

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136050/FO/2023

Date registered valid: 2 March 2023

Proposal: Change of use of former military installation to place of worship with associated community facilities, offices and ancillary accommodation including retention of ground floor indoor car parking

Address: Army Reserve Centre , Ardwick Green North, Manchester, M12 6HD

Ward(s): Ardwick Ward

Applicant: Church Revitalisation Trust

Agent (if any): Mr Christie McDonald Steven Abbott Associates LLP

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

Recommendation: Approve

Date of recommendation: 20 September 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 8 September 2023

Expired: 15 September 2023

Neighbour notifications

Printed: 8 September 2023

Expired: 15 September 2023

Site notice

Posted: Expired:

Press advert

Published: 28 March 2023 Expired: 18 April 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Grade II

Conservation area:

Tree Preservation Order:

This application relates to a Grade II Listed Building, which lies on the City Centre fringes, adjacent to a main radial route to/from the City Centre. The premises were last used as a military installation, known as Ardwick Green Barracks having been occupied by regimental forces since the end of the nineteenth century and has been more recently occupied by the Territorial Army. The applicant has indicated that the building has been empty since 2018.

The building is generally 3 storeys high, with a four storey tower, and has a course sandstone type finish, but this application purely relates to the change of use, of the building, with no, indoor or external physical alterations proposed at this time.

It is proposed to change the use of the premises into a place of worship with associated community facilities, offices and ancillary accommodation. The range of facilities offered includes co-working space, social outreach, meeting rooms, community cafe, creche, young peoples activity spaces and a main meeting hall. There is also an existing two bedroom flat, on the top floor, which is to be retained.

The premises currently benefits from an 8 space indoor car parking area, with an existing vehicular access from Ardwick Green South. There would be no change to this arrangement. In addition, arrangements have also been made for additional off-site parking at the following locations times:

31 Ardwick Green North

The applicant will rent 35 spaces on Sundays (7am-7pm) and 10 spaces between Monday - Friday (5pm - 7pm). This agreement is confirmed until at least October 2024

65-69 Downing Street

2 spaces will be available all day on a Sunday. No timeframe is given for this.

It is proposed that the premises would operate between 8.00am and 10.30pm, 7 days a week.

The proposal has been advertised on site and in the press.

Description of area

Description of development

Consultations & Notification Responses

Councillor Shirley Procter - Hello, I'm emailing in support of the application for change of use for this building. The Barracks is a fantastic building in need of complete refurbishment and bringing back into public use. The Church Revitalisation Trust are a fantastic, outward focussed church who have a strong commitment to working in their local community, wherever they are based. The community of Ardwick Green and the surrounding areas will really benefit from this church's activities. They have a strong social transformation agenda (<https://htb.org/socialtransformation>) and will work with the local community to transform people's lives for their good.

Local residents/adjoining occupiers - One objection has been received, from a local resident, for the following reasons:

- Manchester City Council are not tackling the car parking issues in the Ardwick Green Area. Many of the pavements are blocked, and there are hundreds of parked cars left from 9.30am to 2.30pm by non-residents, mostly commuters working at businesses.
- Manchester Council have not responded to concerns raised about disability access and basic rights of pedestrians with contempt.
- The application should be refused, especially as in their transport statement the applicant states that on-street parking is both ample and adequate, when it is clearly not. Religious premises in Manchester generally have serious, detrimental problems with on-street parking. This will further impede disabled access.

A response was also received from a Councillor at Trafford MBC, in support of the application for change of use for this building. They state that the barracks is a fantastic building in need of complete refurbishment and bringing back into public use. The Church Revitalisation Trust are a fantastic, outward focussed church who have a strong commitment to working in their local community, wherever they are based. The community of Ardwick Green and the surrounding areas will really benefit from this church's activities. They have a strong social transformation agenda and will work with the local community to transform people's lives for their good.

Highway Services - Made the following original comments, when no dedicated parking was proposed:

TRIP GENERATION AND JUNCTION CAPACITY:

The Transport Statement provides details of the proposed hours of operation and anticipated visitor numbers with the maximum number of visitors shown to attend the site twice on a Sunday for Church Services (estimated 100no. people), with one service in the morning and one early evening. No cross-over of arrivals and departures is therefore likely. A limited number of vehicular trips are anticipated during the conventional AM/PM highway peak hour periods.

Highways and TfGM are satisfied that the proposals are unlikely to give rise to a significant increase in peak period trip generation and therefore no further assessments required.

SITE ACCESSIBILITY:

The Transport Statement demonstrates that the site is well accessed by sustainable modes with numerous residential areas and Manchester City Centre located within walking and cycling distance of the site. Various bus services operate from bus stops located in close vicinity of the site.

ACCESS AND PARKING:

The Transport Statement confirms that no on-site car parking provision will be provided for visitors/staff. As such, all parking demands would have to be accommodated on-street or within public car parks.

Whilst Highways note that the site is located in a sustainable location, on-street parking demand is likely to increase, especially during events attracting a higher level of attendees. This would give rise to increasing parking pressures in an area already experiencing significant levels of on-street parking demand. Highways therefore request that the applicant provides staff/visitor access to off-street car parking to be located within walking distance of the site in order to mitigate against additional on-street parking demand.

Highways also request that measures are taken forward by the applicant to prevent parking on the footway in the vicinity of the site along Ardwick Green North. Such measures may also include provision of additional cycle stands at the building frontage to cater for the development. Highways request that this is conditioned with any approval.

CYCLE PARKING:

No dedicated cycle parking is proposed. Highways request that at least 21no. cycle parking spaces are conditioned with any approval in alignment with Core Strategy standards, including a proportion of long-stay (secure and sheltered) provision for staff.

REFUSE AND DELIVERIES:

The Transport Statement states that bins will be stored within the adjacent car park with refuse servicing from Ardwick Green North. Whilst Highways consider on-street refuse servicing to be acceptable, bin storage would need to be located within the site's red line boundary or an agreement in place between the applicant and adjacent land-owner allowing for bin storage at this location.

Deliveries for the food bank will be made to the site from Ardwick Green North. The applicant should confirm the frequency and vehicle types to undertake such deliveries and confirm whether any other deliveries including events will be undertaken.

TRAVEL PLAN:

A Framework Travel Plan has been provided. Highways request that the development, submission, implementation and monitoring of a Full Travel Plan within 6 months of occupation/operation is attached as a condition to any planning consent.

In response the applicant confirmed the following:

Cycle parking - 21 parking spaces have been requested, split between visitors and staff. We will propose 8 Sheffield style stands (accommodates 16 cycles) on the footway for visitors and 5 spaces for staff will be provided within the building.

Car parking - most people driving into Manchester for employment, retail, leisure, etc, park in public car parks. There are two surface level car parks within 500m of the site (Buxton Street - 24 spaces and Baring Street - 41 spaces. Total of 65 spaces) within 500m of the site. In addition, Circle Street NCP MSCP, which has 1,018 spaces, is located 0.5 miles (10 minute walk) from the site.

Agreement has been made to accommodate two parking spaces for disabled in the small car park immediately next to the building.

They confirm that the bin storage and the route from bin storage and Ardwick Green are located with the site boundary, which they identified in plan form.

Highways responded as follows;

Whilst provision of 2no. disabled spaces on the car park adjacent to the site is welcomed, we would need to see a form of agreement with this land-owner and information on how these spaces would be managed/allocated and ideally they would need to be demarcated.

The surrounding highways don't appear to be too busy in terms of parking demand on a Sunday when the site would be operating at its peak - however there are other activities outlined in the TA attracting a high level of attendees throughout the week and they assume there is always potential for the venue to accommodate busier/ad-hoc events.

Based on the above, and in consideration of existing public car parking being located around 500m walk, they would anticipate that visitors would still attempt to park at unsafe locations in close vicinity of the site which on occasions, suffers from significant on-street parking pressures. They would therefore suggest that the applicant still looks into securing shared off-road car parking provision.

Cycle parking and refuse is accepted can be conditioned.

After lengthy negotiations the applicants agreed to make the existing 8 indoor car parking spaces available, for the proposed use as well as the following off-site parking, which belongs to separate companies, but which would be available at the following times:

31 Ardwick Green North

The applicant will rent 35 spaces on Sundays (7am-7pm) and 10 spaces between Monday - Friday (5pm - 7pm). This agreement is confirmed until at least October 2024

65-69 Downing Street

2 spaces will be available all day on a Sunday. No timeframe is given for this.

Highways Services therefore confirmed the following:

This additional level of parking would certainly help ease any pressures on on-street parking and they are happy for the existing parking area accessed from Ardwick Green South to be utilised. They would be comfortable for a more formal agreement on the rented spaces to be conditioned.

They would suggest that the management of both parking areas towards staff and visitors should be included within the site's Travel Plan.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to fumes, hours of operation, servicing, acoustic insulation, external equipment, refuse and air quality.

Greater Manchester Police - Makes the following comments:

They have no concerns with the proposed change of use from the existing building to a place of worship.

They would highly recommend that any further applications that deal with external changes have a Crime Impact Statement and they would recommend that a Secured by Design condition is attached to any planning application.

Issues

National Planning Policy Framework (September 2023) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

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

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

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

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

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 127).

Section 16 'Conserving and enhancing the historic environment' states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

In determining applications, local planning authorities should take account of:

- a) 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.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

Make a positive contribution to neighbourhoods of choice including:-

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

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

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

Policy EN3 relates to heritage and states that, throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre.

New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains.

Policy EN19 Waste - Requires consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. How the sustainable waste management needs of the end user will be met.

As discussed below, appropriate waste management can be achieved to secure compliance with policy EN19.

Policy T1 - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Furthermore, development should take account of the needs of road users according to a broad hierarchy consisting of (in the following priority):

- i. Pedestrians and disabled people;
- ii. Cyclists, public transport;
- iii. Commercial access;
- iv. General off-peak traffic;
- v. General peak time traffic.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all

parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

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

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

guidance may be given within a supplementary planning document:-

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

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

Saved policy E3.3 relates to sites along radial routes, which includes Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Saved policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.

Principle of development - The site lies in an area of mostly commercial uses, close to a busy radial route to/from Manchester City Centre. The proposed use is considered to be acceptable in the context of this location and will bring an historic building back into use. Also the proposed use is considered to be one that would offer great benefit to the local community. The proposed use is therefore considered to be acceptable in principle.

Impact on Listed Building - The applicant has stated that, at this time, they are seeking a change of use of the building only and they have acknowledged that any physical internal or

external works would require Listed Building Consent, and that such an application would be judged on its merits, so they cannot rely on Listed Building Consent being granted for any proposed works. The applicants have also been made aware that pre-commencement conditions are proposed, such as acoustic insulation, which may themselves necessitate works to the Listed Building, prior to operation, for which consent is required. However, in assessing this application, no physical works are proposed and the change of use would allow the use of, and investment in, this important Listed Building, which is considered to be positive.

Car/cycle Parking - Discussions have been lengthy in relation to car parking. Originally no dedicated parking was proposed, as the applicant sought to highlight the site's location adjacent to good public transport use. The previous use of the premises, and associated levels of activity are also a consideration in assessing this application. However, it is the case that on-street parking is an issue, in this area, particularly with regards to commuters accessing the City Centre. It is further considered that this situation has worsened, in recent years, due to a residents only parking scheme being introduced into a residential area on the opposite side of Ardwick Green South, which has had the effect of 'shifting' some commuter parking into the area surrounding the application site. In addition, the previous use did provide 8 indoor car parking spaces, which were not part of the original submission, and which have only been introduced into the application proposal late in the negotiation proposal. The current scheme though now proposes these 8 indoor spaces, supported by 10 additional off-site spaces on Monday to Friday early evening and 37 spaces, in total, on a Sunday. Informal agreements have been supplied, relating to these spaces, so an appropriate condition is needed to secure ongoing parking provision, but, it is accepted that the parking arrangements now proposed would allow the use to operate without adding to on-street parking issues in the area. Any potential impact of car parking has also been further addressed by the applicants indication that 21 cycle spaces would be provided on site.

Appearance - As indicated above, no external changes are proposed.

Waste management - External facilities are provided which meet the requirements Highway Services, but a condition is required regarding capacities and final collection arrangements.

Operating hours/residential amenity -The proposed indicated operating hours are quite extensive, operating until 10.30pm, 7 days a week, although these have yet to be agreed with Environmental Health. However, the site does not directly adjoin any residential properties, and the previous use of the site had no operating hours restrictions, so it is considered that operating hours that meet both the needs of the applicant, and Environmental Health, will be achievable. In addition, a condition is proposed relating to the acoustic insulation of the site, to further protect any nearby residents.

Security - Greater Manchester Police are satisfied that the proposed change of use would not have any adverse security implications.

Air quality - No major construction works are involved but a condition, relating to air quality is nevertheless proposed, to encourage the provision of EV charging points and any other measures that might reduce any impact upon air quality.

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 and resolve any issues that arose in dealing with the planning application. In particular lengthy negotiations were held to ensure that sufficient parking was provided to meet the needs of the development. In addition, the applicant has been advised of pre-commencement conditions.

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 drawings and documents:

Design and Access Statement, stamped as received by the City Council, as Local Planning Authority, on 24 January 2023.

Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 9 February 2023.

Site Location Plan with indicated position of waste bins and letter from Steven Abbott Associates, dated 23 February 2023 detailing activities to be carried out at the premises, stamped as received by the City Council, as Local Planning Authority, on 23 February 2023.

Stantec Transport Statement, dated June 2023 and stamped as received by the City Council, as Local Planning Authority, on 1 June 2023

Stantec Framework Travel Plan, dated June 2023 and stamped as received by the City Council, as Local Planning Authority, on 2 June 2023

Drawings numbered 10458/002 rev 0, 10458/003 rev 0, 10458/004 rev 0, 10458/005 rev 0 and 10458/006 rev 0, stamped as received by the City Council, as Local Planning Authority, on 5 September 2023

Drawing numbered 332610142/100/002, stamped as received by the City Council, as Local Planning Authority, on 13 September 2023.

Email from Christie McDonald, dated 15 September 2023 and accompanying parking agreements for Usespace at 31 Ardwick Green and Spirit Studios at 65-69 Downing Street, stamped as received by the City Council, as Local Planning Authority, on 15 September 2023.3.

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.

3) Prior to first occupation, the hours of operation, of the premises, shall be agreed in writing with the City Council, as Local Planning Authority. The premises shall thereafter only operate in accordance with these approved hours.

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

4) Deliveries, servicing and / or waste collections shall be undertaken outside the hours of:

Monday to Saturday - 7.30 am to 8.00 pm;

Sunday and Bank Holidays - No deliveries, servicing and / or waste collections

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) The indoor car parking, indicated on drawing numbered 332610142/100/002, stamped as received by the City Council, as Local Planning Authority, on 13 September 2023, shall be demarcated and available at all times when the premises are open/operational and the off-site car parking at Usespace and Spirit Studios should be available, from the site first becoming operational, for use by staff/visitors on the days /times indicated in the letter, from Usespace and email from Spirit Studios received on 15 September 2023. If, at any future time, any of these off-site parking spaces are no longer available for use by the operators of the site, on the indicated days/times, alternative parking arrangements shall be agreed in writing with the City Council, as Local Planning Authority and shall thereafter be available for use by the operators of the site at all times when the application property is in use.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

6) Within 6 months of occupation of the premises, a revised Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The travel plan shall

relate to the activities being carried out at the site, and measures indicated in the Stantec Framework Travel Plan, dated June 2023 and stamped as received by the City Council, as Local Planning Authority, on 2 June 2023 and shall take into account the information about travel patterns gathered from when the premises first becomes operational.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

7) Prior to the first occupation of the development cycle storage facilities shall be provided on site, in accordance with details that shall be submitted to and approved by the City Council, as Local Planning Authority. The cycle storage facilities shall be implemented, in accordance with these approved details, as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in order to comply with policies SP1 and DM1 of the Manchester Core Strategy.

8) Prior to first occupation of the premises full details of any necessary measures, to prevent parking on the footway, in the vicinity of the site, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed accommodation first being brought into use.

Reason - In the interests of highway safety due to the increased traffic flow generated from the development, pursuant to policies T1 of the Manchester Core Strategy.

9) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

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

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

Reason - In the interests of the amenities of occupiers of nearby properties., pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

10) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. 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.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the

nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

11) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1, of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

12) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

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 interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Environmental Health

Tyre And Exhaust Depot, Kale Street, Manchester, M13 9XE
Unit 49, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 48, Progress Centre, Charlton Place, Manchester, M12 6HS
First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6JH
Second Floor, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
Block A Second Floor Rear, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
Ground Floor, 27 Manor Street, Manchester, M12 6HE
27 Manor Street, Manchester, M12 6HE
Unit 2B, 1 Charlton Place, Manchester, M12 6HS
Unit 8, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 2F, 1 Charlton Place, Manchester, M12 6HS
Unit 2E, 1 Charlton Place, Manchester, M12 6HS
Unit 2D, 1 Charlton Place, Manchester, M12 6HS
Unit 2A, 1 Charlton Place, Manchester, M12 6HS
Unit 2C, 1 Charlton Place, Manchester, M12 6HS
Block A Second Floor Front, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
Top Flat, 27 Manor Street, Manchester, M12 6HE
Unit 18, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 19, Progress Centre, Charlton Place, Manchester, M12 6HS
8 - 10 Ardwick Green South, Manchester, M13 9XE
Unit 22, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 40, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 39, Progress Centre, Charlton Place, Manchester, M12 6HS
Cake Bread Cafe, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 5, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 38, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 46, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 44, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 20, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 13, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 23, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 26, Progress Centre, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Front, The Mews, Charlton Place, Manchester, M12 6HS
Unit 35, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 50, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 45, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 15, Progress Centre, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Rear, The Mews, Charlton Place, Manchester, M12 6HS
Unit 16, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 42, Progress Centre, Charlton Place, Manchester, M12 6HS
Circuit PM, Unit 31, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 21, Progress Centre, Charlton Place, Manchester, M12 6HS
Second Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
Units 32 And 33, Progress Centre, Charlton Place, Manchester, M12 6HS
Units 27-30, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 9, Progress Centre, Charlton Place, Manchester, M12 6HS
1 Charlton Place, Manchester, M12 6HS
Ground Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6HS
Unit 12, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 37, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 47, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 41, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 14, Progress Centre, Charlton Place, Manchester, M12 6HS
Caretakers Flat, Territorial Army Centre, Ardwick Green North, Manchester, M12 6HD
Basement To First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6FZ
First Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
1 - 3 Ardwick Green North, Manchester, M12 6ZZ
Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Block D Second Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Unit 17, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 36, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 43, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 6, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 11, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 10, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 25, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 24, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 34, Progress Centre, Charlton Place, Manchester, M12 6HS
65 - 69 Downing Street, Manchester, M1 7JE

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA