

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139109/FO/2024
Date registered valid: 19 March 2024
Proposal: Change of use to Class F1(f) Public worship or religious instruction and associated elevational alterations
Address: 19 Edward Street, Cheetham, Manchester, M7 1SN
Ward(s): Cheetham Ward

Applicant: Mr Saqib Iqbal
Agent (if any): Mr Sohail Musa, SMS Architecture
Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 20 May 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Standard consultations:

Printed: 22 March 2024 Expired: 14 April 2024

Neighbour notifications

Printed: 22 March 2024 Expired: 14 April 2024

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application premises is a two-storey wholesale warehouse unit located at the western end of Moulton Street precinct of 41 similar properties. Parking and refuse storage currently take place at the front of the premises.



Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The surrounding area is overwhelmingly commercial in character. Directly in front of the property are 28 off street car parking accessed from Rugby Street for users of the wider Moulton Street precinct. There are more wholesale units to the east and north of the property. Hence, there is no service area and tenants within the precinct store bins in front of their properties.

Description of development

Consent is sought to change the use of the property to Class F1(f) Public worship or religious instruction. The ground floor would comprise a prayer room and ablutions area, with the upper floor accommodating a conference room, offices, cycle storage and toilet facilities.

The parking to serve the unit would be as existing, located within a shared parking and serving area to the front of the premises and the adjoining units.

Cycle spaces are proposed in place of one of the existing parking spaces, in proximity to Unit no.19, together with an area at first floor level for secure cycle storage.

The proposed worship and religious instruction facility is proposed to operate between 11:00 to 23:00 Mondays to Sundays.

The scheme would also include elevational alterations to the frontage with the removal of the commercial display window, and replacement with two windows, together with a side glazed panel alongside the entrance doorway. The remaining area at ground floor level would be infilled with brickwork to match the existing building.

Waste would be stored within 2 no. 240 litre bins to the west of the front elevation, in a similar location to the existing waste storage provision, for this unit.

Consultations & Notification Responses

Local member of the public - 1 email objecting to the application on the grounds that the area is not well looked after, and with a more religious building growing in this area, it would cause congestion as well as mess and litter. The area needs to be knocked down and tidied up.

1 email have been received supporting the application. They believe that this change offers an opportunity to alleviate traffic congestion in their area while providing a valuable community resource.

Currently, many community members rely on cars to attend services or events, leading to congestion and environmental impacts. By offering a conveniently located venue for public worship within walking distance, this development has the potential to significantly reduce the burden on their roads and promote sustainable transportation alternatives.

They feel this is a forward-thinking approach which would enhance the liveability of their neighbourhood. The proposed change not only addresses the practical need for accessible public worship but also contributes to the overall well-being and vitality of their community.

LLFA - On the basis of the above Environment Agency consultee response, which advises the FRA is approvable in current form and does not stipulate requirements for the LPA to make further assessments under the Standing Advice: The proposal can be approved with no condition required.

Informative:

Culvert:

MCC records highlight that the underground culvert conduit Broughton Brook Tributary is located within close proximity to the site (approximately on site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

Environment Agency - have no objection in principle to the proposed development, but wish to make the following comments.

The applicant/occupants should phone Flood line on 0345 988 1188 to register for a flood warning or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families, and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-forflooding>. To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what do after a flood, visit <https://www.gov.uk/after-flood>.

Highways Services- Originally advised details on operational capacities were required. The applicant states that the proposed facility is exclusively designated for use by business owners/staff associated with the surrounding commercial units. Highways therefore require additional detail/confirmation with regard to which commercial units the facility would serve in order to ensure that ongoing operations would not attract additional car trips/parking demand or require additional cycle parking provision associated with those attending.

Highways also query whether a suitable planning condition can be implemented which ensures that the facility only caters for these users - again to ensure that the site does not generate additional car trips/parking demand or a requirement for additional cycle parking provision.

Highways require confirmation with regard to staff operations, and states that dedicated secure and sheltered staff cycle parking would be required.

A suitable hatched pedestrian route into the site should be demarcated within the car park area given that existing hardstanding to the site frontage may attract parking. It is also unclear whether the proposals will require car-park reconfiguration as it appears that vehicular access to parking bay no. 16 may be difficult. Highways would welcome provision of at least 1no. disabled bay as no provision appears to be provided within the car park.

The proposed bin storage area appears to be relocated as existing with refuse collections

continuing in alignment with existing arrangements, although Highways require confirmation.

ADDITIONAL HIGHWAYS COMMENTS 24.04.24

Additional information/plans have been provided. The applicant has confirmed that the prayer space will cater for up to 60 users (max.) from the surrounding businesses, but average occupancy is likely to be around 10 - 20 (for each prayer, at differing times). Highways note that the proposal has been taken forward due to nearby demand and vehicle/parking issues when travelling away from the area for prayers. The proposal will allow for all users to walk to the site as it will cater for surrounding businesses as shown on Drawing no. 05 (which are all located within walking distance). It is therefore accepted that the proposals would not give rise to additional parking demand within the vicinity of the site and so additional on-site provision is not necessary. If a planning condition could be taken forward which limits users to the identified commercial units, this would provide further assurity to Highways.

A parking bay located at the site frontage has been removed as Highways previously raised concerns that the bay may not be accessible due to location/geometry. Some additional cycle parking provision however would be welcomed for any users accessing by cycle and staff.

Submitted Drawing no. 04 shows two pedestrian routes through the site. Rather than having a new demarcated route provided in the middle of the car park aisle, Highways recommend use/demarcation of what appears to be an existing route located to the rear of parking bay nos. 16 - 23.

ADDITIONAL HIGHWAYS COMMENTS 29.04.24

The bins would be in the way of the defined route - some additional hatching in front of the bins would overcome this, just to make sure the area is kept clear for pedestrians.

ADDITIONAL HIGHWAYS COMMENTS 02.05.24

Have some concerns should the users come from other areas, as there is no way to restrict users to the nearby businesses identified in the applicant's plan.

They suggest reducing the maximum number of people allowed on site at any one time. This could be backed up by Travel Plan data which should show low car mode share and could include a survey of where users are coming from. They would be more comfortable allowing the 60 at that point once they have some comfort that users are from the nearby businesses only.

ADDITIONAL HIGHWAYS COMMENTS 14.05.24

The applicant has agreed to accept a planning condition which would restrict the maximum level of attendees to 40no. which alleviates Highways concerns regarding peak-period operations and potential additional parking demand. However, Highways request that modal share information and associated parking demand is monitored as part of a Travel Plan.

The proposed pedestrian route and cycle parking provision is considered acceptable by Highways.

Environmental Health – recommend conditions restricting the hours of use to those applied for (11:00 to 23:00 Monday to Sunday), acoustic insulation measures if any amplification of speech or music is required as part of the use applied for, and relating to the submitted arrangements for waste management.

Cadent - Have no objections, but advise that an informative note would be required to be attached to any approval, due to the close proximity to their medium and low pressure assets.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The following policies are relevant:

- i.JP- S1- Sustainable development
- ii.JP- S2 – Carbon and energy
- iii.JP- S5 – Flood risk and the water environment

National Planning Policy Framework (December 2023)

The revised NPPF was adopted in July 2018, and has been subsequently re-issued, with the latest version 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 NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

Section 8 'Promoting healthy and safe communities' ; Section 9 'Promoting sustainable transport ' ; Section 11 'Making effective use of land' Section 12 'Achieving Well Designed Places'; Section 14 'Meeting the challenge of climate change, flooding and coastal change' and Section 15 – 'Conservation and enhancement of the natural environment' are relevant to the consideration of this application.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG 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.

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. These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Manchester Core Strategy

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

The following specific policies are considered to be particularly relevant to the proposed development:

Policy SP1 - Spatial Principles

The worship and religious instruction facility in Cheetham ward will make a positive contribution to the neighbourhood by providing improved facilities in the local area.

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located.

The proposed development would involve limited elevational alterations.

Policy EC 4 North Manchester

North Manchester is expected to provide approximately 14ha of employment land , with the key development opportunities in the area including the City Centre Fringe suitable for office (B1a) led mixed use development: Strangeways Collyhurst

Policy EN14 -Flood Risk

The application site is in an area identified as having a 'higher' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 3.

Policy EN18 – Contaminated Land and Ground Stability

Intrusive ground works are limited to the installation of the secure cycle storage facility. the front of the property.

Policy EN19 – Waste

Plans have been submitted which show the location of the proposed bin store, and details of the waste streams and storage capacities have been provided for consideration. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy T1 - Sustainable Transport

The proposed development is located within an area served by bus services on Bury New Road. The proposal includes measures to support future sustainable travel, including cycle parking, and that high levels of users arriving on foot are anticipated, this would accord with the aspirations of Policy T1.

Policy T2 Accessible areas of opportunity and need

The supporting information which had been submitted indicated the level of parking that will serve the development, in conjunction would meet the operational needs of the proposal and would therefore accord with the aspirations of policy T2, but this would be on the basis of restricted numbers. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy DM1 Development Management

Policy DM1 Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques. As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

Saved UDP policies

Policy DC26 relates to development and noise. Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City and, for this purpose, the Council will consider both a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Strangeways Local Plan (2009)

The site lies within the area identifies a 'the Workshop village on each side of Bury New Road, and comprises a mix of large and small premises occupied by wholesalers and distributors involved predominantly in textiles , clothing and information communications and technology. The actions in the plan were to retain the employment function of the neighbourhood, but to encourage better quality development at key locations.

Issues

Principle of use

The proposed development is located within a commercial area.

The provision of a place of worship with religious instruction creating a further cultural facility to serve this area of Cheetham, in this location is considered to be acceptable in principle.

Loss of Employment Use

It is acknowledged that this would lead to the loss of an employment use, however, given the limited floorspace involved, it not considered that the loss of use would have a significant impact on the loss of employment to warrant the refusal of permission.

Design and Appearance/ Visual Amenity

The proposed development would involve elevational alterations to the frontage with the removal of the commercial display window, and replacement with two windows, together with a side glazed panel alongside the entrance doorway. The remaining area at ground floor level would be infilled with brickwork to match the existing building. Whilst the elevational changes proposed would lead to a front façade with a differing design solution at ground floor level, in comparison to other units in the precinct, the location of the property within the wider Moulton Street precinct is not readily visible from adjacent streets, and the scheme would have the benefit of the removal of the large area of signage currently obscuring the upper floor windows.

Traffic / Car parking

The site is situated in a sustainable location, within a 20- minute walk, cycle, or public transport ride from the City Centre and various residential areas. Bus stops are a short walk on both Bury New Road, and Waterloo Road.

The existing parking facility comprises 28 spaces accessed from Rugby Street. These arrangements would, for the most part is not revised in connection with the proposed development. However, one space would be re-purposed to enable the provision of cycle storage.

The applicant has stated the proposed development aims to provide a dedicated space for daily prayers to the business users in the area, and the scheme has been brought forward due to challenging traffic conditions in the area which deter business users from venturing to the nearest mosques, on the basis of parking difficulties and traffic congestion.

Furthermore, they advise that this prayer space is tailored for the exclusive use of business owners and their staff to address logistical challenges of parking and traffic and also contributes by curbing vehicular movements during prayer times.

Whilst the above statement, and associated plan identifying businesses within the wider Moulton Street precinct area who would use the facility is noted , it is not considered feasible to attach a condition to restrict the use of the proposed building to the businesses identified on the plan.

Concerns expressed by Highways officers in regard to the maximum numbers of people attending at any one time, in particular on Friday afternoons have been noted. Consideration has therefore been given to restricting the numbers of attendees at the proposed property at any one time.

The applicant has revised the maximum number of attendees from 60 to 40, with the normal numbers of attendees throughout the week being between 10-20 people. It is therefore proposed to attach a condition to any approval to restrict the maximum number of people attending the facility to 40 at any one time, to ensure that the scheme would not give rise to on street parking and highway safety issues in the local area.

Given the above, the proposed development is considered to accord with the NPPF and Core Strategy Policy T 1.

Travel Plan

Whilst it is acknowledged from the submitted documentation that the users of the proposed worship and religious instruction facility would predominantly arrive on foot, it is recommended that a travel plan condition be attached to any approval, to ensure that the use of the property would not give rise to traffic issues.

Flood Risk and Drainage

The site is in an area identified as having a 'higher' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 3 (land designated as having a 0.5% or greater probability of occurring in any year for flooding from the sea; and 1% or greater probability of occurring in any year for fluvial (river) flooding. Environment Agency records indicate that in a 1:1000-year event, the maximum water level at the property location would be 3.55m.

Whilst there are no bodies of water located on the site or within the directly neighbouring vicinity, the River Irk is located 329m south of the site.

Due to the property being located within flood zone 3, a flood risk assessment is a requirement. A Minor Flood Risk Assessment document accompanies the planning submission, and this states that the change of use does not constitute a change in vulnerability as the property will remain in the 'less vulnerable' category.

Whilst acknowledging that the flooding from the River Irk in the area in December 2015 (due to overtopping of flood defences), the proposed development would not lead to an increase in floorspace, and no increase to areas of hard standing within the site are proposed. Furthermore, the proposed development would not affect existing ground levels or land use external to the building.

Given the comments received from consultees, it is, however, recommended that informatives relating to the potential presence of the Broughton Brook Tributary (in culvert) in proximity to the property, together with an informative relating to the advice from the Environment Agency in relation registering for Flood Warnings are attached to any approval.

Waste

Refuse storage is to be provided at the front of the property adjacent to the parking area, in a similar location to the existing waste storage arrangements for this property.

Waste storage provision would comprise 240 litre general waste and 1 x 240 litre bin for dry recycling (paper). Due to the visual impact of the current waste storage arrangements, it is proposed to attach a bin store condition to any approval. This would have the benefit of improving the visual appearance of the waste storage arrangement, but also deter other businesses from utilising the proposed waste storage provision.

It is also proposed to attach a condition to require the implementation of the waste strategy before the occupation of the building.

Inclusive Access

The building has level access. No alterations are proposed.

Conclusion

This proposal offers the opportunity to create a place of worship for the local business community. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process to resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns regarding parking provision and numbers of attendees. These matters have been satisfactorily resolved and the appropriate conditions have been attached.

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

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 documents and plans:

Design and Access Statement received 26th January 2024

Minor Flood Risk Assessment dated February 2024

Waste Management Strategy

Received 5th March 2024.

00 Site Location plan rev.C dated 04/24;

02 Proposed building rev.C dated 04/24;

03 Bin Collection Point rev.C ;

05 Commercial units to use the facility 04/24.

Received 23rd April 2024

04 Proposed pedestrian route and cycle parking rev. E 04/24 received 29th April 2024.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. The external facing materials to be used on the front elevation hereby approved shall match those of the original building in terms of type, colour, texture, scale, pointing and coursing.

Reason - In the interests of the character and appearance of the dwellinghouse and surrounding area, pursuant to policy DM1 of the Manchester Core Strategy (2012).

4. a)The development shall be implemented in accordance with details on the Waste Strategy, including completed Proforma, and plan ref: 03 Bin Collection Point rev.C, prior to first occupancy of development.

b) Prior to the occupation of the property, detailed elevational designs of a bin store to accommodate the capacity of waste set out in the completed waste proforma, and in the location shown on plan ref: 03 Bin Collection Point rev.C, shall be submitted to and approved in writing by the City Council as local planning authority.

c) 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 - To protect the amenity of the occupants of nearby accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5.No more than 40 patrons shall be within the place of worship at any time. A daily log of the number of attendees at the property shall be kept in order to ratify the numbers of patrons visiting the place of worship.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

6. The finalised design and specifications of the secure cycle storage arrangements in the location on plan ref: 04 Proposed pedestrian route and cycle parking rev. E 04/24 received 29th April 2024 shall be submitted to and approved in writing by the City Council as local planning authority, prior to the development hereby approved being occupied or used.

The approved facilities shall then be implemented prior to the occupation of the place of worship and retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking, so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the Manchester Core Strategy (2012).

7.a) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

8.The place of worship (Class F1 (f)) hereby approved shall not be used outside the following hours :

11:00 to 23:00 Mondays to Sundays

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

9. No amplification of speech or music shall take place at 19 Edward Street (in accordance with the content of mail dated 24th April 2024 from the planning agent).

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties from the harmful effects of noise, pursuant to Manchester Core Strategy policy DM1 and saved Unitary Development Plan policy DC26.

10. The property no.19 Edward Street shall be occupied as a place of worship or religious instruction use (Class F1 (f)) and for no other purpose in Class F1 of the Town and Country Planning (Use Classes) Order 1987, (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of amenity, pursuant policy DM1 of the Manchester Core Strategy (2012).

Informatives

1.Culvert:

MCC records highlight that the underground culvert conduit Broughton Brook Tributary is located within close proximity to the site (approximately on site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

2. Environment Agency position

Advice to the applicant

The applicant/occupants should phone Flood line on 0345 988 1188 to register for a flood warning or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families, and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-forflooding>. To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what do after a flood, visit <https://www.gov.uk/after-flood>.

3. Cadent Advice

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linsearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

4. Construction/demolition works shall be confined to the following hours: Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Environment Agency

23C Harris Street, Manchester, M8 8EG
23B Harris Street, Manchester, M8 8EG
23A Harris Street, Manchester, M8 8EG
23 Harris Street, Manchester, M8 8EG
19A Harris Street, Manchester, M8 8EG
19 Harris Street, Manchester, M8 8EG
6 Lockett Street, Manchester, M8 8EE
Ground Floor, 17B Harris Street, Manchester, M8 8EG
25 Harris Street, Manchester, M8 8EG
29 Harris Street, Manchester, M8 8EE
17 Harris Street, Manchester, M8 8EG
Ground Floor, 17A Harris Street, Manchester, M8 8EG
21 Harris Street, Manchester, M8 8EE
First Floor, 17 Harris Street, Manchester, M8 8EG
8 Lockett Street, Manchester, M8 8EE
Unit 2, 27 Harris Street, Manchester, M8 8EG
Unit 1, 27 Harris Street, Manchester, M8 8EG
23 Moulton Street, Manchester, M8 8FQ
25 Moulton Street, Manchester, M8 8FQ
24 Moulton Street, Manchester, M8 8FQ
21 Moulton Street, Manchester, M8 8FQ
22 Moulton Street, Manchester, M8 8FQ
3 - 5 Lockett Street, Manchester, M8 8EE
1 Lockett Street, Manchester, M8 8EE
7 Lockett Street, Manchester, M8 8EE
Unit 1, Block 2, Overbridge Road, Salford, Manchester, M7 1SL
Unit 2, Block 2, Overbridge Road, Salford, Manchester, M7 1SL
Unit 3, Block 2, Overbridge Road, Salford, Manchester, M7 1SL
Unit 4, Block 2, Overbridge Road, Salford, Manchester, M7 1SL
Block 2, Overbridge Road, Salford, Manchester, M7 1SL
First Floor, 2 Moulton Street, Manchester, M8 8FQ

2B Moulton Street, Manchester, M8 8FQ
2A Moulton Street, Manchester, M8 8FQ
13 Moulton Street, Manchester, M8 8FQ
16 Moulton Street, Manchester, M8 8FQ
18 Moulton Street, Manchester, M8 8FQ
19 Moulton Street, Manchester, M8 8FQ
12 Moulton Street, Manchester, M8 8FQ
17 Moulton Street, Manchester, M8 8FQ
3 Edward Street, Cheetham, Manchester, M7 1SN
5 Edward Street, Cheetham, Manchester, M7 1SN
Unit 8, Moulton Street, Manchester, M8 8FQ
7 Moulton Street, Manchester, M8 8FQ
6 - 8 Moulton Street, Manchester, M8 8FQ
4 Moulton Street, Manchester, M8 8FQ
2 Moulton Street, Manchester, M8 8FQ
1 - 2 Moulton Street, Manchester, M8 8FQ
3A Moulton Street, Manchester, M8 8FQ
Unit 5A, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Office 3, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Office 2, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 7, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 6, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 10, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 9, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 5B, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
10 Moulton Street, Manchester, M8 8FQ
5 Moulton Street, Manchester, M8 8FQ
7 Edward Street, Cheetham, Manchester, M7 1SN
35 Edward Street, Cheetham, Manchester, M7 1SN
39 Edward Street, Cheetham, Manchester, M7 1SN
37 Edward Street, Cheetham, Manchester, M7 1SN
33 Edward Street, Cheetham, Manchester, M7 1SN
31 Edward Street, Cheetham, Manchester, M7 1SN
29 Edward Street, Cheetham, Manchester, M7 1SN
6 Moulton Street, Manchester, M8 8FQ
Euro House, Overbridge Road, Salford, Manchester, M7 1SL
9 - 10 Moulton Street, Manchester, M8 8FQ
14 Moulton Street, Manchester, M8 8FQ
15 Moulton Street, Manchester, M8 8FQ
Office 1, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 8B, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 8A, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
Unit 8, Euro House, Overbridge Road, Salford, Manchester, M7 1SL
27 Edward Street, Cheetham, Manchester, M7 1SN
1B Edward Street, Cheetham, Manchester, M7 1SN
1A Edward Street, Cheetham, Manchester, M7 1SN
9 Edward Street, Cheetham, Manchester, M7 1SN
11 Edward Street, Cheetham, Manchester, M7 1SN
13 Edward Street, Cheetham, Manchester, M7 1SN
15 Edward Street, Cheetham, Manchester, M7 1SN
17 Edward Street, Cheetham, Manchester, M7 1SN
21 Edward Street, Cheetham, Manchester, M7 1SN
23 Edward Street, Cheetham, Manchester, M7 1SN
25 Edward Street, Cheetham, Manchester, M7 1SN

45 Overbridge Road, Salford , M7 1SL
19-23 Overbridge Road Salford , M7 1SL
35 Overbridge Road Salford , M7 1SL
60 Rugby Street Manchester , M8 9SN
47 Overbridge Road, Salford , M7 1SL
41-43 Edward Street, Salford , M7 1SP

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Benefitting From Flood Defences -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA