

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144740/JO/2025

Date registered valid: 10 December 2025

Proposal: Variation of Conditions 5 (car parking), 6 (Travel Plan), 9 (fumes), 10 (noise), 11 (external equipment) and 13 (EVC) attached to Planning Permission referenced 136050/FO/2023 to alter the wording of the conditions to allow for phased occupation of the building.

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

Ward(s): Ardwick Ward

Applicant: Rev. Mark Roper, Manchester City Centre Resource Church Trust (Fabric Church)

Agent (if any): Cait O'Dowd, AshtonHale Ltd.

Case officer: Ian Jarvis
Tel: 0161 234 4079
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Recommendation: Approve

Date of recommendation: 3 February 2026

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Other

Standard consultations:

Printed: 16 December 2025 Expired: 9 January 2026

Neighbour notifications

Printed: 16 December 2025 Expired: 9 January 2026

Site notice

Posted: 12 January 2026 Expired: 2 February 2026

Press advert

Published: 23 December 2025 Expired: 16 January 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Grade II

Conservation area: No

Tree Preservation Order: No

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 and until 2023. The building is generally 3 storeys high, with a four storey tower, and has a course sandstone type finish.

The site benefits from the following planning permission, which related purely to a change of use, with no physical alterations proposed at that time:

136050/FO/2023 -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 - Approved 22 September 2023

This permission was subject to various conditions including 5 (car parking), 6 (Travel Plan), 9 (fumes), 10 (noise), 11 (external equipment) and 13 (EVC and Air Quality)

These conditions are pre-commencement conditions, which have yet to be discharged, although the building has been partially occupied by the Manchester City Centre Resource Church Trust (Fabric Church) since 2023.

Currently the Church occupy a limited number of rooms, due to the condition of the building, which requires substantial works. The Church is addressing these issues, including the

submission, and granting, of an application for the replacement of the drill hall roof (141801/LO/2024).

The building cannot therefore currently be occupied in full and, in particular, the drill hall/main meeting space is not a functioning space. The applicant is therefore seeking to vary the conditions that relate to full site occupation, so that required works can be completed on a phased basis.

The variations sought are as follows:

Condition 5 (car parking)

This required both on and off site car parking to be available once the use became operational.

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, the condition referred to two off-site locations, where additional parking would be provided at certain 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

The applicant is seeking to vary this condition to allow the off-site parking to only be required once the drill hall/main meeting space is occupied/operational.

Condition 6 (Travel Plan)

This condition required a revised travel plan to be submitted within 6 months of occupation. The applicant is seeking to vary this condition, so that the travel plan is required 6 months after occupation/operation of the drill hall/main meeting space.

Conditions 9 (fumes), 10 (noise), 11 (external equipment) and 13 (EVC and Air Quality)

In each of these cases, details were required prior to occupation, and the applicant is seeking to vary this condition so that details are provided now for the areas currently occupied and details are provided at a later date, for other parts of the building which are currently unoccupied. In relation to these other parts of the building, the varied wording would require details to be submitted prior to occupation of those parts of the building,

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

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - No objections to the amended wording of these conditions.

Strategic Area and Citywide Support Manager - No objections to the amended wording of these conditions.

Issues

National Planning Policy Framework (December 2024) - 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. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

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.

Paragraphs 212 to 213 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. 61

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 219 states that Local Planning Authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Draft National Planning Policy Framework - On 16th December 2025 the government has published a consultation National Planning Policy Framework.

Of relevance to this application, the draft NPPF makes it clear that local planning authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Decisions on development proposals should apply a presumption in favour of sustainable development.
- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists,
- Substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community, taking into account any up-to-date local housing need assessment, and other relevant evidence.
- Design quality should be considered throughout the evolution, assessment and delivery of development proposals.

The draft guidance includes proposed policies as follows:

HE5: Assessing effects on heritage assets

1. Development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected (including any contribution made by their setting) and of the potential effect of the proposal on their significance.

2. Assessments of the potential effects of development proposals on heritage assets and their setting should identify the degree of harm
3. In making this assessment it is the effect on an asset's significance rather than the scale of the development which should be considered.
4. Decision makers should be satisfied that this assessment accurately reflects the effects on heritage assets caused by the proposals.
5. Where a development proposal involves, or has the potential to involve, heritage assets with archaeological interest, an appropriate desk-based assessment should be employed and, where necessary, a field evaluation.

HE6: Proposals affecting designated heritage assets

1. When considering the potential effect of a development proposal on a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.
2. Development proposals which would have a positive effect on designated heritage assets should be approved.
3. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal.
4. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the development is necessary to achieve substantial public benefits that outweigh the harm or loss,

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

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 of the City Centre. New developments 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 ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

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:

- Improve choice by developing alternatives to the car;
- 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;
- Improve pedestrian routes and the pedestrian environment;
- 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):

- Pedestrians and disabled people;
- Cyclists, public transport;
- Commercial access;
- General off-peak traffic;
- 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 - 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.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

JP-P2: Heritage - This states that the LPA will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and

interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Variation of conditions 5 (car parking) and 6 (travel plan)- At present there are activities, on the premises, and visits by some members of the public. The main area of activity, and main meeting space will, however, be the drill hall and more events/activities can take place when this part of the building is available for use. This area forms a considerable part of the building and it is accepted that the on-site car parking can cope, with existing demand, until this space is operational. This proposed change is therefore considered to be acceptable. Similarly the increased use of the site, when the drill hall is operational, is considered to be a more appropriate time for travel to be assessed and for a revised travel plan to be issued.

Variation of conditions 9 (fumes), 10 (noise), 11 (external equipment) and 13 (EVC and Air Quality) - It is considered that each of these proposed variations covers the same issue in that works were required to be implemented prior to the full occupation of the building, and the applicant is now wanting to implement these works on a phased basis. Details would therefore be provided now, for the parts of the building currently occupied and at a future date, but prior to occupation, for all other parts of the building. These variations are considered to be acceptable, as the treatment of the parts of the building currently occupied would be addressed, and no further parts of the building would be occupied until appropriate measures are implemented.

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 discussions were held both prior to the submission of the application, and during the application process, in relation to the wording of the proposed variations.

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

1) 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.

Letter from Ashton Hale, dated 30 May 2024, detailing cycle storage provision

Better Waste Solutions Waste Management Contract Details document, dated January 2024, and stamped as received by the City Council, as Local Planning Authority, on 31 May 2024.

Email from Cait O' Dowd, dated 2 August 2024, and accompanying photographs, showing bin and cycle storage provision on site.

Drawing number SAA.3821.1, stamped as received by the City Council, as Local Planning Authority, on 2 August 2024.

Email from Neil Lucas, dated 3 February 2026, confirming the timeframe for conditions.

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.

2) The premises shall only operate in accordance with the following hours:

Sunday - 8.30am to 3.00pm

Monday - 1.00pm to 5.30pm

Tuesday & Wednesday - 9.30am to 5.30pm

Thursday - 12pm to 5pm

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.

3) 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.

4) 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. The off-site car parking at Usespace and Spirit Studios should be available, from the point of first occupation of the Drill Hall/main meeting space, 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.

5) Within 6 months of occupation of the Drill Hall/main meeting space, 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.

6) The cycle storage facilities on site, as indicated in the letter from Ashton Hale, dated 30 May 2024, and the email from Cait O' Dowd, dated 2 August 2024, with accompanying photographs, 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.

7) 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.

8) 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.

In instances where phased occupation of the building is necessary, details relevant for each phase of occupation (including a plan to show the extent of that phase) will be submitted to, and approved by, the City Council, as Local Planning Authority, before the use in that part of the building 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 (or phased occupation if relevant) 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.

9) 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.

In instances where phased occupation of the building is necessary, details relevant for each phase of occupation (including a plan to show the extent of that phase) will be submitted to, and approved by, the City Council, as Local Planning Authority, before the use in that part of the building commences.

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 (or phased occupation if relevant) 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 nonconformity 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.

10) 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.

In instances where phased occupation of the building is necessary, details relevant for each phase of occupation (including a plan to show the extent of that phase) will be submitted to, and approved by, the City Council, as Local Planning Authority, before the use in that part of the building commences.

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 (or phased occupation if relevant) 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 preexisting 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.

11) Waste management facilities on site shall be provided in accordance with the following documents:

Better Waste Solutions Waste Management Contract Details document, dated January 2024, and stamped as received by the City Council, as Local Planning Authority, on 31 May 2024. Email from Cait O' Dowd, dated 2 August 2024, and accompanying photographs, showing bin storage location on site.

Drawing number SAA.3821.1, stamped as received by the City Council, as Local Planning Authority, on 2 August 2024.

These facilities 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.

12) 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.

In instances where phased occupation of the building is necessary, details relevant for each phase of occupation (including a plan to show the extent of that phase) will be submitted to, and approved by, the City Council, as Local Planning Authority, before the use in that part of the building commences.

b) Prior to occupation of the development (or phased occupation if relevant) 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

Unit 1C, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 2C, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 1D And Unit 1E, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 2B, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 2A, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3D, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3C, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3B, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3A, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 1, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 12, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 10, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 14, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 6, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 1F, Progress Centre, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Rear, The Mews, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Front, The Mews, Charlton Place, Manchester, M12 6HS
Unit GC, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 13, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 15, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 5, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 11, Progress Centre, Charlton Place, Manchester, M12 6HS
1 Charlton Place, Manchester, M12 6HS
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
1 - 3 Ardwick Green North, Manchester, M12 6ZZ
Basement To First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6FZ
Second Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
Ground Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6HS
65 - 69 Downing Street, Manchester, M1 7JE
First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6JH
Caretakers Flat, Territorial Army Centre, Ardwick Green North, Manchester, M12 6HD
Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Unit 8, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3, Progress Centre, Charlton Place, Manchester, M12 6HS
Block D Second Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Block A Second Floor Front, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
First Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA