

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134278/FO/2022

Date registered valid: 6 July 2022

Proposal: Use of two warehouses and associated land for arts, music and cultural venue/event space including theatre, dance performance-related activities (Sui Generis) with associated food and drink festivals (Flexible Use Class E / Sui Generis), for a temporary period of two years

Address: 202-204 Dantzic Street, Manchester

Ward(s): Cheetham Ward

Applicant: Connecting Dots Group C/o Agent

Agent (if any): Miss Alice Routledge Asteer Planning LLP Mynshulls House, 14 Cateaton Street, Manchester, M3 1SQ

Case officer: Eve Woolstencroft
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Recommendation: Temporary approval

Date of recommendation: 29 September 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 15 July 2022 Expired: 5 August 2022

Neighbour notifications

Printed: 15 July 2022 Expired: 5 August 2022

Site notice

Posted: Expired:

Press advert

Published: 19 July 2022 Expired: 9 August 2022

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of Site/Area

The application site is approximately 0.76ha and comprises an irregular shaped parcel of brownfield land. The majority of the site comprises hardstanding, which is located to the north and east of the two vacant warehouse buildings situated at the site's south-western corner. Vehicular and pedestrian access to the site is via Dantzic Street to the north.

The site is not located within a Conservation Area and there are no designated heritage assets within the curtilage of the site. The nearest designated heritage asset is the Grade II listed Union Bridge (List UID: 1255163), which is located approximately 170m to the west of the site.

The site is bounded by Dantzic Street to the north. To the east of the site is rectangular parcel of hardstanding, adjacent to which is Dulwich Street. It is understood that a waste management company previously operated from land to the east of the site. To the south of the site is a Network Rail viaduct, beyond which is surface car parking and industrial and commercial development. To the south-west of the site is the MeadowSide development which comprises of 4 residential buildings (planning permission reference: 116366/FO/2017).

The site forms part of the Victoria North regeneration area, within which 15,000 new homes are expected to be delivered, in addition to a range of physical and social infrastructure. Therefore, over the next 15 to 20 years, the surrounding area will undergo considerable change.

Description of Development

The submitted application seeks planning permission for the use of two warehouses and associated land for arts, music and cultural venue/event space including theatre, dance performance-related activities (Sui Generis) with associated food and drink festivals (Flexible Use Class E / Sui Generis), for a temporary period of two years.

Consultations & Notification Responses

Local residents and businesses were notified for 21 days however no responses were received.

Environmental Health – recommendation of conditions in relation to Noise, Opening Hours, Servicing and Deliveries and Waste Management.

Highways – recommendation of conditions in relation to cycle storage, waste management and crowd management.

Design for Security at Greater Manchester Police – no objections provided the measures set out in the Crime Impact Statement are implemented.

Environment Agency – Due to low risk of flooding, the assessment should be referred to the Local Flood Authority

Flood Risk Management – no drainage condition required.

Policy

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

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

The relevant policies or parts of policies within the Core Strategy are as follows:

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13 February 2019 and is a material consideration in the determination of this planning application.

The SRF proposes seven interconnected neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to effectively integrate these neighbourhoods, providing critical connections and achieving high-quality place making, to ensure comprehensive regeneration in the north and east of the city.

The application site is located within the proposed New Town neighbourhood. New Town is characterised by significant vacant and brownfield land associated with former industrial uses, along with surface car parking and the location of major electricity and gas utilities infrastructure. The vision for the area is a residential led neighbourhood with an opportunity to establish a range of higher density housing types and tenures and non-residential active frontages at ground level on key routes such as Dantzic Street.

Manchester Core Strategy Development Plan Document (July 2012)

Policy SP1 'Spatial Principles' – This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027.

The regional centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.

The city is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the relevant Strategic Regeneration Framework (SRF).

Development in all parts of the city should make a positive contribution to neighbourhoods of choice, which includes:

- Creating a well-designed place that enhances or creates character
- Makes a positive contribution to the health, safety, and wellbeing of residents
- Considers the needs of all members of the society
- Protects and enhances the built and natural environment
- Minimises emissions, ensures efficient use of natural resources and previously developed land
- Improves access to jobs, services, education and open space by being located to reduce the need to travel and provides access to sustainable transport

Policy EC1 'Employment and Economic Growth in Manchester' – The LPA will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the city centre and Eastlands.

Priorities for ensuring continued economic growth relevant to this scheme are:

- Improving access to jobs for all via public transport, walking and cycling.
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium, and large businesses.
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities.
- Ensuring the continued social, economic, and environmental regeneration of the city.
- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure.
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employers of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design.

Policy EC2 'Existing Employment Space' – The LPA seeks to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that

- The existing use is unviable in terms of business operations, building age and format
- The existing use is incompatible with adjacent uses
- The existing use is unsuitable for employment
- On balance, proposals can offer great benefits in terms of the Core Strategy's vision and spatial objectives than the existing use

Policy CC1 'Primary Economic Development Focus: City Centre and Fringe' – The City Centre is a strategic economic location and focus of employment growth in the city and the city region. Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the city centre, in line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the city centre.

Policy CC4 'Visitors – Tourism, Culture and Leisure' – The city centre is to be the focus for culture and leisure in the city region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported.

Policy CC7 'Mixed Use Development' – The city centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. a range of uses should be considered for all sites, subject to considerations relating to economic regeneration of the city and active ground floor uses in locations that have an established function.

Policy CC9 'Design and Heritage' – Development in Manchester city centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

The LPA will support mixed use development in the city centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development should support the range of uses the LPA expects in the city centre.

Policy CC10 'A Place for Everyone' – The city centre will develop as a location that appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through uses which increase the diversity in the city centre, with an emphasis on family-orientated activity, and high standards of accessibility to buildings across spaces in the city centre.

Policy C1 'Centre Hierarchy' – The city centre is the regional focus for commerce, culture, leisure, and tourism. The city centre has a need for additional convenience retail to meet the needs of a growing residential population.

Policy C10 'Leisure and Evening Economy' – Redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to considerations of:

- Cumulative impact – In areas where there is already a concentration of bars and similar and other night-time uses which are detrimental to the character and vitality of the centre.
- The proposed redevelopment should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
- New uses in Manchester should support both daytime and night-time uses and not undermine the role of the primary shopping centre

Policy T1 'Sustainable Transport' – Aims to deliver a sustainable, high quality and integrated transport system that encourages the modal shift away from cars to public transport, cycling and walking. Also to support the needs of residents and businesses and prepare for carbon free modes of transport by, for example:

- Improve choice by developing alternatives to the private car
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly to those without a car.
- Improve pedestrian routes and the pedestrian environment

- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for EVs

Policy T2 'Accessible Areas of Opportunity and Need' – The LPA will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the city's main economic drivers (regional centre, Oxford Road Corridor, Airport etc.)
- Is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.
- Applications include proportionate Traffic Assessments/Travel Plans if a major application and proposals where there are likely to be access of transport issues.

Policy EN3 'Heritage' – Development must be designed so as to support the LPA in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and building of acknowledged importance, including conservation areas and listed buildings.

Policy DM1 'Development Management' - All development is expected to have due consideration to a variety of issues that may impact the amenity of the surrounding area. These include:

- Design and appearance (siting, layout, scale, form, massing, materials, detail)
- Impact on Surroundings (design, scale, appearance, character, history)
- Amenity (Privacy, noise & vibration, light, air quality, odours, litter, vermin, birds, road safety and traffic generation)
- Accessibility (disabled access and access to sustainable transport)
- Community safety and crime prevention
- Design for Health
- Internal accommodation and external amenity space provision
- Refuse storage and collection
- Vehicular access and parking
- Effects on biodiversity, landscape, archaeological or built heritage
- Green infrastructure (public and private)
- Flood risk and drainage
- Hazardous installations

The relevant saved policies or parts of policies within the Unitary Development Plan are as follows:

DC10 Food and Drink Uses – In determining applications for development involving the sale of food and drink for consumption on the premises, the LPA shall have regard to

- The general location of the proposed development - The effect on the amenity of neighbouring residents
- The availability of safe and convenient arrangements for car parking and servicing
- Ease of access for all, including disabled people
- The storage and collection of refuse and litter

The LPA will normally accept the principle of this development in the city centre, at ground floor level.

The LPA will not normally be permitted where it is proposed outside of the locations above or there is a hours or flat to the ground floor to the proposed business.

When, having regard to the preceding policies, the LPA considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the opening

hours, the need to deal satisfactorily with noise, fumes, smells and the storage of refuse and the collection of litter.

DC26 Development and Noise - The LPA intends to use the development control process to reduce the impact of noise on people living in, working in and visiting the city. The LPA will consider the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside of planning control.

Development likely to result in unacceptably high levels of noise will not be permitted in residential areas.

Where a new proposal might generate potentially unacceptable levels of noise, it may require the applicant to provide an assessment of likely impact and of the measure proposed to deal satisfactorily with it.

Other Material Considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment.

Chapter 3 'Accessibility – Design for Access 2' – Sets out that developments must be fully inclusive and accessible to contribute towards Manchester's aim of being recognised as the most accessible city in Europe.

Chapter 4 'Environmental Standards' – Sets out Manchester Council's commitment to making Manchester the greenest city in Britain.

Chapter 8 'Community Safety and Crime Prevention' – States that applicants are expected to demonstrate how crime and prevention measures have been considered in the design of a proposal.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".

Manchester Strategy (January 2016)

The strategy sets the long-term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework (July 2021)

The revised NPPF re-issued in July 2021. 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 4 – Decision-making – States that local planning authorities should approach decisions on proposed developments in a positive and creative way, making use of pre-application discussions etc. In addition, applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance, the

proposal will be assessed on up-to-date development plan and any other material considerations. The applicant made use of pre-application discussions and a site visit.

Section 6 – Building a Strong, Competitive Economy – Planning decisions should help create the conditions in which businesses can invest, expand and adapt. 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.

Section 8 – Promoting Healthy and Safe Communities – Planning decisions should aim to achieve healthy, inclusive and safe places that promote social interaction, through for example mixed use developments, neighbourhood centres etc. Developments should be safe and accessible and designed so that crime and disorder do not undermine the quality of life or community cohesion. Developments should provide for local shops and encourage walking and cycling.

Section 9 – Promoting Sustainable Transport – Transport issues should be considered from an early stage and the potential impacts of development on transport networks should be addressed. Opportunities to promote walking, cycling and public transport use should be identified and pursued. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or cumulatively severe impact on the road network.

Section 11 – Making Effective Use of Land – Planning decisions should promote an effective use of land in meeting needs whilst safeguarding and improving the environment and ensuring safety and health. Planning decisions should encourage multiple benefits from urban land, through mixed use schemes. Substantial weight should be given to the value of using suitable brownfield land within settlements. Developments that would use under-utilised land and buildings should be promoted and supported.

Section 12 – Achieving Well-Designed Places - Planning decisions should ensure that developments will:

- Function well and add to the overall quality of the area for the lifetime of the development
- Are visually attractive because of good architecture, layout and appropriate/effective landscaping
- Are sympathetic to local character and history, including the surrounding built environment and landscape settings and not prevent or discourage appropriate innovation or change (such as increased density)
- Establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinct 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 space) and support local facilities and transport networks
- Create places that are safe, inclusive, accessible, healthy and promote wellbeing with high standards of amenity for existing and future users and where crime, disorder and fear of crime do not undermine the quality of life or community cohesion and resilience. (Paragraph 130)

Section 16 – Conserving and Enhancing the Historic Environment – Heritage assets range from sites and buildings of local historic value to those of the highest significance. These assets are an irreplaceable resource

National Planning Practice Guidance (NPPG)

Equality Act (2010)

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty

involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Issues

Principle of Development

The proposed development is a meanwhile (or temporary) which is any use that occupies otherwise empty space during an interim period before a site has a more permanent use. The proposed meanwhile use would contribute to the economic growth and employment within Manchester and help to raise the profile of the regeneration area.

The SRF for the area envisions the area as a residential led area it will enable the temporary use of the existing vacant warehouses and associated land prior to longer-term proposals for the site's comprehensive redevelopment coming forward.

Given the city fringe location of the proposed use, the mixed use nature of the area and its busy context, it is not considered that the scale and nature of the proposed use would pose any significant detrimental impact upon either the living conditions of nearby occupiers, or upon the local highway network. As such, the proposal accords with policies DM1, SP1, CC5, CC6, CC7 and T2 of the Manchester Core Strategy, saved policies DC10 and DC26 of the UDP, Northern Gateway Strategic Regeneration Framework (2019) and national planning guidance.

Upon consideration of the location and scale of the proposed scheme, as well as the area emerging as a residential neighbourhood and the untapped regeneration potential of the site, it is considered prudent to consider the proposed scheme on a temporary basis only. Due to the large amount of capital required, 3 years is considered to strike a balance between viability/reasonableness of the scheme and the relevant consideration to long term objectives/potential externalities of the area

The proposal will improve access to jobs and services and is located to reduce the need to travel by car. Upon consideration, the principle of the use is acceptable and in accordance with Core Strategy policies SP1, EC1, EC2, EC3, C1, C10, CC1, CC4 and CC7.

Impact upon Ecology

The existing site comprises hardstanding and buildings. There are areas of scattered shrub present across the site. No trees are present within the application site boundary. The ecology report states that no roosting bats were identified and there will be no demolition of existing buildings on site.

Design and Appearance

The existing warehouses are utilitarian in appearance and will be retained in-situ and used as internal events space. The remaining area of the site will be used as external events space, with the exception of the area identified to be kept clear for access and the designated waste area. There will be no breaking of ground or construction associated with the development

Though the proposal does not considerably improve the appearance of the buildings, it is taken into account that the use classes proposed are for a temporary period. Overall, the proposal is acceptable and consistent with Core Strategy policy DM1.

Amenity –

Amenity – Noise from Use

The application proposals are for two indoor stages and four outdoor stages with amplified music. Smaller event proposals are predominantly for use of the two indoor warehouse spaces, with some outdoor use depending on the time of year.

The surrounding area is predominantly industrial in nature. The nearest noise sensitive receiver has been identified as Emmeline Apartments which is approximately 230 m from the eastern site boundary.

On account of this, the application has been accompanied by a Noise Impact assessment, Noise Management Plan and a Crowd Management Plan. These documents have been carefully reviewed and have been shared with the LPA's environmental health team. Upon this review and scrutiny of the documents, including of the mitigation measures proposed, it is considered that the development would not result in undue impact on the amenity of surrounding occupiers and users of buildings, so long as those mitigation measures as recommended in the Planning Noise Assessment are implemented. The applicant confirmed that there would be no external plant installed as part of the development. It is considered that, subject to these conditions/documents, the proposal would be consistent with Core Strategy policies CC4, CC7, C10 and DM1 and saved Unitary Development Plan Policies DC10 and DC26.

Amenity – Waste

The development proposed is likely to be a generator of significant amounts of waste when events occur. The application submitted is accompanied by a Waste Strategy and proforma. The waste storage area will be within the site boundary and waste collections will occur weekly. Upon consideration, the waste strategy is appropriate and environmental health have agreed to the strategy proposed. It will be conditioned the waste strategy is implemented. It will also be conditioned that waste/servicing takes place at suitable hours. The proposal is consistent with Core Strategy policy DM1.

Crime and Security

The development will lead to an increase (and at times significant increase) in the number of trips made on foot in the surrounding area. The area is part of an SRF and is currently underdeveloped when compared to other areas of the city centre. As a result, there is a potential for crime/safety issues. In order to proactively address these potential issues, the application has been accompanied by a suitable Crime Impact Statement. The CIS has been reviewed and scrutinised by the LPA in conjunction with Greater Manchester Police. The LPA consider the CIS to be suitable and, subject to mitigation measures and design measures as recommended within the report being implemented, the proposal is acceptable in this regard. In addition to the CIS, a Crowd Management Strategy has been produced. The CMS is appropriate subject to implementation. With the accompanying documents, the proposal is considered consistent with Core Strategy policies EC1 and DM1 of the Core Strategy with regards to crime and safety impacts.

Air Quality

The proposed change of use would replace an existing industrial use with a mixed-use scheme that would not be expected to be a generator of significant amounts of air pollution as it is expected that those attending the use would travel via sustainable methods.

Highways – Trip Generation

The application is accompanied a Transport Note that concludes most trips will be on foot from the city centre, using the existing Dantzic Street footways which are lit and well surfaced. Public transport options are available within walking distance via Victoria Station or Shudehill Interchange. Taxi drop off and pick up could be undertaken via Dantzic Street, and

this has been considered as part of the crowd management strategy. These documents have been carefully reviewed by the LPA in conjunction with the Highways Services team. The trip generation information is considered accurate, with the findings that the scheme would not cause undue or severe impact on highway safety or cause unacceptable levels of congestion in its own right. As such, the proposal is consistent with Core Strategy policy T1 and T2.

Accessibility – Disabled Access

The proposed development will provide level access to street level in a number of locations, including to emergency escape routes. The development is across one level, and the applicant has stated that temporary ramps will be installed where necessary. As such, the proposal is consistent with Core Strategy policies SP1, CC10 and DM1 as well as saved Unitary Development Plan DC10.1(d).

Accessibility – Public Transport

The application site is in a highly accessible location close to the city centre, within walking distance of regular bus services along Cheetham Hill road and near to Victoria Train and Metrolink station.

Conclusion

The principle of the development proposed is found to be acceptable, with the scheme providing economic and social regeneration to a key area of Manchester City Centre, which is within the Victoria North regeneration zone. The scheme is highly accessible and would provide a variety of sustainable economic, social and environmental benefits to the area. The application has been accompanied by a number of supporting plans and documents that demonstrate that potential amenity impacts have been considered and mitigated against. Subject to further conditions, the proposal is acceptable in this regard.

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: Temporary approval

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

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

1) The permission hereby granted is for 2 years only, expiring on 30 September 2024 , and the use comprising the development for which permission is hereby temporarily granted is required to be discontinued on that date.

Reason - The site and wider area are expected to undergo significant changes as a result of regeneration being promoted by the City Council and it will be necessary to reconsider the suitability and acceptability of the use of this site following this temporary period. This temporary permission will allow the City Council to reconsider the consequences of development on the site which are not foreseeable beyond the expiry of this temporary permission, pursuant to the Manchester Core Strategy policies SP1, CC1, CC10, CC8 and DM1.

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

- Existing and Proposed Plans:
- Site Location Plan ref. LP001;
- Existing Site Plan prepared ref. SP001;
- Proposed Site Plan prepared ref SP101;
- Crime Impact Statement prepared ref. 2019/0431/CIS/02;
- Drainage Statement prepared by WSP;
- Ecological Letter prepared by TEP;
- Event Strategy and Operational Management Statement prepared by Connecting Dots Group;
- Fire Strategy prepared by SPL Fire Engineering;
- Ground Conditions Letter prepared by ROC;
- Lighting Strategy prepared by Watt Energy;
- Risk Assessment prepared by Taurus;
- Risk Management Strategy;
- Supporting Planning, Design and Access Statement prepared by Asteer Planning;
- Transport Note prepared by WSP; and,
- Waste Proforma prepared by Connecting Dots Group

Noise Impact Assessment ref. 17576-NIA-01_Rev1 prepared by Clement Acoustics received by the City Council as Local Planning Authority on 27 September 2022:

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 for the City of Manchester.

3) The development hereby permitted shall be carried out in accordance with the security measures as outline in section 4 of the Crime Impact Statement ref. 2019/0431/CIS/02 received by the City Council as Local Planning Authority on 06 July 2022.

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

4) The premises shall not be open outside the following hours -

11am until 11pm Monday - Sunday

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

5) The development hereby approved shall be carried out in full accordance with the recommendations and proposals as set out in the Temporary Use Planning and Events Strategy prepared by Connecting Dots Group dated May 2022.

Reason - To ensure a reduction in potential amenity impacts associated with crowds, the potential or perceived potential of crime and/or disorder, litter and noise breakout associated with the development and in accordance with Core Strategy policies SP1 and DM1.

6) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday and 10:00 to 18:00 Sunday and 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.

7) Waste Management Strategy shall be implemented in accordance with the submitted Waste Management Proforma received by the City Council as Local Planning Authority on 06 July 2022 and email from Asteer Planning dated 15 September 2022 and remain in implementation for the lifespan of the development hereby approved.

Reason: To safeguard the amenity of the occupiers and users of nearby buildings and in accordance with Core Strategy policies SP1 and DM1 as well as saved Unitary Development Plan Policy DC10.

8) The premises shall be acoustically insulated and treated to limit the break out of noise and noise limits for all events and the annual festival shall be set and controlled in accordance with the approved Noise Impact Assessment ref. 17576-NIA-01_Rev1 and supporting Noise Management Plan contained within the same document prepared by Clement Acoustics. 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 and the requirements set out in the approved noise management plan shall be complied with throughout the duration of use.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB 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.

Reason: To safeguard the amenity of the occupiers and users of nearby buildings and in accordance with Core Strategy policies SP1 and DM1 as well as saved Unitary Development Plan policy DC26.1

9) Prior to any commencement of the use/s hereby approved, the secure, covered, lockable cycle storage as indicated within email from Asteer Planning dated 09 September 2022 shall be provided and made available for use whilst the use is in operation.

Reason - To ensure there is sufficient cycle parking provision at the development and for the users/employees in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

10) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas of the development during the hours that it is open to the general public and via the main entrances.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policies SP1, DM1 and CC10 and saved Unitary Development Plan policy DC10.

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the building and land hereby approved shall be used as an arts, music and cultural venue/event space including theatre, dance performance-related activities (Sui Generis) with associated food and drink festivals (Flexible Use Class E / Sui Generis) and no other use.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

Informatives

1) Any amendments to the adopted highway will require a Section 278 agreement and will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Environment Agency
Greater Manchester Police
Greater Manchester Ecology Unit
Network Rail

J Ryan And Co Ltd, Dulwich Street, Manchester, M4 4JJ
Arch 46, Bromley Street, Manchester, M4 4JS
Arch 47, Bromley Street, Manchester, M4 4JS
FARLAM WASTE MANAGEMENT, Dulwich Street, Manchester, M4 4DD
Unit 4, 151 Dantzic Street, Manchester, M4 4JL
Unit 3, 151 Dantzic Street, Manchester, M4 4JL
Arch 41, Williamson Street, Manchester, M4 4DZ
Arch 42, Williamson Street, Manchester, M4 4DZ
Arch 38, Gould Street, Manchester, M4 4DZ
Arch 39, Williamson Street, Manchester, M4 4DZ
1 Burstock Street, Manchester, M4 4JB
151 Dantzic Street, Manchester, M4 4JL
Bridge Works, 151 Dantzic Street, Manchester, M4 4NL
Units 1 And 2, Bridge Works, 151 Dantzic Street, Manchester, M4 4NL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
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) -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: CENTRAL