
Application Number	Date of Appln	Committee Date	Ward
141792/FO/2024	23rd Jan 2025	10th April 2025	Ancoats & Beswick Ward

Proposal Conversion of vehicle garage into market hall (Use Class E).

Location Blossom Motor Company, 27 Gun Street, Manchester, M4 5DN

Applicant Blossom Street Motors

Agent Andrew Burns, Atelier MB

Executive Summary

The proposal is for the change of use of an existing vehicle garage and MOT testing centre to an indoor market hall, with associated external alterations.

Three letters of objection have been received.

Key Issues

Principle of the proposal and the scheme contribution to regeneration – The development is in accordance with national and local planning policies, and the scheme would bring economic, social and environmental benefits.

The development would complement the commercial offer in the Ancoats neighbourhood and the city centre as a whole.

Economic – The proposal would retain the existing building in the conservation area to form a unique offer within the neighbourhood of Ancoats. The proposal would contribute positively to the local economy through the provision of a bespoke commercial offer which would bring activity during the day and evening time. Jobs would be created both during construction and when the use becomes operational.

Social – The proposal would create an active commercial frontages to both Henry Street and Gun Street. The development would be fully accessible with level access and a ground floor WC. Crime and anti-social behaviour would be minimised through the use of Secured by Design principles.

Environmental – Improvements would be made to the façade of the existing building which would enhance the buildings character and appearance within the conservation area. There are no protected species present at the site. Secured by Design principles would ensure the development is safe and secure. Waste management facilities would allow for the segregation of waste and the prioritisation of recycling.

Impact on the Historic Environment – The retention and alteration of the existing building would sustain the character and significance of the Ancoats Conservation Area. High quality materials would be used as part of the façade alterations which

would improve the buildings overall appearance in the conservation area whilst retaining the modest scale and industrial aesthetic of the existing building.

Impact on local residents and local businesses –Construction impacts would not be significant and can be managed to minimise the effects on local businesses and residents. Noise outbreak from plant and the commercial units, as well as fume and odour extraction, would be controlled by planning condition so that it would meet relevant standards. There would be no loss of privacy from the introduction of windows into the façade.

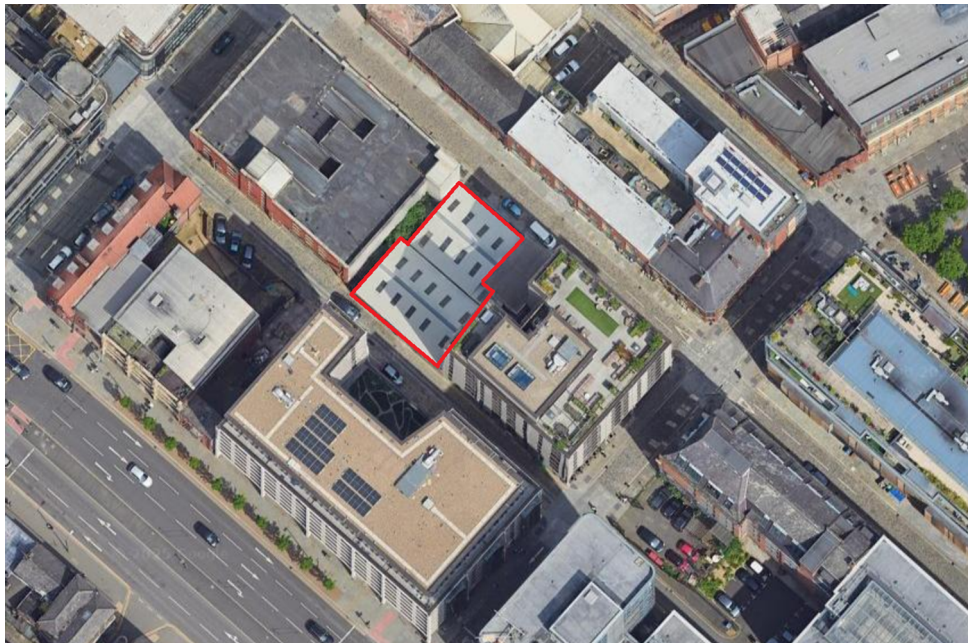
A full report is attached below for Members consideration.

Description

The site comprises of a single storey industrial unit which is bounded by Henry Street and Gun Street. There is both pedestrian and vehicular access from both streets.

The building is a combination of red brick and buff brick construction. Roller shutters feature along the property's Henry Street elevation and traditional styled timber doors along its Gun Street elevation. Corrugated metal sheeting form the roof.

The site adjoins a multi-storey car park to the north-west and a two storey commercial unit with planning permission to become a restaurant to the south-east.



Aerial photograph of application site



The site, with neighbouring four storey car park and Grade II listed Express Building in the foreground, pictured from Gun Street facing north-west.



The site with neighbouring two storey commercial unit currently under construction, and 8no storey apartment building at no13 Blossom Street in the foreground, pictured from Henry Street facing south-east

The site is in the Ancoats conservation area. Ancoats is a City Centre neighbourhood that is characterised by medium to high density buildings with ground floor commercial uses and upper floor residential within both new and converted buildings which contribute to the significance of the area. The historical grid pattern remains evident throughout the conservation area.

Henry Street contains a variety of uses including light industrial, a multi-storey car park, drinking establishments and retail premises. There are homes on Henry Street in the upper floors of Cotton House and 13 Blossom Street. Henry Street contains a mixture of older and more modern buildings. Gun Street is home to multiple residential buildings that front onto Great Ancoats Street, and also the vehicular entry and exit to the multi-storey car park.

The site is in Flood Zone 1 and a critical drainage area, and also lies within the Air Quality Management Area (AQMA).

The Proposal

The proposal would create 8no self-contained commercial Class E units. The site would feature a central corridor, providing through access from Henry Street to Gun Street and would also provide the main entry points to the commercial units. There would also be 2no accessible WCs, a storage closet and a bin store.

Prospective occupiers would be small/emerging independent businesses which would be procured by the applicant to ensure that they are within the spirit of this ethos.

Means of odour and fume extraction would be facilitated through a central extract duct. Level access would be present throughout the development. This would be a car free development with servicing and deliveries taking place from along Gun Street, and delivery and collection vehicles then utilising Blossom Street for access to neighbouring A roads, this being Great Ancoats Street and Oldham Road.

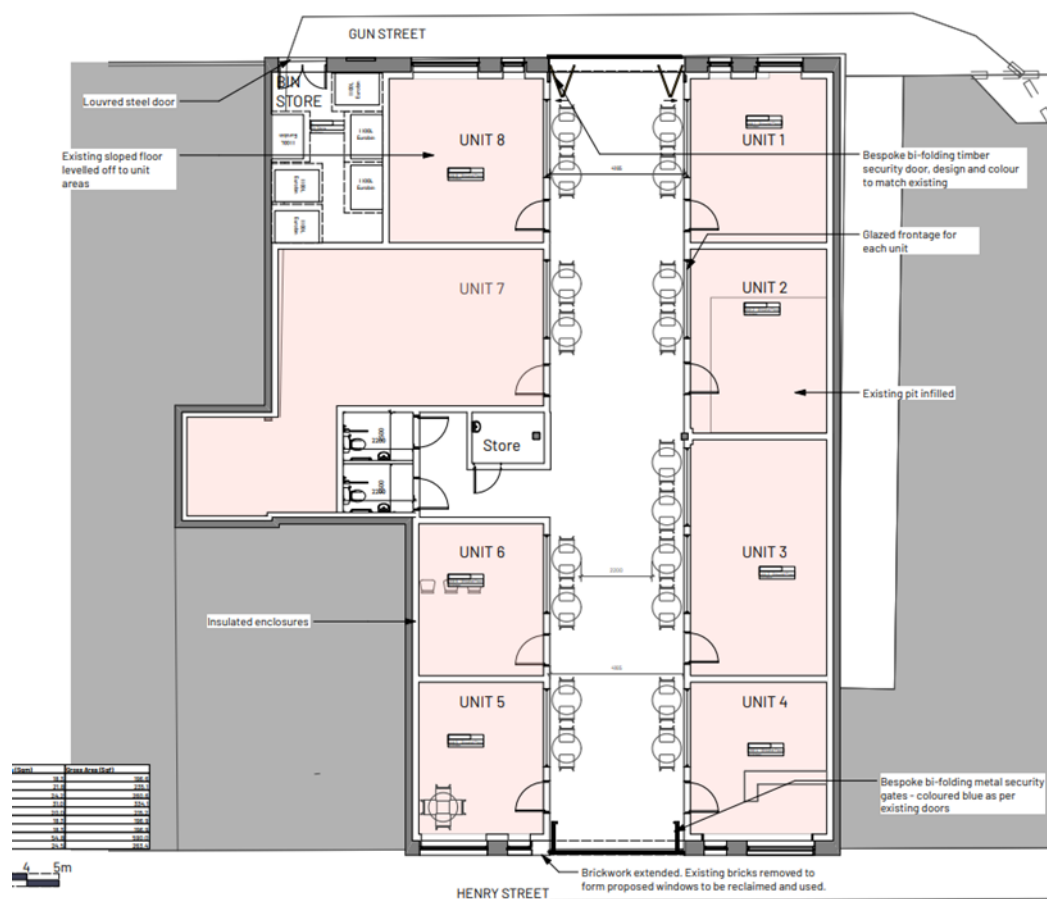
The existing roller shutters along Henry Street elevation would be removed, with the existing openings being partially infilled with a new external wall, completed in matching buff brick. A set of bespoke bi-folding metal doors coloured blue would form the main access off Henry Street, with 4no windows also being inserted.

The existing timber doors along Gun Street would be removed and replaced with a bespoke bi-folding doors. 4no windows and a louvred bin store door would also be installed.

Roof works would comprise of the installation of a central extract duct and a rooflight in the northern roof slope.

The proposed hours of opening are as follows:

- Monday – Sunday (Including Bank Holidays): 07:00 – 23:00



Proposed Floor Plan



Proposed Visualisation of development as seen from Henry Street (The property's roof is shown as opaque in order to illustrate the roof structure, roof panels will only be removed to allow for the insertion of rooflights)



Visualisation of the property's through corridor



Visualisation of the application site as shown from Gun Street.

Planning History

059081/FO/NORTH2/00 - Demolition and rebuild of Henry Street facade and extend existing roof to create additional garage space – Approved July 2000.

F04897 - Retention of roof over yard to form extension to garage and retention of rebuilt portion of garage and repair shop (Approved to 31.12.74 Ref. TP.51387) – Approved June 1976.

Relevant neighbouring applications

136558/FO/2023 - Use of ground and first floor as a restaurant (Use Class E) together with elevational alterations and other associated external works – Approved December 2023.

Consultations

Publicity – Nearby properties were notified; a site notice was posted, and an advertisement was placed in the Manchester Evening News.

Local residents/public opinion – Three objections and one letter that neither supported nor objected to the proposal were received. The letters of objection can be summarised as follows:

- Construction works would have an unacceptable impact on neighbouring amenity via noise generation and dust creation.
- The proposed use would lead to an increase in the number of pedestrians along Henry Street and Gun Street, thereby causing an unacceptable impact on neighbouring amenity via noise generation/outbreak.
- The use would likely lead to an increase in on-street parking that will impede access to all road users and local residents.
- The use would have an unacceptable impact on local property prices via neighbouring premises suffering loss of privacy and an increase in noise and light pollution.
- Insufficient information has been submitted with the proposal with regard to odour and fume extraction and how this may impact neighbouring properties.
- The proposed concentration of 8 no separate commercial units would cause an unacceptable impact on neighbouring amenity.
- Any proposed smoking area would cause an unacceptable impact on neighbouring amenity.

The letter that neither supported nor objected to the proposal can be summarised as follows:

- Consideration should be given to the gentrification of properties within Ancoats.

Highway Services advise that planning conditions relating to highway works, cycle parking provision, a delivery and servicing management plan, a construction management plan, outward opening doors and an informative relating to section 278 works should be imposed on the planning permission.

Environmental Health advise that planning conditions relating to odour extraction, a construction management plan, opening hours, servicing, acoustics, external plant and waste management should be imposed.

Flood Risk Management Team advise that they have no objection.

Greater Manchester Archaeology Advisory Service (GMAAS) advise they have no objection.

Greater Manchester Ecology Unit (GMEU) advise they have no objection subject to planning condition that would require a biodiversity net gain be made on site and an informative relating to protected species.

Design for Security at Greater Manchester Police no comments were received.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with Places for Everyone, 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

Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024.

The relevant policies are as follows:

Policy JP-Start1 – Core Growth Area – The proposal would support the role of the city centre as a major growth area. The proposal would contribute positively to the local economy and support the commercial offer in the Ancoats Neighbourhood.

Policy JP-Strat2 – City Centre – The use and scale of the development would be appropriate for this location given this is a highly sustainable area. The proposed use would complement the City Centre offer.

Policy JP-Strat14 – A Sustainable and Integrated Transport Network – The site is located in close proximity to all types of public transport.

Policy JP-S1 – Sustainable Development – The site is an existing industrial unit. Biodiversity at the site would be improved and recycling would be prioritised.

Policy JP-S2 – Carbon and Energy – The proposal would reuse the existing building and be energy efficient.

Policy JP-S4 – Flood Risk and the Water Environment – The proposal would not impact on surface water runoff or have any drainage implications.

Policy JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures would be employed during construction to control dust and impacts from construction and earthwork activities.

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 would provide 390 square metres of independent/small-scale commercial space. The provision of this form of commercial space would support the creative uses.

Policy JP-J2 – Employment Sites and Premises – The development would provide employment opportunity during construction and when the development becomes operational. The use would provide unique opportunity for independent and small scale retail.

Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity – No protected species have been found at the site. The proposal would include measure to improve on site biodiversity.

Policy JP-P1 – Sustainable Places – The proposal would reuse an existing building in the conservation area. The alterations to the appearance of the building are modest in nature and would have a positive impact on local character and the conservation area. The proposal would be accessible

Policy JP-P2 – Heritage - The architecture and materiality would enhance the character and significance of the Ancoats Conservation Area.

Policy JP-P4 – New Retail and Leisure uses in Town Centres - The proposal would introduce 390 square metres of new commercial space for independent/small scale retail within the city centre which is acceptable.

Policy JP-C3 – Public Transport – The proposal is well connected to accessible forms of public transport.

Policy JP-C4 – The Strategic Road Network – The development would not have an unacceptable impact on highway safety.

Policy JP-C5 – Streets for All – The development would be fully accessible. Planning condition 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 Henry Street and Gun Street, as well as through access to both roads, thereby improving the connectivity and safety of the pedestrian environment.

Policy JP-C8 – Transport Requirements of New Development – The proposal is in a highly sustainable area located close to walking and cycling infrastructure and nearby public transport.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy 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:

SO1. Spatial Principles – This is a highly accessible location, and the proposal would reduce the need to travel by private car and support sustainable development and minimise impact on the climate.

SO2. Economy – The scheme would provide jobs during construction and when the use becomes operational in a highly accessible location.

SO5. Transport – The proposal would be highly accessible, reduce the need to travel by private car and use public transport effectively.

SO6. Environment – The proposal would enhance the natural and built environment, ensure the sustainable use of natural resources and ensure that the City is inclusive and attractive to all.

Policy SP1 (Spatial Principles) – The proposal would have a positive impact on visual amenity and the character of Henry Street and Gun Street. The development would form a high quality addition to the street scene and complement existing and recent developments.

Policy EC3 (The Regional Centre) – This is an appropriate location for this proposal with excellent sustainable transport nearby. The scale and type of activity would be commensurate with a city centre location.

Policy CC1 (Primary Economic Development Focus: City Centre and Fringe) – The use and opening hours would be appropriate in this location and would not have an unduly harmful impact on residential amenity.

Policy CC2 (Retail) – The use would contribute positively to Ancoats neighbourhood commercial offer and would be fully accessible.

Policy CC5 (Transport) – The proposal is in a highly sustainable location with access to all forms of public transport and walking and cycling infrastructure.

Policy CC8 (Change and Renewal) – Employment would be created during construction.

Policy CC9 (Design and Heritage) – The alteration to the appearance of the building would be positive. High quality material would be used. The proposal would sustain the character of the conservation area and the alterations would be positive to the building and the conservation area.

Policy CC10 (A Place for Everyone) – The proposal would support the ongoing regeneration of Ancoats and the wider City Centre. The proposal would be fully accessible.

Policy C10 (Leisure and the Evening Economy) – The use is appropriate in this location. There would be no unduly harmful impacts on local amenity and planning

conditions would be used to ensure noise outbreak, fumes and odours and waste is managed.

Policy EN1 (Design Principles and Strategic Character Areas) – The proposal would respect the character of the Ancoats Conservation Area and would respond sensitively to neighbouring uses. This is discussed further below.

Policy EN3 (Heritage) – The impact on the Ancoats conservation is beneficial and discussed in more detail later in the report.

Policy EN14 (Flood Risk) – The site is located within an area of low risk. The development would not be detrimental to local flood risk for reasons discussed below.

Policy EN15 (Biodiversity and Geological Conservation) – The proposal has been accompanied by a Bat Roost Assessment, and biodiversity enhancements can be secured by condition. This is discussed further below.

Policy EN16 (Air Quality) – The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and emissions from traffic would be minimised. The proposal would not compromise local air quality conditions. No on-site parking would be provided as part of the proposal.

Policy EN17 (Water Quality) – The development would not have an adverse impact on water quality.

Policy EN19 (Waste) – The proposals incorporate areas for the storage and collection of waste generated by the development.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the development along with associated impacts on residential amenity from loss of privacy and acoustic fume impacts.

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 Core Strategy.

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:

Saved Policy DC10.1 Food and Drink Uses – The proposal would represent an acceptable use in the city centre and add positively to the variety and mix of uses within the local area. The impacts on residential amenity have been carefully considered and mitigation can be secured by condition. This is discussed in more detail later in the report.

Saved Policy DC18.1 Conservation Areas – The proposal would result in a minor beneficial impact upon the character and significance of the Ancoats conservation area. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would not impact on any nearby listed buildings.

Saved Policy DC20 Archaeology – The development would not include any groundworks that would present a risk to archaeological remains.

Saved Policy DC26.1 and DC26.5 Development and Noise - The application is supported by an acoustic assessment, and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise both during the construction and operational phases of the development. Noise generated by any external plant can be secured by condition. This is discussed in more detail later on in this report.

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 2.7 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.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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 its design would be appropriate. The alterations to the building are modest and complement its character and that of the local area ensuring any changes are acceptable with the conservation area.

High quality materials would be used in the development's facade. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020)

The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016.

The purpose of this document is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014, to reflect further detailed master plan for the area and to take into account changes in policy context and the significant progress that has been made towards delivering the original 2014 NDF proposals.

The NDF states that the mix of uses within the area should create a destination of choice and should benefit the needs of the local community, with a pre-disposition against late night drink and entertainment licences. No licences will be granted after 11pm.

The proposal responds to the objectives set out within the NDF by creating a premises comprised of small local businesses that will provide a unique offering to the local community and assist in making Ancoats a destination by further developing and diversifying its retail offer.

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”.

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site.

The site is in the expanded city centre and offers an opportunity to create a visitor destination that would contribute to further regeneration efforts. The proposed use would provide a unique opportunity for smaller 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 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).

390 square metres of small scale retail space would be created to support 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 proposal would be safe and secure. The site is located within walking distance of all methods of public transport. Cycle storage facilities are present in Cutting room Square.

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, is well connected to all public transport modes which would encourage sustainable travel. No on site car parking would discourage traveling to the site in a car. There would be no unduly harmful impacts on the traffic network with physical to promote non car travel. 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 architecture within the area. The retention of the existing building would ensure the development would be sustainable and low carbon. Biodiversity enhancements would be made on site and secured by planning condition.

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

Planning condition would ensure the property would be insulated to cause no unduly harmful noise outbreak on the local area. 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 ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development that cannot 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 and suitable mitigation can be put in place during the construction process. There would be a delivery and servicing management plan and access to public transport for occupants of the development.

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 goes on to state that any harm to, 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 result in a positive impact on the setting and significance of the Ancoats Conservation Area. This is considered in detail in the report.

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 construction process. The commercial units would be insulated to prevent noise outbreak. The plant would adhere to the Council’s noise criteria to ensure that it is suitable for use given the close proximity of homes.

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 local context. The materials and architecture would reflect its position in the Ancoats Conservation Area.

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 and would improve pedestrian connectivity between Henry Street and Gun Street.

Historic Environment states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

The proposal would result in an enhancement of the Ancoats Conservation Area.

Other Legislative Requirements

Section 72(1) of the Listed Buildings and Conservation Areas Act relates to conservation areas and states “In undertaking its role as a planning authority the Council should in respect to conservation areas pay special attention to the desirability of preserving or enhancing the character or appearance of that area”. The proposal’s impact on the Ancoats Conservation Area is discussed further below.

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.

Ancoats Conservation Area declaration

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

The concentration of mill buildings in Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

Issues

Principle of the Development

The Ancoats neighbourhood comprises a diverse commercial offer of restaurants, café and other retail uses which support the vitality and vibrancy of the area alongside the significant number of new homes which have been constructed in the area in the last 10 years. The area is an attractive place to live, visit and work.

The site is a long standing use within the Ancoats area offering vehicle repairs and MOT testing. The applicant, whilst no longer wishing to continue with the garage, wishes to retain the building and overall management of the site and introduce a bespoke use. The existing building and industrial aesthetic would be retained and a refreshed commercial offer, which would be attractive to independent retailers, would be introduced at the site.

Whilst it is acknowledged that the proposal would result in the loss of an independent business from the local area offering vehicle repair services in the city centre, the proposal would be consistent with planning policies SP1, EC3, CC1, CC2 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. This would also be in line with the aspirations of the Ancoats and New Islington NDF which seeks to create a mixed use neighbourhood.

The applicant's long term ownership of the site would allow them to carefully procure the end users who will occupy the units. This includes offering low rents which would favour independent retailers.

The proposal represents a unique opportunity to support independent and creative businesses in allowing them to establish a physical presence within Manchester City Centre. This would further diversify the retail offering within Ancoats and support the ongoing regeneration of the City.

Consideration should be given to any associated impacts on the conservation area together with residential and visual amenity. In particular, consideration would be given to the noise, hours of use, fume extraction, servicing and refuse and waste management arrangements. This is considered below.

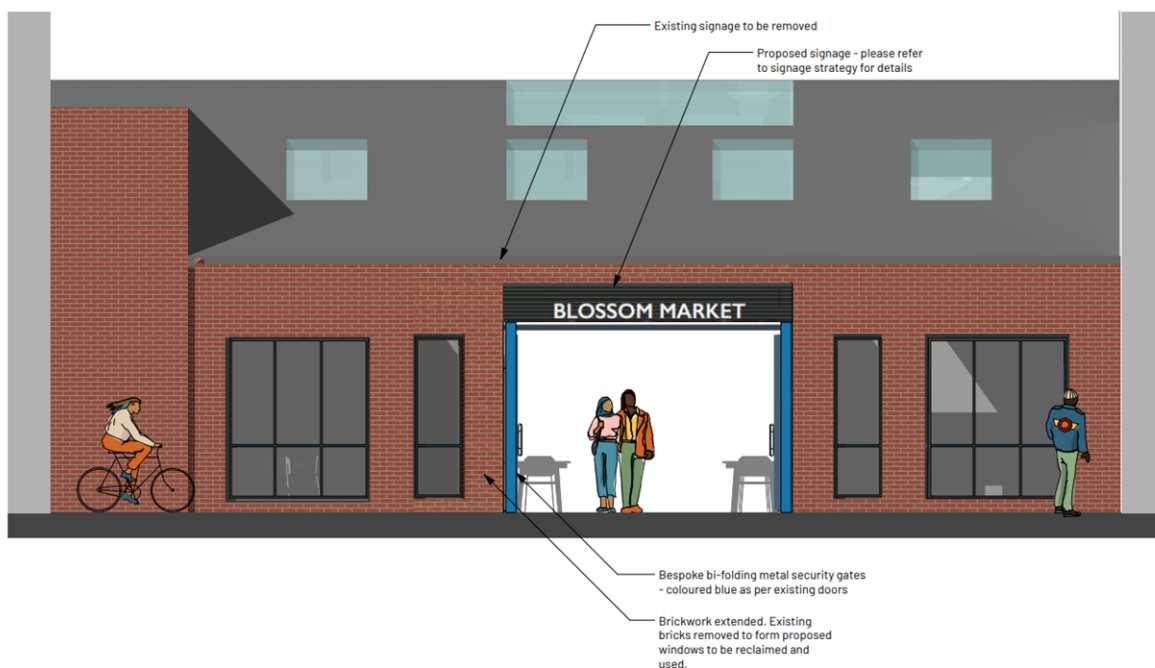
Visual Amenity

The existing building is single storey and utilitarian in nature and design in order to support the current functional requirements of the vehicle repair garage.

The proposal seeks to retain the industrial aesthetic of the building but enhance its appearance through the introduction of a number of new features which would be necessary to ensure the commercial units are functional and attractive to the end users and the appearance of the building as a whole.

Repairs and infilling of the brickwork would be required along with alterations to the roof. Bespoke doors and windows would be introduced into the façade which would echo the industrial appearance of other similar buildings in the area. Windows would be set within brick reveals to add depth of the façade.

The introduction of the windows would bring active frontages to both Henry Street and Gun Street, allowing views into the building.



Proposed elevation of application site's Henry Street elevation



Proposed elevation of application site's Gun Street elevation

The changes to the exterior of the building are modest and would improve the overall appearance of the building in the street scene. The materials would complement the existing building and the character of the wider area.

Plant and fume extraction would be mounted to the roof area, with the proposed plant being located within the centre of the property's roof valley. This arrangement, when implemented would not be considered to be highly visible in the street scene due to the dual cabled nature of the property's roof thereby providing screening from views along the public highway. Notwithstanding this, in order to minimise any views of the plant area and fume extract from elevated vantage points, a screen should be introduced. The final details of this, as well as the size and appearance of plant and fume extract should be secured by condition.

A Planning condition would ensure that all materials are agreed prior to their use of the building. In addition, it is considered appropriate to agree a signage strategy to ensure that future advertisements on the building are appropriate.

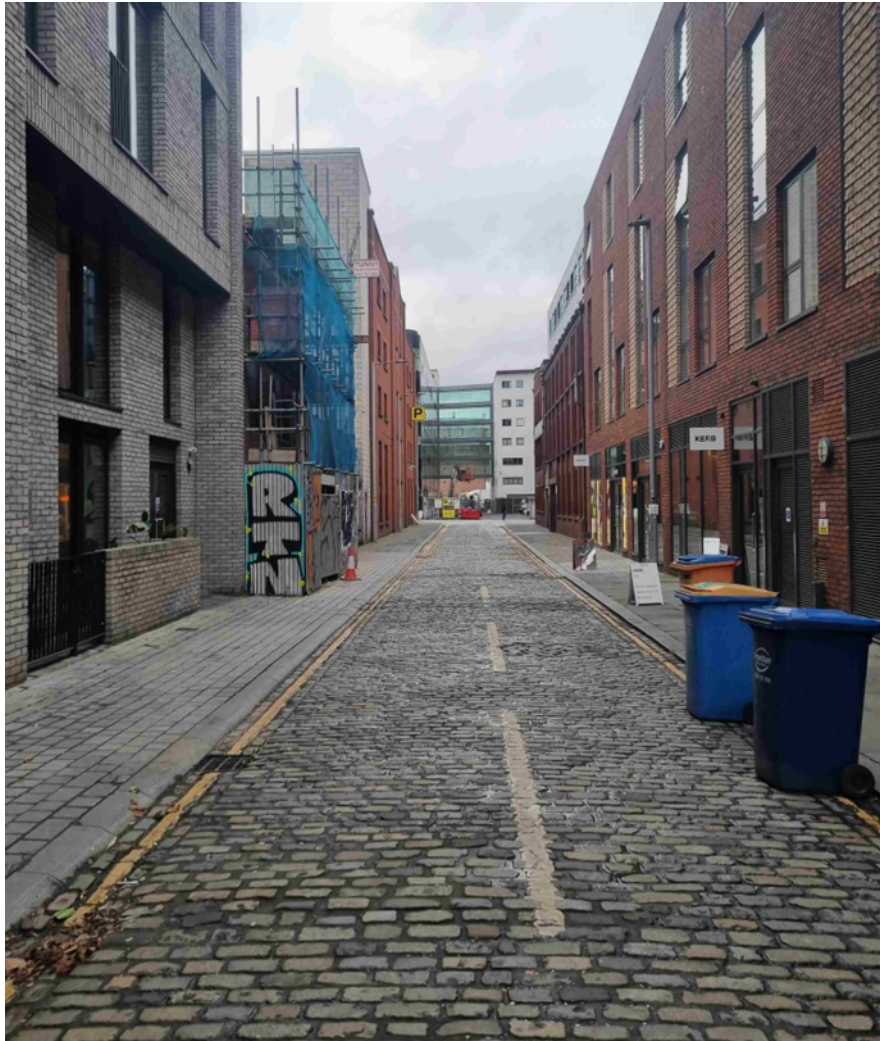
Impact upon the Historic Environment

Section 72(1) of the Listed Buildings and Conservation Areas Act relates to conservation areas and states "In undertaking its role as a planning authority the Council should in respect to conservation areas pay special attention to the desirability of preserving or enhancing the character or appearance of that area".

The significance of the conservation area is derived from the former cotton spinning mills which are principally located adjacent to the Rochdale Canal. There are lower rise commercial and residential buildings in and around the larger buildings. This relationship of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

There is new development in the immediate street scene at Cotton House and 13 Blossom Street. These developments follow the scale of the larger historic buildings and have generously proportioned windows, consistent fenestration pattern, and use high quality brickwork.

The existing building, and that at no46 Henry Street, are buildings of much a lower scale to these larger building and are considered to respond positively to the significance of the conservation area offering the juxtaposition in scale and massing which is found throughout the conservation area.



Henry Street as seen from the junction where it intersects with Blossom Street.

The proposal would retain the scale and massing of the existing building thereby sustaining the character and significance of the conservation area.

Proposed external alterations would enhance the appearance of the property and the immediate street scene through the brickwork repairs and the introduction of new windows and doors which complement the overall industrial aesthetic of the building, adding visual interest and introducing active street frontages.

The proposal is considered to be a positive addition to the conservation area, enhancing the setting and appearance of the Ancoats Conservation Area as set out in paragraph 221 of the National Planning Policy Framework.

Residential Amenity

The neighbouring area is mixed and contains commercial uses and homes. There are homes directly opposite to the site to both the north and south, with commercial units being present to the north and east.

The development would generate a degree of noise and disturbance from comings and goings which could be noticeable depending on the time of the day. The applicant has indicated that the premises would close no later than 23:00.

An acoustic report demonstrates that no unacceptable impacts would arise subject to the final specification of windows and other design features being selected and the opening hours being restricted. Environmental Health concur with the findings of the report and require that prior to the first use of the development, further acoustic testing should be carried out to ensure the measures are adequate and no further measures are required.

Deliveries and the servicing of the site will be limited to between 07:30 to 20:00, Monday to Saturday, with no deliveries being permitted on Sundays and Bank Holidays.

Objections have been received citing concerns over the proposal's impacts on noise generation, fume and odour extraction, the use of external areas and loss of privacy.

Henry Street is a narrow road with built development on either side, with habitable windows to homes facing directly onto each other at Cotton House and 13 Blossom Street. Similarly, Gun Street is also a narrow road, with habitable windows to homes facing directly onto each other at 13 Blossom Street and 11 Blossom Street. Windows facing directly on either side of the street is also characteristic of the wider Ancoats area.

As the new windows proposed at ground floor would face onto existing commercial premises within Cotton House and onto 11 Blossom Street's communal car park there would not be any loss of privacy as a result of the new windows being installed.

It is acknowledged that concerns have also been raised regarding noise and disturbance from the use, particularly late at night.

There is already a degree of comings and goings and noise from the existing use as a vehicle repair garage. Whilst it is acknowledged that the nature of the use and operations would change, the scale of the use is modest and is commensurate with other uses in the local area. The opening hours are not considered to be excessive, finishing at 23:00.

Environmental Health are satisfied that the windows and doors would prevent any unduly harmful noise outbreak and, together with the restrictions to the opening hours,

this would prevent the use operating during the most sensitive parts of the evening. There would be no unduly harmful impacts on amenity that would warrant refusal of this application.

A fume extraction system would be installed which would meet required standards to prevent any unacceptable impacts from odours and smells. Whilst it is acknowledged that concerns have been raised locally, it is considered that this can be adequately controlled at the site and a planning condition would be used to ensure this meets Environmental Health requirements.

There would be no use of external areas, and a planning condition would be used to ensure that the surrounding streets are not used as overspill space. The submitted Acoustic Report has been conducted on a worst case scenario that the proposed use would be entirely comprised of food uses. In addition, the report assumes that the property's external doors to Henry Street and Gun Street would be open at all times. The report found that the proposed use would not cause an unacceptable impact on neighbouring amenity via noise, including the use of the corridor as a space for additional covers, and Environmental Health concur with this.

Crime and Public Disorder

The use would bring additional vitality to the area. The development would overlook Henry Street and Gun Street, and in turn would enliven the street scene and provide natural surveillance.

The opening hours would be restricted and an operational management plan agreed. The requirements of the condition would include management of patrons and control of internal and external areas.

The proposed alterations should be carried out in accordance with Secured by Design Standards.

Ecology

The application site is of minimal ecological value, being entirely comprised of hard standing.

The roof of the building does offer potential bat and bird roosting environments. A Bat and Bird Inspection Assessment found no evidence of bats and birds on site. Greater Manchester Ecology Unit concur with the report and advise that an informative should be imposed in the event they are found during the course of the construction works.

Biodiversity improvements at the site should be made in the form of bird and bat boxes and this should form part of the condition of the approval.

Flood Risk

The site lies within Flood Zone 1 where the risk of flooding is lowest. The development would not see the expansion of hard standing on site, thus posing no risk to increased surface water run off. Flood Risk do not object to the proposal. The development

therefore poses no increased flood risk and therefore accords with policies EN14, EN17 and DM1 of the Core Strategy, Policy JP-S4 of the Places for Everyone Plan and the National Planning Policy Framework.

Construction Management

The proposal could cause some disruption during its construction phase. A condition would require the submission of a Construction Management Plan which provides acceptable pedestrian movement and protects the local amenity. This would require dust suppression methods; construction compound locations where relevant; vehicle tracking movements and pedestrian footway provision; routes of deliveries and collections; community consultation details; location of security hoardings; and how access to neighbouring properties would be managed and provided. This would ensure disruption to neighbouring occupiers would be minimised and the impact on air quality would be minimised.

Subject to such a condition, the proposals are consistent with section 9 of the National Planning Policy Framework and policy DM1 of the Core Strategy.

Impact upon the local highway network

The application site's city centre location ensures that the site is within walking distance of sustainable transport. Public cycle storage facilities are available for use within Cutting Room Square and along Great Ancoats Street/Swan Street. This would be a car free development reflecting its highly sustainable location. Collections and deliveries would take place along Gun Street, with Blossom Street then providing access to Great Ancoats Street and Oldham Road.

Planning condition would secure the provision of internal cycle storage, a construction management plan and a delivery and servicing management plan, as well as prevent deliveries, collections and servicing from occurring during unsociable hours.

The public pavement to the front of the application site along Henry Street has become worn with time, being used as an informal vehicle access associated with the site's vehicle garage use. Due to this York Stone Paving have been damaged and been replaced with a patchwork of bitumen, black-top, paving. Highways have requested as part of any approval that S278 works see the reinstatement of York Stone Paving so that it ties in with the adjacent footway. Planning condition would secure the provision of such paving that will be agreed via a section 278 agreement.

Highway Services are satisfied that the proposals are unlikely to give rise to a significant increase in vehicle trips to the application site when compared to those historically associated with the existing vehicle garage use.

Accessibility

Level access is proposed, and accessible WCs would be located at ground floor. The development is therefore considered to be wholly accessible in accordance with Core Strategy Policy DM1, the National Planning Policy Framework and the Equality Act 2010

Waste Management

There would be an internal bin store on the ground floor accessed directly off Gun Street. The store would be capable of accommodating 6no 1100L refuse bins and the store's doors would open inwards away from the public highway. Waste collections would then take place from Gun Street. The waste storage and collection strategy is acceptable to both Environmental Health and Highways, notwithstanding this, planning condition would secure the submission and approval of a general Delivery & Servicing Management Plan in order to fully satisfy policies DM1 and EN19 of the Core Strategy.

Conclusion

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

The application would provide an indoor market use, with 8no small scale commercial retail units, and external alterations that would improve the appearance of the application site, neighbouring street scene and Ancoats Conservation Area.

JP-Strat2 of PfE emphasises the City Centre's significant economic role, having a primary focus for business among other uses and supporting Greater Manchester's economic growth. The development would contribute to the entertainment and nighttime economy, whilst also assisting the further regeneration of the City Centre all in accordance with Core Strategy Policies SP1, CC1, CC2, C10 and DM1.

Careful consideration has been given to the impact of the proposal on the local area. There is a residential community which has been transformed through various regeneration initiatives. Construction impacts to the surrounding homes would be minimised through a construction management plan which would control how dust and noise is to be managed at the site.

The development through planning condition would not result in any unduly harmful impact on visual amenity, heritage, residential amenity, ecology, highway safety and waste management. Where harm does arise, it can be mitigated and would not amount to a reason to refuse this planning application.

The buildings and its facilities would be 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/agent in a positive and proactive manner in determining this application by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern with the proposal and discussing those with the applicant/agent. In this instance negotiation has been able to successfully resolve the identified concerns and issues.

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:

- o 2062 - E(900): Location Plan
- o 2062 - P(100) Revision E: Ground Floor Plan - Proposed (Received 10/03/2025)
- o 2062 - P(101) Revision A: Ground Floor Plan - Existing to be removed
- o 2062 - P(120) Revision A: Roof Plan - Proposed
- o 2062 - P(121) Revision A: Roof Plan - Existing to be removed
- o 2062 - P(200) Revision G: Elevation - Henry Street - Proposed (Received 27/03/2025)
- o 2062 - P(210) Revision F: Elevation - Gun Street - Proposed (Received 27/03/2025)
- o 2062 - P(300) Revision A: Sections - Proposed
- o 2062 - P(310) Revision A: Localised Sections Sheet 1 (Received 27/03/2025)
- o 2062 - P(600) Revision C: Sketch 3D Internal Views (Received 10/03/2025)
- o 2062 - P(610) Revision C: Sketch 3D External Views (Received 10/03/2025)
- o 2062 - P(950): Refuse Plan
- o Design and Access Report (Prepared by Atelier.MB; Dated November 2024)
- o Odour Assessment (Prepared by Redmore Environmental; Dated 12/12/2024)
- o Correspondence RE Bats (Prepared by Tyrer Ecological Consultants; Dated 26/11/2024)
- o Inspection & Assessment in relation to Bats & Breeding Birds (Prepared by Tyrer Ecological Consultants; Dated January 2025; Received 15/01/2025)
- o Biodiversity Metric Calculations (Prepared by Tyrer Ecological Consultants; Dated and Received 15/01/2025)
- o Heritage Statement (Prepared by Atelier.MB; Dated November 2024)
- o Noise Impact Assessment - Blossom Markets (Prepared by PDA Acoustic Consultants; Report reference number J005274-8170-CW-02; Dated March 2025; Received 07/03/2025)
- o Transport & Management Plan (Prepared by Atelier.MB; Received 14/01/2025)
- o Waste Management Strategy Proforma (Received 14/01/2025)

All stamped as received by the City Council as Local Planning Authority on 20/12/2024, unless specified otherwise.

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) Prior to the commencement of the development hereby approved, a detailed construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;

- o Communication strategy with residents and businesses
- o Display of an emergency contact number;
- o Details of wheel washing where relevant;
- o Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions;
- o Compound locations where relevant;

- o Details regarding location, removal and recycling of waste (Site waste management plan);
- o Phasing and quantification/classification of vehicular activity;
- o Types and frequency of vehicular demands - Routing strategy and swept path analysis;
- o Measures to mitigate risks such as objects falling from height and impacting highway users;
- o Parking for construction vehicles and staff;
- o Sheeting over of construction vehicles;
- o A commentary/consideration of ongoing construction works in the locality;
- o Construction and demolition methods to be used;
- o The erection and maintenance of security hoardings where relevant;
- o Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- o Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure;
- o Pedestrian management proposals;
- o Loading and unloading of plant and materials;
- o The design, erection, maintenance and dismantling of scaffolding.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The construction of the development shall then be carried out in accordance with the approved plan.

Reason - To safeguard the amenities of nearby residents and in the interest of highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of the development hereby approved, exact details regarding their dimensions and finish, including material samples, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include the following

- a. Installation of new windows to the property's Gun Street and Henry Street elevations
- b. Installation of new roof light
- c. Installation of new brickwork
- d. Installation of new external doors/gates

The development shall then proceed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) Prior to the completion of the development, a scheme for the provision of bird and bat boxes on site, and other biodiversity net gain measures, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved measures shall be implemented prior to the completion of the development and shall thereafter be retained and maintained for the lifetime of the development.

Reason - In the interest of securing a biodiversity net gain on site in accordance with Core Strategy Policies DM1 and EN15, and the National Planning Policy Framework.

6) a) Notwithstanding the approval of the Odour Assessment, prepared by Redmore Environmental; Dated 12/12/2024; and received 20/12/2024, fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the first use of the development hereby approved. .

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to first use of the development hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, and Saved Unitary Development Plan Policy DC26.

7) a) The premises shall be acoustically insulated in accordance with the approved Noise Impact Assessment (Prepared by PDA Acoustic Consultants; Report reference number J005274-8170-CW-02; Dated March 2025; Received 07/03/2025). The approved scheme shall be implemented in full before the use commences, with only background level music being authorised and entertainment noise not being permitted.

b) Prior to occupation of the development 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.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, and Saved Unitary Development Plan Policy DC26.

8) a) Externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise 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 operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

9) Prior to the completion of the development, final details regarding the design and appearance of the fume extraction system hereby approved, and a plant screen, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details and be completed and made available for use prior to its first occupation.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

10) Prior to the completion of the development hereby approved, a scheme of highway works and details of footpath resurfacing along Henry Street shall be submitted for approval in writing by the City as Local Planning Authority.

The approved scheme shall be implemented and be in place prior to the completion of the development hereby approved and thereafter be retained 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).

11) Prior to the first use of the development, a delivery and servicing management plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. The plan shall include detail on the coordination of such activities to ensure the operations of the approved development take place outside of peak-hours and appropriate refuse servicing/presentation measures. The development shall then adhere to the approved strategy for its lifetime.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation and minimise the development's operation on the local highway network in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

12) Prior to the occupation of the development, details of cycle storage provision on site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development and made available for use prior to its first occupation, they shall then be retained and maintained for the lifetime of the development thereafter.

Reason - To ensure there is sufficient cycle storage provision on site in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

13) Prior to the first use of the premises, a signage strategy shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development and then be adhered to thereafter.

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

14) a) Before the first use of the development hereby approved commences, external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development 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.

15) The commercial units hereby approved shall be used for Class E (a) or (b), excluding convenience retail and gym use, and for no other purpose (including any other purpose within Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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.

16) The development hereby approved shall store and collect its waste and recycling in accordance with the following plan and documents for its lifetime:

- o 2062 - P(950): Refuse Plan (Received 20/12/2024)
- o Design and Access Report (Prepared by Atelier.MB; Dated November 2024; Received 20/12/2024)
- o Waste Management Strategy Proforma (Received 14/01/2025)

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 for the City of Manchester.

17) The premises shall not be open to the public outside the following hours:

- o Monday - Sunday (Including Bank Holidays): 07:00 - 23:00

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to Core Strategy Policies DM1 and SP1 and saved UDP policies DC26.1 and 26.5.

18) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

19) All external doors 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.

20) All alterations to the property, including the provision of new windows and doors, hereby approved shall be completed to secured by design standards.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

21) 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.

22) All windows, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way, with the exception of that required for building control regulations.

Reason - The clear glazed windows are an integral and important element in the design of the lower level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

23) The development hereby approved shall include for full level access to be provided throughout it.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

24) The 8no commercial Class E units hereby approved shall not be sub-divided nor amalgamated for the lifetime of the development unless explicit planning permission for such works is granted.

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.

25) No outside seating will be provided for the lifetime of the development.

Reason - In the interest of protecting neighbouring amenity in accordance with Core Strategy Policy DM1, Saved Unitary Development Plan Policy DC26 and the National Planning Policy Framework.

Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

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: 141792/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
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:

Relevant Contact Officer :	Michael Pearson
Telephone number :	0161 219 2735
Email :	michael.pearson@manchester.gov.uk

