating area and internal live music.

There are bespoke strategies to manage dispersal from the venue. These include marshalling from the venue to ensure patrons do not loiter in the street and taxi's are managed to ensure they disperse from the area following pick up or drop off.

Music is not allowed to be played in the external areas, and their use should cease use at 23:00. The courtyard smoking area ceases at 23:00 after which smoking is only permitted in an assigned smoking area on Ducie Street. Signage in the external area requests customers to keep noise to a minimum and staff members actively assess the area advising patrons to move inside or leave the premises if they are creating high levels of noise. Prior to the occupation of the residential building on the former car park between No.57 and No.59 Ducie Street, the designated smoking area to Ducie Street shall be relocated with details to be agreed by planning condition.

The venue has an Operational Management Plan which details comprehensive stewarding and control measures. This includes amongst other things proactive stewarding by members of staff, clear policies, capacity control, transportation flow and queue management. This plan remains adequate for use as part of this application and should be included on the planning conditions.

The applicant has a dedicated complaints protocol with hotline phone service. This provides direct contact to the venue's management team and is available to any residents wishing to make a noise complaint. The management team are trained to investigate any complaint immediately and seek to resolve as quickly as possible. The applicant keeps a record of complaints along with notes on the measures required to resolve each problem and prevent future issues.

Given the scale of the venue, and use of its outside areas, a level of noise and disturbance is created. However, the use is appropriate in a city centre context and, with all the mitigation measures in place, any noise and disturbance can be appropriately minimised to ensure it is not unduly harmful to residential amenity.

Since the use has become operational, complaints have been received by the City Council's Out of Hours Team. The team have responded to all complaints received

and, in some cases, have entered complainants' homes to carry out investigations. Due to the level of complaints received about the venue and its operations, the team also now proactively visit the premises at the weekend.

The team have never witnessed, or deemed the noise from the venue, to be statutory noise nuisance. They consider the venue has the resources to manage its patrons appropriately and disperse them from the venue. Subject to the same protocols being put in place for the permanent permission, it is considered that there would not be any unduly harmful impact to residential properties that would warrant refusal of this planning application.

The use is appropriate in the city centre context and with the mitigation measures in place ensures there are no unduly harmful impacts to residential amenity in accordance with policy DM1 of the Core Strategy and saved policy DC26 of the UDP.

Noise from plant equipment

New plant equipment is proposed for the northern warehouse in association with the events space and night market. Prior to the first use of this plant, the details should be agreed to ensure that this does not cause any unduly harmful noise impacts. This should be agreed by planning condition including verification of the plant and any associated mitigation.

Impact on the highway network

The main impacts on the local highway network are from drop off and pick up and servicing. This takes place outside of the main entrance on Ducie Street and at the service layby and would be retained in the permanent scheme.

A Traffic Management Plan includes details of how staff proactively manage drop-off and collections to minimise vehicles waiting and encouraging prompt driver pick up and drop off in designated areas.

For larger events, a bespoke plan is necessary and includes specific taxi companies and allows vehicles to wait in the service layby. This would include details of the type of events, queuing strategies and how it would be managed to prevent impact on the highway network. Highway Services welcome the addition of this plan.

The Transport Statement assessed the impact of the current temporary road closures to Pigeon Street and Whittles Croft. Currently drop off and pick up vehicles requiring access to Great Ancoats St must use Ducie Street and Peak Street. This is increasing traffic flow and vehicles on Ducie Street. Highways Services have advised these road closures are short term and expected until the end of this year. Once they are lifted there would be the opportunity for better dispersal of drop off and pick up away from Ducie Street and onto Laysall Street.

The venue implements an operational management strategy and egress and dispersal strategy including measures to prevent pedestrians obscuring the highway and to keep an efficient flow of vehicles. All strategies previously agreed would remain adequate and would form part of the conditions of any planning approval.

Car Parking and active travel

A transport statement notes all sustainable transport nearby including tram, trains and buses.

The proposal includes 29 private car parking spaces with 2 larger accessible bays and the retention of an existing 20 space cycle store. Highways Services have requested a minimum of 2 EV charging points are provided. This provision will contribute towards mitigation against air pollution.

The venue provides public transport information to encourage sustainable modes of transport and minimise the number of vehicles at the site. A Travel Plan includes objectives, targets and indicators, marketing strategies, management strategies and a commitment to monitoring and reviewing. Highway Services have requested a Full Travel Plan to be submitted within six months and following this for surveys to be undertaken every two years.

Cycle parking use would be monitored as part of the Travel Plan and additional provision would be installed when necessary. The cycle store would be lockable, with sufficient lighting and CCTV.

Neighbours have identified that construction in the local area is having an impact on parking and access to Ducie Street. These impacts are temporary and once removed would ease conditions at the site. There would be adequate measures to minimise the impacts on the local area.

This level of car parking and cycle parking is acceptable to Highways Services subject to a condition for EV charging points to be installed and for cycle parking to be monitored through the Travel Plan.

Accessibility

The main pedestrian entrance for members of the public from Ducie Street has level access into the building. The proposal is primarily across one level as the main event spaces, bathroom facilities, drinking and food areas are all on the ground floor.

The proposal is consistent with Core Strategy policies SP1, CC10 and DM1 as well as saved Unitary Development Plan DC10.1(d).

Fumes

The existing ventilation strategy is considered to be adequate by Environmental Health. It is not known if ventilation or fume extraction is required for the night market / event space and therefore a condition should be imposed in this regard.

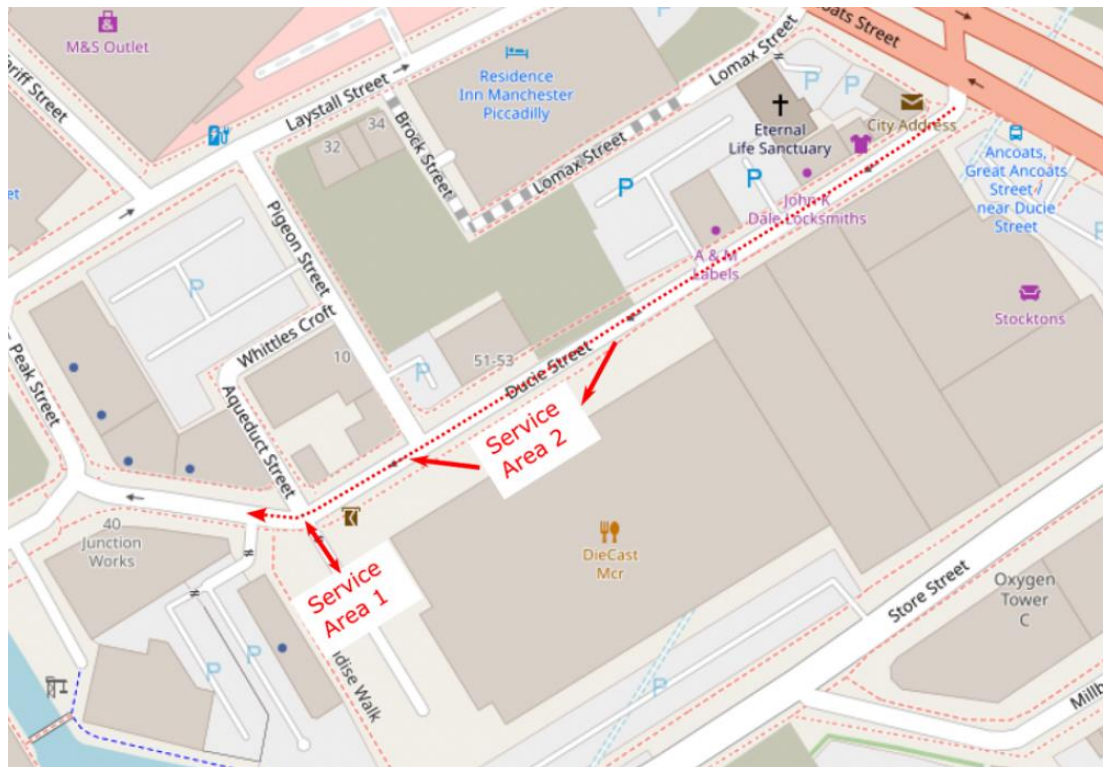
Lighting

The application includes lighting to external elevations, which would illuminate signage on the external elevations. In order to prevent any overspill or glare, further details should be submitted as part of the planning conditions. 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

A Servicing and Waste Management Strategy confirms that 97% of delivery and service vehicles would be smaller vans. The small number of larger vehicles would be for waste collection and beer deliveries. The site has two servicing locations. Area 1 is in the courtyard and accessible via the main pedestrian entrance on Ducie Street and area 2 is in the layby on Ducie Street.



Servicing plan showing areas 1 & 2

The strategy confirms that the primary service area would be in the layby. Highways Services accept that this is the most appropriate location for servicing to minimise any impact on the highway.

Concrete blocks restrict access to area 1 and prevent taxis from accessing the site. These are moveable and this service area could be used for larger events. Further details of this arrangement can be considered through the Events Management Plan required by condition.

All deliveries and waste collection would take place after 08:00 and before 21:00 as stated within the Servicing and Management Strategy.

Residents have raised concerns regarding the obstruction of the car park entrance to Paradise Wharf from large vehicles. The Transport statement states that servicing would not take place from the highway of Ducie Street. Construction and delivery vehicles do cause disruption along Ducie Street when delivering materials.

Highway Services and Environmental Health consider the Servicing and Waste Management strategy to be acceptable. A condition is recommended for this strategy to be carried out at all times. This is considered to comply with Core Strategy Policy DM1.

Crime and Safety

A Crime Impact Statement (CIS) makes recommendations for further physical security measures. A condition has been recommended to secure these additional measures.

A neighbour representation queried a reference in the CIS with regards to the cutting down or thinning of trees along the boundary with Paradise Wharf in the interest of improving safety and visibility to the adjacent walkway. No trees will be removed as part of the development and GMP have advised this is acceptable.

Impact on Ecology and Biodiversity

The originally submitted Biodiversity Net Gain (BNG) Assessment provided a baseline value at the time the temporary consent was granted. However, Greater Manchester Ecological Unit confirmed as the temporary consent was granted in May 2022 and was implemented prior to mandatory BNG, the previous baseline value should not be applied.

The proposal does not impact on 25 square metres of vegetated habitat or 5m of canal bank and is therefore exempt from mandatory BNG.

The applicant has advised that remedial works would include the removal of vegetation growing from brickwork. There is no objection to this works.

Conclusion

The proposal includes a wide range of uses, providing inclusive opportunities for small and medium businesses. The site supports 250 jobs and has activated frontages along Ducie Street and Store Street.

The attracts up to 20,000 patrons per week, and is known for its varied creative offer alongside the main drinking and eating elements of the use. This application 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 support the local economy and vitality and vibrancy of the city centre.

Careful consideration has been given to the impact of the proposal on the local area. The use would be appropriate in a city centre context and retains the industrial aesthetic of the building. Given the modest alterations to the building there will be minimal construction impacts.

The proposal should not result in any unduly harmful impact on visual amenity, residential amenity, highway safety, waste management, heritage and ecology. 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 its 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 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: APPROVE

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.

Condition(s) to be attached to decision for approval

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings

- Location Plan: 343 – 01
- Proposed Ground Floor Plan: 343 - 411C
- Proposed Mezzanine Plan: 343 – 412A
- External Elevations: 343 – 420
- Proposed Site Plan: 343 - 410A
- Smoking Area Map: No.343-901 Rev A

Documents

- Design and Access Statement, prepared by JSA Design
- Crime Impact Statement, prepared by Greater Manchester Police
- Emergency Plan, prepared by FGH
- Outdoor Management (Smoking and AL Fresco Dining Strategy), prepared by Diecast.
- Crime Impact Statement, prepared by Greater Manchester Police: 2022/0052/CIS/02 Version D
- Ventilation Statement, prepared by APL mechanical services
- Extraction Statement, prepared by APL mechanical services
- Traffic Management Plan, prepared by SK transport (Dated 8th April): 250408/SK22213/TN02(-01)
- Transport Statement, prepared by SK transport: 250321/SK22213/TS01(-03)
- Framework Travel Plan, prepared by SK transport: INSERT
- Fire Risk Management Strategy, prepared by Surety Fire Solutions (Dated 26th February 2025): JF/004 Rev 0.6
- Sustainability and Energy Statement, prepared by Element Sustainability (January 2025)
- Emergency Procedures, prepared by FGH Consult

All stamped as received on 11 March 2025.

- Egress & Dispersal, prepared by FGH

Stamped as received on 27 March 2025

- Crowd Management Plan, prepared by FGH

Stamped as received on 13 May 2025

- Biodiversity Net Gain Addendum, prepared by Penny Anderson Associates
- Servicing and Waste Management Strategy

All stamped as received on 14 May 2025

- External seating area Layout Plan (dated 16 May 2025)

Stamped as received on 16 May 2025

- Noise Impact Assessment, prepared by Jameson Acoustics: 22198-RP-1-R2

Stamped as received on 19 May 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/restaurant, beer hall, events space, external seating area, retail and office as shown on Drawing No. 343 - 411C shall be occupied in accordance with the approved Noise Impact Assessment, Jameson Acoustics: 22198-RP-1-R2 received 19 May 2025 by the City Council as Local Planning Authority on 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) Notwithstanding the submitted Noise Impact Assessment, prepared by Jameson Acoustics: 22198-RP-1-R2, prior to the first use/occupation of the night market / events space, as shown on Drawing No. 343 - 411C, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the this premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB 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 (Leq,5min), respectively.

b) Prior to the first use/occupation of the night market / events space as shown on Drawing No.343 – 411C, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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).

- 5) a) Prior to the installation of internally (where required to extract externally) and externally mounted plant, equipment and servicing, to the night market / events space as shown on Drawing No. 343 - 411C, details shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt, any plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L_{aeq}) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to the first use of the night market / events space as shown on Drawing No. 343 - 411C, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

- 6) a) Prior to the first of use of the night market / events space as shown on Drawing No. 343 - 411C, should fume extraction be required, a scheme to extract fumes, vapours and odours from the premises shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the night market / events space and thereafter retained and maintained in situ.

b) In the event a scheme is approved under part a), prior to the commencement of the first use/occupation of the night market / events space to the northeast of the site, as shown on Drawing No. 343 - 411C, approved confirmation shall be submitted to and approved in writing by the City Council as Local Planning Authority that the approved scheme has been implemented.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan (1995).

- 7) Prior to the installation of the external alterations hereby approved and as shown on Drawing No. 343 - 420, details of materials shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include scaled section drawings, product specifications and samples.

The approved materials shall be implemented in accordance with the approved details.

Reason: In the interests of visual amenity pursuant to Policies SP1 and DM1 in the Manchester Core Strategy (2012)

- 8) Within 1 month of the date of this planning permission, details of a replacement to the boundary fencing shall be submitted for approval in writing by the City Council as Local Planning Authority. This shall include product specifications and scaled drawings.

The approved boundary treatment shall be implemented within two months of approval and thereafter retained and maintained in situ.

Reason - In the interests of visual amenity and site security, pursuant to Policies SP1 and DM1 in the Manchester Core Strategy (2012)

- 9) a) Prior to the installation of external lighting as shown on Drawing 343 – 420, a scheme for the lighting design shall be submitted to and approved in writing by the City Council as Local Planning Authority to control glare and overspill onto nearby residential properties. The lighting shall be installed in accordance with the approved scheme.

b) Prior to the first use of the lighting, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall be submitted to and approved in writing by the City Council as Local Planning Authority. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

- 10) Any external lighting shall not exceed luminance levels of 300cd/m².

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) If any lighting 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.

12) Within 1 month of the date of this permission, an Events Management Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- a) Details of the types of events that would be held within the spaces including any servicing arrangements required for each event
- b) Details of a contact to allow neighbours to report any servicing or drop off/pick up issues
- c) How pedestrian activity is controlled such as queuing etc
- d) How vehicle/taxi drop off and collections is controlled and measures to prevent any impact on the highway
- e) Contact details to allow neighbours to reach out if servicing or drop off and pick up is causing issues

The approved Events Management Plan hereby approved shall be kept in operation at all times thereafter and shall be used in conjunction with the approved Crowd Management Plan (prepared by FGH and received 13 May 2025) and Egress & Dispersal Management Plan (prepared by FGH and received 27 March 2025).

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 Manchester Core Strategy (2012).

13) Within 1 months of the date of this permission, details of the provision of a minimum of 2 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. This includes details of the location, specification of charging points and the associated infrastructure.

The approved details shall be implemented within three months of approval and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

14) a) Development shall be carried out in accordance with the submitted Travel Plan Framework, prepared by SK transport: 250321/SK22213/FTP02(-03) (Received 26 March 2025)

b) Within six months of the date of this permission, in accordance with the approved Travel Plan in part a) of this condition, the results of the monitoring of travel patterns shall be submitted for approval in writing by the City Council as Local Planning Authority. In the event any additional cycle parking is required, details shall be submitted to and approved in writing by the City Council, as Local Planning Authority.

c) Following part b) of this condition, the results of the monitoring of travel patterns shall be submitted every 2 years for approval in writing by the City Council as Local Planning Authority. In the event any additional cycle parking is required, details 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 for users, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012)

15) Within 3 months of the date of this permission, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority. This works shall be in accordance with the details within Section 3 and as shown on Drawing No. SK22213-101 (Appendix C) of the Transport Statement (Received 11 March 2025). The works include:

- Dropped kerbs and tactile paving at service layby access junctions to Ducie Street and at the junction to the west of the site
- Resurface footways on Ducie Street site frontage

The approved scheme shall be implemented and be in place within a timescale to be agreed in writing by the City Council, as Local Planning Authority and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

16) The external seating area hereby approved shall be carried out in accordance with the Outdoor Management Strategy (Smoking and AL Fresco Dining Strategy), prepared by Diecast (Received 11 March 2025), for its lifetime. This includes:

- The use of any external areas excluding the pre-designated smoking area shall cease at 11pm.
- No external music shall be played at any given time.

Reason - In the interests of 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).

17) The designated smoking area on Ducie Street (after 11pm) as shown on Drawing No.343-901 Rev A, shall be relocated in accordance with a scheme to be submitted for approval in writing by the City Council, as Local Planning Authority, prior to occupation of the residential building on the former car park between 57 and 59 Ducie Street.

The scheme shall be implemented within 1 month of approval by the City Council as Local Planning Authority and shall remain in situ whilst the use or development is in operation.

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).

- 18) Development shall be carried out in accordance with the Construction Management Plan, prepared by Diecast (Received 11 March 2025).

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).

- 19) The details of the approved Waste Management and Servicing strategy, prepared by SK transport (Received 14 May 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.

- 20) The details of the approved Egress & Dispersal Management Plan, prepared by FGH (Received 27 March 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).

- 21) The details of the approved Crowd Management Plan, prepared by FGH (Received 13 May 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).

- 22) 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 Crime Impact Statement, prepared by Greater Manchester Police: 2022/0052/CIS/02 Version D received by the City Council as Local Planning Authority on 11 March 2025.

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

- 23) The use hereby approved shall not operate outside the following hours:

- Monday – Sunday 8am until 1am

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.

24) 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:

- Monday to Saturday: 7:30 to 20:00
- 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.

25) 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.

26) All external doors and gates of the development hereby approved shall open away from the public highway.

Reason - In the interest of highway safety in accordance with Core Strategy Policies CC5 and DM1, and the National Planning Policy Framework.

27) Notwithstanding the provisions of the Town and Country Planning Act (Use Classes) Order 1987 (or any other revoking and re-enacting that Order with or without modification) the premises shall only be used for the following uses and no other purposes: retail, leisure, office and drinking establishment uses (Suis Generis)

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

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: 142386/FO/2025 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.

Informative:

- 1) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:

[Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council](#)

- 2) Any concerns with ongoing construction work/vehicles impacting on the adopted highway, please contact:
highwaynetworkmanagement@manchester.gov.uk.
- 3) It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians

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

Highway Services
Environmental Health
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit

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:

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Transport For Greater Manchester

Relevant Contact Officer : James Bridgman
Telephone number : 0161 219 6202
Email : james.bridgman@manchester.gov.uk

