

Application Number	Date of Appln	Committee Date	Ward
139072/FO/2024	5th Jun 2024	29th Aug 2024	Piccadilly Ward

Proposal Temporary change of use of vacant former Baptist Church from Place of Worship (F1) to Storage & Distribution (B8) and the installation of a new roller shutter door to the side elevation.

Location Particular Baptist Church , Rochdale Road, Manchester, M4 4HT

Applicant Cameron Khan , City Point Residences Ltd

Agent Mr DK Seddon, Howard & Seddon ARIBA

Executive Summary

The proposal is for temporary planning permission for the change of use of the former Baptist Church to storage and distribution together with elevational alterations.

4 objections have been received.

Key Issues

Principle of the proposal The development is in accordance with national and local planning policies. The building has not been used for worship for some time. The creation of a storage and distribution use, on a main road corridor, where the surrounding area is a mixture of uses, would be acceptable in principle. The use would create temporary employment and re-use of the building until long terms plans have been developed.

Economic The proposal would provide a small number of jobs whilst in operation.

Social The proposal would bring an active use to the building for a temporary period. This would bring natural surveillance to the area and improve the overall security of the building during this time.

Environmental The proposal would largely preserve the appearance and character of the building with the change of use requiring limited alterations. A roller shutter would be installed and could be removed and the building reinstated at a later date.

Impact on local residents The use is unlikely to generate any significant impacts from noise and disturbance over and above the current lawful use of the property. Conditions would be used to control the hours of operation alongside a noise management plan.

Impact on the historic environment The building is considered to be of heritage value and contributes positively to the character of the area. There are minimal alterations to the building both internally and externally to facilitate the change of use which would preserve the building in situ.

A full report is attached below for Members consideration

Description

The site consists of a former 2 storey Baptist Church and its curtilage. It was built in 1907- 8 and has a steep pitched roof and a 2 storey side extension. The main highly decorative entrance is on Rochdale Road. The side and rear is more simple. Hard standing off Sharp Street provides access and parking. The rear elevation is on Dyche Street, a narrow road which serves developments in the area.



Image of the Former Baptist Church from Rochdale Road with the hardstanding to the right

The surrounding area is a mixture of homes and commercial uses. Construction has commenced on an 11 storey 229 bed hotel with a ground floor bar/restaurant at the adjacent site (127537). On the opposite side of Sharpe Street is a Hampton by Hilton Hotel. The Angel Public House, a two storey pub with a beer garden is on the corner of Rochdale Road and Angel Street. On the opposite side of Dyche Street are 7 and 8 storey apartments. NOMA is beyond Angel Street where office buildings and homes have either been developed or are under construction.

New Cross is on the opposite side of Rochdale Road and residential led developments, with ground floor commercial elements, have been developed on Rochdale Road.

The Proposal

This application seeks permission for the temporary change of use of the former church for storage and distribution (Class B8) for a period of 3 years. The works would involve the installation of a roller shutters to the east elevation of the building, in the 2 storey side extension.

The hard standing to the side of the building would be used for parking and servicing. Servicing would take place 08:00 to 18:00, Monday to Friday with no deliveries/servicing on Saturdays, Sundays/Bank Holidays.

The planning submission

This planning application has been supported by the following information:

- Elevations and floor plans;
- Noise Assessment;
- Design and Access Statement;
- Transport Assessment; and
- Bat survey.

Consultations

Publicity The proposal has been advertised on site and in the press due to public interest. Notification letters have been sent to surrounding homes and businesses.

4 objections have been received. The comments can be summarised as follows:

- The area consist mainly of residential buildings. The change of use would produce phonic disturbance, more traffic on an already busy road and affect the revitalisation of the area into a more residential one;
- The building is an Edwardian masterpiece – a fine red brick structure with art nouveau features. The idea of cutting a large opening into the side for a roller shutter is not acceptable nor is the change of use to a storage facility;
- Sharp Street is already difficult for car drivers so the idea of HGVs or large vans accessing the site would not be welcome;
- The proposal does not benefit the local community in any way and would ruin a lovely old building creating additional traffic and would become a nuisance for criminals
- There is a big lack of parking space for visitors to Sharp Street, including van deliveries, repair or technical workers, potentially the emergency services. The Baptist Church car park should be available for Sharp Street visitors;
- There are no other warehouses or industrial properties in the vicinity. The roller shutter door and loading will be very noisy, potentially for 24 hours, while further noise, congestion and parking issues will be caused by delivery and loading vehicles.

Highway Services a transport statement advises that the trip generation would be acceptable. The access on Dyche Street would be temporarily closed for the duration of the change of use. 4 parking spaces including an accessible space would acceptable. When deliveries are expected an area of the southern car park will be coned off prior to the expected arrival time. Deliveries will take place outside of highways peak hours when on-site parking demand is reduced.

Environmental Health further details on the refuse storage arrangements are required. Servicing should be restricted to : 8:00 to 18:00, Monday to Friday with no deliveries/servicing on Saturdays, Sundays/Bank Holidays. A noise management plan should be agreed and any plant should comply with an approved specification.

Greater Manchester Ecology Unit (GMEU) advise that no bats were recorded emerging from the buildings during the dusk emergence survey and therefore no further action is necessary in this regard.

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

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

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives – The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles This is a highly accessible location.

SO2. Economy The scheme would provide jobs during its temporary period of operation.

SO5. Transport The site is highly accessible and servicing and car parking would take place in the site.

SO6. Environment Minimal alterations are required to the building.

Policy SP1 Spatial Principles the proposal would be located in a mixed use area. The proposal is located on Rochdale Road. The impact on local residents has been assessed and mitigation incorporated. There would be limited impact on the building and its character and appearance.

Policy EC3 The Regional Centre The proposal would be an employment use in the Regional Centre on a radial route.

Policy CC5 Transport The highway movements and servicing requirements can be accommodated by the local highway network and the parking and servicing needs can be met in the site curtilage.

Policy T1 Sustainable Transport the site is close all forms of public transport and is accessible by cycling, car sharing and car clubs.

Policy T2 Accessible areas of opportunity and needs this is a highly sustainable location, close to all forms of public transport. The impact on the impact highway network would be acceptable.

Policy EN1 Design principles and strategic character area the external changes to the building are minimal and reversible.

Policy EN3 Heritage The building is a non designated heritage asset. The works would be minimal and reversible and not affect the high decorative and important aspects of this building.

Policy EN16 – Air Quality the proposal is located within the AQMA. The number of trips associated with the use is not considered to exacerbate local air quality and the temporary nature would not result in any long terms impacts on the area.

Policy EN19 Waste the proposal would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production when the use is in operation. The onsite management team would ensure the waste streams are appropriately managed.

Policy DM1 Development Management the use would not generate any highway or amenity issues. Conditions would be used to control the hours of use and servicing.

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 E3.3 ‘Environmental Improvement and Protection’ the proposal would preserve the appearance of Rochdale Road, a major road route in the city.

Saved policy DC26, Development and Noise, The proposal would minimise any impact from noise sources and mitigation would be secured by condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

Places for Everyone

The relevant policies in the Plan are as follows:

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport. The area is mixed use in nature and this a temporary proposal.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created when the development is operational.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. It would create jobs when in operation.

Policy JP-Strat2: City Centre- This would be a an appropriate use within a mixed use city centre context.

Policy JP-S6: Clean Air – This would be a temporary use and therefore the long term impact on the AQMA would be minimise and be no greater than existing conditions.

Policy JP-P2: Heritage – The existing building would be preserved. The installation of the roller shutter would be temporary and reversable.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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.

National Planning Policy Framework (2023)

The revised NPPF was re-issued in December 2023. 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).

Temporary storage and distribution accommodation would be created at the site. This would support economic growth, attract investment and create jobs.

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. Car and cycle parking is provided and all the servicing requirements would be met 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 109).

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 114).

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 115).

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 116)

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 117).

There would be no unduly harmful impacts on the traffic network. The servicing and car parking requirements of the development can be met on site.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled,

degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The proposal is modest and temporary in nature.

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 promotes 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).

There is limited alteration to the building to facilitate the change of use. The changes which are proposed are reversible.

Paragraph 192 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.

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 200).

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 203)

In considering the impacts of proposals, paragraph 205 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 206 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 208 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 effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209).

The proposal would result in a low degree of harm to the non designated heritage assets. 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, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and

- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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.

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage 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.

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.

Principle of the development

The former Baptist church has been vacant for a number of years. The proposal would create 367 sqm of floorspace for storage and distribution for a temporary period of 3 years whilst the applicant consider potential plans for the re-use and redevelopment of the site.

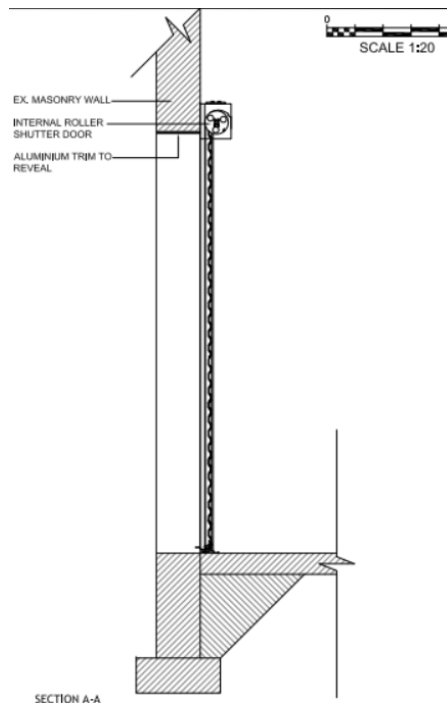
The building has not been used for worship for some time. The creation of a storage and distribution use, on a main road corridor, where the surrounding area is a mixture of uses, would be acceptable in principle. The use would create temporary employment and re-use of the building until long terms plans have been developed.

Visual amenity

A roller shutter would be installed in the side elevation of the 2 storey side extension. No other alterations are required to facilitate the change of use.

The roller shutter would be installed in an elevation which is rendered and covered in graffiti. This is the least attractive part of the building and is clearly a later addition.

The shutter would be industrial in nature. Its impact would be minimised through the internal siting of the housing unit.



Section of the roller shutter

The installation of the shutter is reversible and the side elevation can be re-instated once the temporary use ceases and there would be no long term visual impact to the appearance of the building.



Current image of the side of the building (left) and proposed roller shutter (right)

The final design and colour of the shutter to be agreed by condition to ensure that it has minimal impact on the façade of the building.

Impact on the historic environment

The building is not a listed building and is not in a conservation area. It is considered to be a non designated heritage asset given its age, character, contribution to the street scene and contribution to understanding the areas historical context.

The applicant would use the internal space and volume without modification. The roller shutter would be in a later addition which does not have the same quality in terms of material or architectural detailing. The elevation is rendered unlike the rest of the building which is red brick and stone work.

The roller shutter would have an impact on the appearance of the building. The final details of the material, appearance, colour and design of the shutter can be agreed, but it would have a low level of less than substantial harm. This harm would be fully reversible and the rendered elevation could be fully reinstated. There would be sufficient public benefit from the proposal to outweigh this harm though the re-use of the building precluding any further deterioration of the asset until a long term use and redevelopment of the site can be devised in line with paragraph 208 of the NPPF.

Noise and disturbance

The lawful planning use is as a place of worship which could generate comings and goings, resulting in noise and disturbance.

Comings and goings would be generated from the small vans which would serve the proposal along with staff vehicles. There could be noise from the operations of the roller shutter and voices in the parking area.

It is anticipated that the level of vehicle movements would be lower than the lawful use as a place of worship. The servicing would take place between 08:00 to 18:00 Monday to Friday with no deliveries/servicing on Saturdays, Sundays/Bank Holidays.

Given the low number of trips hours of use, and the small amount of floorspace which will limit what can be stored and moved from the building, it is considered that the development would not generate significant levels of noise. Any noise which is generated would be commensurate with day time hours and absorbed into the existing background noise levels on this busy road.

Environmental Health have recommended that the hours of use are restricted and that a noise management plan is agreed to ensure that vehicle loading, unloading takes place and use of the roller shutter minimise noise impacts. Provided measures agreed are implemented it is not considered that the proposal would cause any unduly harmful impacts that would warrant refusal of this planning application.

Residential amenity

There is a hotel on the opposite site of Sharp Street and an extant planning permission for a hotel on the adjoining site. There are homes on the opposite side of Dyche Street and opposite on Rochdale Road.

The lawful use as a place of worship could generate significant traffic and parking if there was a large congregation which could not be met at the site.

This proposal is for a relatively small temporary use. The floorspace limits the scale of the operations which can take place and the car parking and servicing needs can be met on site from an existing access.

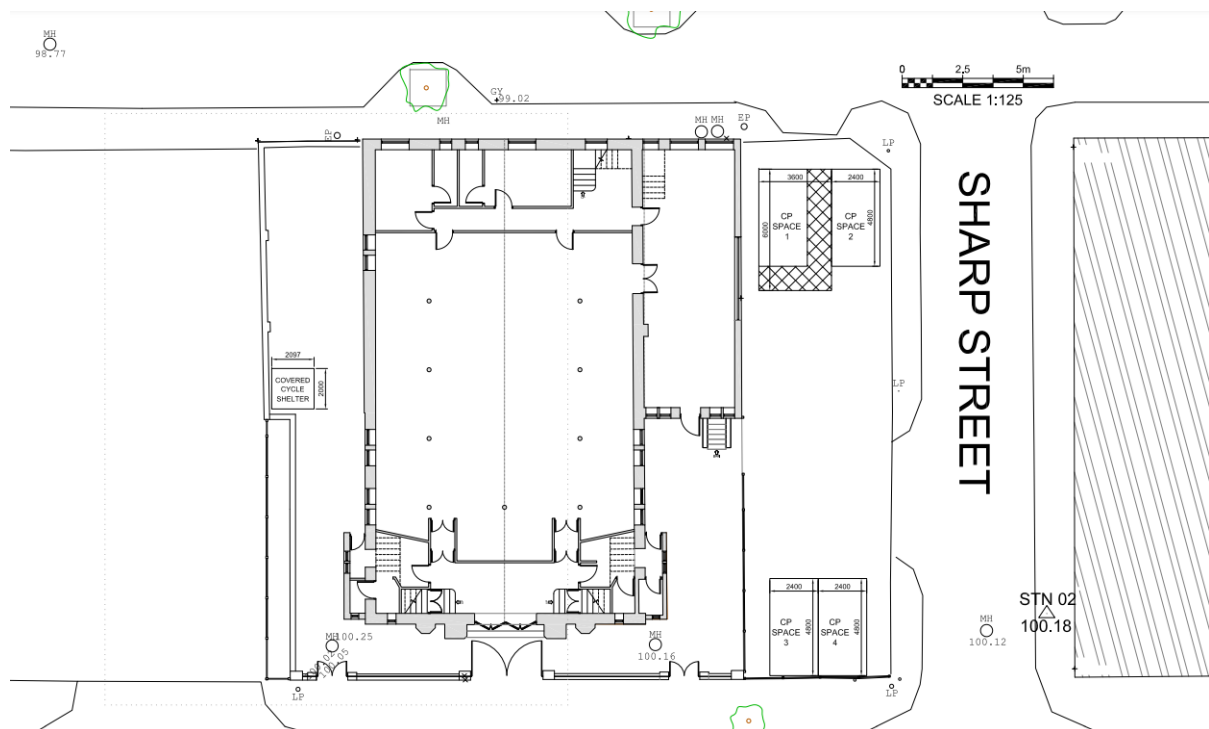
There are homes in close proximity to the site, but the modest scale of the operations together with restrictions on the servicing hours would preclude any unduly harmful impacts on residential amenity. Matters can be controlled via planning condition.

Impact on ecology

A Bat Survey did not record any bats emerging from the building. GMEU are satisfied with the contents of the survey and do not require any further assessment in this regard.

Impact on the local highway network

Pedestrian and vehicular access for all servicing and car parking would be via an existing access off Sharp Street. The access on Dyche Street would be temporarily closed to traffic for the duration of the temporary change of use to maximise space for car parking and servicing. The hardstanding to the right of the church would be used for four car parking spaces and servicing.



Car park layout and servicing entrance off Sharp Street

The largest delivery vehicle would be a 7.5 tone box van. The transport statement has demonstrated that a vehicle of this size can enter and exit the site in a forward gear ensuring that the internal car parking area remains, together with access onto Sharp Street, safe as vehicle manoeuvre onto the adopted highway.

Deliveries would be on a designated schedule and time slot. An area of the car park would be coned off prior to the expected arrival time. As such there should be no conflicts or waiting vehicles on the highway.

The site is easily accessible to the city centre for pedestrians with all forms of public transport nearby.

Highway Services are satisfied that the proposed use would generate a relatively modest number of vehicles trips from the site which would be a reduction on those anticipated from the previous use of the building as a place of worship.

Waste management

It is not anticipated that the proposal would generate significant amounts of waste. The applicant is committed to recycling and final details of the waste management strategy would be agreed by planning condition.

Impact on local air quality conditions

The site is in the Air Quality Management Area (AQMA) where air quality conditions are known to be poor. The proposal would not exacerbate existing conditions as a relatively low number of trips would be generated daily and would be lower overall than the current lawful use. Given the temporary nature of the proposal, the impacts would be short term.

Conclusions

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 building has not been used for worship for some time. The creation of a storage and distribution use, on a main road corridor, where the surrounding area is a mixture of uses, would be acceptable in principle. The use would create temporary employment and re-use of the building until long terms plans have been developed.

There would be minimal changes to the appearance and character of the building which would preserve the heritage value of the building.

Planning conditions would control the hours of use and a noise management plan would be agreed to ensure that no unduly harmful impacts on surrounding residential properties would arise.

There are no unacceptable impacts with regards to ecology, air quality and the waste management strategy demonstrates a commitment to recycling.

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 approval of the application is proportionate to the wider benefits of approval 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 proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

1) The permission hereby granted is for a limited period only, expiring on 30 August 2027.

Reason - The use hereby granted is for a temporary period only to help meet the short term demand for facilities at the site and to allow a long term strategy to be put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) The use hereby permitted shall be discontinued no later than the 30 August 2027 and use and works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use and alterations to facilitate the use are required to cease and be removed from site within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) One month prior to the expiration of the temporary period, a scheme to remove the roller shutter and restore the affected elevation shall be submitted for approval in

writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity and to restore the recreational value of the site pursuant to policies SP1, EN9, EN10 and DM1 of the Manchester Core Strategy (2012).

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

15,538 02 Rev A, 15,538 04 Rev A and 15,538 05 Rev A received by the City Council, as Local Planning Authority, on the 23 January 2024

15,538 06 Rev A received by the City Council, as Local Planning Authority, on the 31 May 2024

15,538 07 Rev A received by the City Council, as Local Planning Authority, on the 25 July 2024

Design and Access Statement received by the City Council, as Local Planning Authority, on the 23 January 2024

Noise Assessment (ref. 20240411 9589 Manchester Baptist.docx) and Daytime Bat Survey received by the City Council, as Local Planning Authority, on the 31 May 2024

Transport Statement (ref. 240190) received by the City Council, as Local Planning Authority, on the 30 May 2024

Dusk Emergence Survey received by the City Council, as Local Planning Authority, on the 13 August 2024

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.

5) The use of the building hereby approved shall be open and serviced during the following hours:

08:00 to 18:00 Monday to Friday with no deliveries/servicing on Saturdays, Sundays/Bank Holidays.

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

6) The development hereby approved shall be used for the following purposes only:

- Storage & Distribution (Use B8)

And for no other purpose.

Reason - To control the use of the premises pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the first use of the development, a scheme for the storage and disposal of refuse shall be submitted for approval in writing by the City Council as Local Planning Authority.

New developments shall have refuse storage space for segregated waste collection and recycling.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason – In the interest of amenity and public health pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

8) Prior to first use of the development hereby approved, a Noise Management Plan (NMP) shall be submitted for approval in writing by the City Council as Local Planning Authority. The NMP shall include an assessment of noise from all activities associated with the loading bay, service yard and loading dock area.

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.

Reason – In the interest of amenity pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 if the Unitary Development Plan for the City of Manchester (1995).

9) Prior to first use of the development hereby approved, a Car Parking, Servicing and Delivery Management Plan shall be submitted for approval in writing by the City Council as Local Planning Authority. The Plan shall include how servicing will operate at the site including management of car parking, manoeuvring, and exiting in a forward gear.

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.

Reason – In the interest of amenity pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 if the Unitary Development Plan for the City of Manchester (1995).

10) The car parking shall be laid out and be operational prior to the first use of the development in accordance with drawing 15,538 07 Rev A received by the City Council, as Local Planning Authority, on the 25 July 2024. The car parking area shall be retained for the duration of the temporary period.

Reason – To ensure that there is sufficient car parking for the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the first use of the development a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Dropped kerbs and tactile paving at the access on Sharp Street.

The approved details shall be implemented prior to the first use of the development.

Reason – In the interest of highway and pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

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: 139072/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
Greater Manchester Police
Transport For Greater Manchester
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 :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk

