

Application Number	Date of Appln	Committee Date	Ward
115325/FO/2017	14th Feb 2017	27 th April 2017	Chorlton Ward

Proposal Change of use of ground floor from office to form 2 no. restaurant units (Use Class A3), single storey front extension, external bin store, car parking, together with elevational alterations

Location 102 Manchester Road, Chorlton, Manchester, M21 9SZ

Applicant Mr Abraham Halpern, Retail Property Investments Ltd, 4 The Cottages, Deva Centre, Manchester, M3 7BE

Agent Mr Ralph Taylor, Paul Butler Associates Ltd, 31 Blackfriars Road, Salford, M3 7AQ

Description

This application relates to a 3-storey 1960s office building, which is located towards the northern edge of Chorlton District Centre. The application property is set back from the Manchester Road frontage but due to its siting and size is prominent within the street scene, the application site also contains a rear yard laid out for car parking which is accessed via Albany Road. The ground and upper two floors of the building have been historically used as offices but as set out within the planning history section of this report below the property has recently been subject to a notification of prior approval for a change of use of these upper floors to 16 no. self-contained apartments.



102 Manchester Road

The surrounding area is of a mixed use in nature, immediately to the north is the popular Unicorn Grocery and dedicated car parking and servicing area, beyond that is the former Chorlton Sports Centre, to the east is a BT telephone exchange, to the

south-east is an retirement apartment building (Cosgrove Hall Court), to the immediate south is a petrol filling station, whilst to the west on the opposite side of Manchester Road is Redgates Walk residential accommodation.

Proposal

The application proposes to change the use of the ground floor of the existing building from offices to form 2 no. restaurant units (Use Class A3), the provision of a single storey front extension, external bin store, car parking, together with elevational alterations to the upper floors.

In details the proposals include:

- 2 restaurant units one unit of 185sqm and the other 279 sqm
- Proposed opening hours being applied for are: 9am – 11pm daily for both units.
- The public entrance into each unit will be from Manchester Road with level access provided.
- A single storey contemporary glazed fronted extension extending the property 2 metres forward towards Manchester Road
- To the rear of the building the existing wall and windows between the columns will be infilled with brick to match existing.
- Emergency double doors, and a new aluminium framed window will be provided to each unit.
- A secure gate will be installed to the narrow passageway along the side of the building.
- The installation of new double glazed windows units to the upper two floors.
- Servicing/Deliveries to take place from the rear car park of the building with service vehicles using the existing access/ingress points.
- Each unit will be provided with an enclosed timber bin store located within the rear carpark to allow for storage of separate refuse and recyclable waste bins.
- Following a request from Highway Services the applicant has agreed to provide 5 car parking spaces in the rear car park for the proposed units.

Planning History

An application for prior approval for the change of use of the upper two floors of the property into 16 no. apartments was submitted in November 2016 which included 13 number car parking spaces in the existing car park accessed from Albany Road. This application was confirmed as permitted development by the City Council in January 2017. This type of application is as a result of Central Governments changes to the General Permitted Development Order which states that such changes are permitted development subject to prior approval being sought from the relevant local planning authority. A prior approval only allows the City Council to consider a limited criteria which includes matters relating to flood risk, contamination and highway impacts.

Consultations

The current application was subject of neighbour notification letters to adjoining properties and responses were received from 12 residents and a neighbouring local business in relation to this application.

Ward Members - Councillor Sheila Newman is concerned that in relation to the ground floor plans for two restaurants, this is an unsuitable location beneath two floors of flats and would be an overdevelopment of the building.

There are no plans for any parking facilities as the car park is to be used for the residents of the flats. There is no parking nearby as Manchester Road has double yellow lines.

Chorlton Civic Society - The Chorlton Civic Society has no objection to this proposal which will improve the appearance of the building and wider street scene.

The Civic Society make additional comments in respect of proposals for bars and food outlets in Beech Road and the wider Chorlton centre and that it is not apparent that existing policy is transparent or robust enough. The Society hope that the SPD on Hot Food Takeaways will be adopted soon.

Local residents – Responses were received both objecting and supporting the application.

In summary the concerns raised by residents with the application proposals are:

- Albany Road is already very congested. The traffic usually eases by 6 p.m. and are concerned this will continue well into the night as well as increasing the volume of traffic in the day.
- Putting out of rubbish at closing, especially bottle recycling this can often be done carelessly and noisily.
- Patrons talking/shouting in car park to rear when going home and increased traffic in the evenings.
- Would much prefer shops or offices that are limited to daytime use.
- Cosgrove Hall Court is a retirement development we do not want more traffic and noise.
- Object to the over provision of food leisure outlets in Chorlton.
- Where are staff and customers going to park.
Albany Road itself is a very dangerous road to cross.
- If this development is going to produce traffic at night when visibility is poor Traffic lights and pelican crossings are needed at the corner before we have a fatality.
- Concerned about the change of use of 102 Manchester Road being undertaken in two phases rather than being considered as one redevelopment, this prevents the consequences of each part of the redevelopment being considered at the same time.
- The proposed wooden fence would not hide unsightly bins for the residents who live above ground level, also smells that will inevitably hang around from bins especially in the summer months and noise from ventilation.
- There is no customer parking provision. For several years the office car park has been utilised by local visitors at the weekend providing 20 extra

off street car parking spaces, the proposals represent a decrease in these spaces at the weekend.

- The proposal will therefore add to the existing and well-known severe problems with parking that the immediate area, and Chorlton in general, suffers from, especially at weekends.
- Local retail businesses already suffer operating difficulties and loss of trade because customers and deliveries cannot find short-term drop-off/pick-up spaces nearby.
- If it were to go ahead, I envisage that restaurant customers would take up spaces in Unicorn's adjacent private carpark, which is for Unicorn shoppers only.
- Chorlton has already undergone a significant increase in its provision of bar/cafe/restaurant. In the immediate vicinity to the proposal, in addition to the seven bar/cafe/restaurant premises operating when the reports were compiled, the provision has since almost doubled, with a further six outlets having opened.
- Chorlton now has 53 bar/cafe/restaurant outlets, all within easy walking distance of Chorlton Metrolink or buses. This provision is already therefore unbalanced.
- 102 Manchester Road is currently office space, so a change of use would reduce the amount of commercial non-retail premises in the district. The office space provides far more employment than the proposed restaurants would.

The following is a summary of the comments received in support of the application:

- Welcome the change of use for the subject property which has blighted this part of Chorlton for years. Having a restaurant here will open it up to members of the community and will generally enhance the area.
- Two new restaurants will make this side of Manchester Road more vibrant and create jobs.
- This building was poorly maintained prior to the offices closing and is currently an eyesore. The proposed frontage works are a vast improvement and bringing the building back into use will only benefit the area.
- Active use within this building will also hopefully put a stop to the anti-social behaviour around the property which I know has been a concern to local residents.

Environmental Health – Have reviewed the information provided with the application. They recommend a number of conditions be attached to any approval relating to waste management as current occupiers are not known; acoustic insulation of the premises to limit the break out of noise; external equipment; details of ventilation system to be installed; and a condition relating to the acoustic insulation of the glazing on upper floors.

Highways - The site is situated within Chorlton District Centre and benefits from a good level of accessibility, with bus services operating along Manchester Road providing connections into the city centre. Chorlton Metrolink Station is located approximately 600 metres to the south-east within a walkable distance of the site.

Within the vicinity of the site, double-yellow line waiting restrictions are present along Manchester Road's eastern aspect, together with an on-road cycle-lane and bus-stop. On street parking bays (limited to 40 minutes, Mon - Sat 8am - 6.30pm) and single-yellow line waiting restrictions (no waiting Mon - Sat 8am - 9.30am and Mon - Fri 5pm - 6.30pm), are sited along the opposite side of the carriageway.

Albany Road is subject to a 20mph speed limit. Single-yellow waiting restrictions to the eastern side of the carriageway (no waiting 7am - 7pm), whilst the western aspect of the carriageway is free of restrictions.

The applicant has provided an additional technical note to provide further clarification with regards to servicing vehicles accessing the rear yard area, car parking surveys of surrounding streets, provision of dedicated car parking for the two units (5 spaces) and traffic generation data.

Cycle parking facilities are provided for staff and customers stated as 4 Sheffield Stands (eight spaces in total) for customers in front of the units, and secure space for the storage of 2 staff cycles per unit, therefore totalling 12 spaces.

Highways Services do not object to the proposals and note that the marginal increase in trips in conjunction with the change of use are not considered likely to pose network capacity issues. They also state the sites District Centre location is highly sustainable and it is likely that many trips will be undertaken by public transport. It is noted that the car parking surveys indicate that although the surrounding streets are well used there are sufficient spaces available to accommodate further parking resulting from the development.

It is recommended that a Car Parking Management Strategy be provided through an appropriately worded condition in order to indicate how car parking spaces would be segregated from the spaces associated with the residential apartments to the upper floors. In addition it is recommended that a Servicing Management Plan and Construction Management Plan should be conditioned to any approval of the application.

GMP Design for Security - The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

Policies

National Planning Policy Framework (NPPF)

Paragraph 23 of the NPPF places an emphasis on ensuring the vitality of town centres through careful management, whilst paragraph 69 recognises that planning plays an important role in facilitating the creation of healthy communities.

Core Strategy

Of relevance to this application are the following:

C1 - Centre Hierarchy - Identifies the role and function of Centres in the provision of goods and services to serve the local catchment.

C2 - District Centres - Retail, public and commercial services and food and drink uses are prioritised with retail being the principal use in the Primary Shopping Area but diversity and choice are also emphasised.

C6 - South Manchester District Centres (Chorlton) - Identifies that capacity exists for comparison and convenience retailing with an emphasis on sustainability. Independent retail in Chorlton will be supported.

C10 - Leisure and the Evening Economy - This policy promotes support of the evening and night-time economy. Special regard needs to be paid to the cumulative impact of development, the effects on residential amenity and how developments maintain a balance of uses which maintain a Centre's vitality and viability. New development will be permitted subject to the following considerations:

1. Cumulative impact - In areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities;
2. Residential amenity - the proposed use should not create an unacceptable Impact on neighbouring uses in terms of noise, traffic and disturbance;
3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.

Whilst the application proposals are not for a bar or hot food takeaway, restaurants are clearly a use that support the leisure and evening economy. Consideration of the proposals against policy C10 are therefore required and this is set out further in the report.

Policy EN 1 'Design Principles and Strategic Character Areas' - states that development in Manchester must follow the seven principles of urban design and should have regard to the strategic character area in which the development is located.

EN19 – Waste - Promotes the effective management of waste paying regard to the principles of the waste hierarchy.

T2 - Accessible areas of opportunity and need - Development is encouraged around existing transport nodes to reduce the need to travel by car. The circumstances of each site is taken into consideration to establish an appropriate level of parking.

SP1 - Spatial Principles - Promotes neighbourhoods of choice which includes making a positive contribution to the health, safety and wellbeing of residents; protecting and enhancing the built and natural environment; minimising emissions, reusing previously developed land and improving 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.

DM1 - Development Management - Emphasises the effects of development on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation, including a consideration of existing conditions such as noise.

Regard should also be paid to accessibility 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.

Unitary Development Plan

There are a number of policies relevant to this application:

DC10.1 - Food and Drink

In determining planning applications for developments involving the sale of food and drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

- a. The general location of the proposed development, including any reference to the area in other policies in the plan;
- b. The effect on the amenity of neighbouring residents;
- c. The availability of safe and convenient arrangements for car parking and servicing
- d. Ease of access for all, including disabled people; and
- e. The storage and collection of refuse and litter.

Policy DC10.2 - The Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and at ground level, in local shopping parades of more than 8 shops or offices.

Policy DC10.3 - Development will not normally be permitted where:

- a. It is proposed outside the general locations mentioned above, or
- b. There is a house or flat on the ground floor next to the proposed business, or only separated from it by a narrow street or alleyway.

Policy DC10.4 - Where, having regard to the preceding policies, the council 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 hours of opening, and the need to deal satisfactorily with noise, fumes, smells, and the storage of refuse and collection of litter.

Policy DC26 'Development and Noise' - Aims to minimise the adverse impact of noise on noise-sensitive developments.

Guide to Development in Manchester

This Supplementary Planning Guidance states that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on-going

shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The following aspects of the guide have been given consideration in this case:

- i. Paragraph 4.11 - States that all developments should be supported with a waste management strategy to ensure that adequately sized bin storage areas, access for collection crews and vehicles, and other aspects of waste management are designed into the development at the earliest stage;
- ii. Paragraph 11.24 - States that district and local centres are an important feature of neighbourhoods and contribute to the image and sense of place of an area;
- iii. Policy 11.25 - State that, whether they play a district or local function, centres should accommodate a range of facilities and services, not simply shops and hot food premises.

Issues

Principle - The application is for two restaurant units (A3 use) on the ground floor of a former office building located within Chorlton District Centre. Saved policy DC10 makes provision for the inclusion of such land uses within shopping centres, whilst Core Strategy policy C10 emphasises an assessment of the cumulative impact, the effect on the vitality and viability of the District Centre, of balancing the daytime and night-time economies and the effects on residential amenity.

In this instance the proposal would not result in the loss of existing retail floor space and unlike A4 (bars) and A5 (Hot Food Takeaways) A3 restaurants do generally generate activity through the daytime and night-time. Against these criteria and the policies set out above, there is no objection in principle to the application.

Vitality and Viability - There has been an upward trend in the number of restaurant/cafes between 2009 and 2015 opening within the District Centre. Within Chorlton District Centre, the latest (2015) retail survey data indicates a decrease since 2013 (35) to 2015 (33), though the difference is negligible the number of A3 uses opening since 2009 has seen an overall increase from 20 in 2009 to 33 in 2015.

However, as a proportion against other uses in the District Centre restaurant uses have increased from 7.8% of the total businesses in 2009 to 11.8% in 2015. Whilst cumulatively when grouped with bars and pubs (A4 use) and hot food takeaways (A5 use) these proportions increase from 22% in 2009 to 27% in 2015. These trends reflect the changing patterns of the evening and leisure economy but do not suggest that the balance of uses in the centre is having an unacceptable impact on the vitality and viability of the centre.

The application site was previously in use as offices on three floors. The upper two floors have a permitted change of use to residential flats. Whilst the loss of office space in Chorlton is unfortunate, the building is currently vacant and the proposals subject of this application have the potential to bring it back into use and to generate employment opportunities.

In addition the proposals would result in the refurbishment and reuse of an existing building within the District Centre. The reuse of a vacant building and the introduction of an active frontage to Manchester Road is considered to contribute to the vitality and viability of this part of Chorlton District Centre and generate activity throughout the day time and night time.

Car Parking - Car parking is limited to the dedicated short stay laybys on the opposite side of Manchester Road and surrounding streets including Albany Road. There are double yellow line restrictions outside of the application site along the eastern side of the Manchester Road frontage. There are other restrictions for daytime parking on one side of Albany Road and double yellow lines protect the head of Albany Road and the entrance egress points into the Unicorn Car Park and access points into the application sites car park.

A dedicated car park for the users of the Unicorn Grocery is located at the head of Albany Road, this is open during the opening hours of the shop and is not a public car park: according to the operating signs it is closed by way of a barrier 15 minutes after the shop has closed.

The applicant has undertaken a study of the parking requirements of the proposal and it concluded that, in line with other A3 uses in the district centre, the majority of the trips to the site would be undertaken by non-car modes. It is also concluded that the proposal would not be associated with any significant parking demand of the surrounding streets. The results of the study have been considered by the Highway Authority who have concluded that the marginal increase in trips in conjunction with the change of use are not considered likely to pose network capacity issues. In order to ensure that the 5 spaces for the units are satisfactorily managed it is proposed to attach a condition to any approval for a parking management strategy to ensure how different spaces in the car park for residential and commercial use are to be managed, enforced and allocated.

In addition the applicant is to provide cycle parking for customers (8 spaces) and staff (4 spaces) of the premises this amounts to 12 spaces for 474 sqm which is in excess of the recommendations set out in the adopted Core Strategy (1 space per 50sqm). This is considered acceptable to widen the choice of accessing the site by sustainable modes of transport.

For the above reasons, the application is considered to accord with the guidance contained within saved policy DC10 of the UDP and to policies T1, SP1 and DM1 of the Core Strategy and policy 2 of the emerging SPD.

Residential Amenity – The application site is located adjacent to a busy arterial route serving Chorlton District Centre, in addition there are a range of commercial uses in the vicinity of the site including the adjacent petrol filling station and convenience store which operates from 6am to Midnight Monday to Sunday.

The nearest residential properties are those at Redgates Walk to the west and on the opposite side of Manchester Road, and Cosgrove Court to the south-east of the application site across Albany Road.

Given the relationships of Redgates Walk to the application site across Manchester Road and the enclosed nature of the premises at the front it is not considered that the restaurant units would give rise to unacceptable impacts on residential amenity in terms of noise generated by comings and goings and activity associated with the use. Whilst the proposals do not indicate the use of tables and chairs at the front of the property on the private forecourt area it is considered reasonable to attach a condition to any approval for this area to not be used after 10pm; this reflects similarly imposed condition for external areas along Manchester Road.

In terms of impacts on Cosgrove Court, these properties do not directly face the application building. In addition only emergency exit doors are proposed to this elevation with the bricking up of other ground floor openings. There is the potential for some disturbance to be generated from the use of refuse storage areas within the rear car parking area and it is therefore considered reasonable to restrict the hours of use of these, an appropriately worded condition is proposed.

The upper floors of the building have a permitted use as residential apartments which are subject to acoustic insulation conditions. Whilst it is considered that a mixed use of this building can be successfully accommodated, it is considered necessary to attach the recommended conditions from Environmental Health in terms of acoustic insulation to limit noise break out from the ground floor use.

Visual amenity – The proposed single storey front extension would provide a contemporary modern addition which would provide an enhancement to the rather simple architecture of the building. This addition together with the renewal of windows to the building would provide an uplift to a building that is in need of modernisation. The proposals are considered to provide a positive addition to the District Centre in this prominent street front location.

Waste Management Strategy – At the current time the potential occupiers of the restaurant units are unknown. However, the application proposals indicate that facilities for the storage of refuse and recyclable waste will be provided internally within each unit. Each restaurant unit would also be provided with a dedicated enclosed timber bin store within the rear car park area. These will have space for the equivalent of 3no. 1100L waste bins. Staff members will be responsible for taking regular waste from internal bins to the bin stores which would then be collected by a private waste collection company. As details of the final occupiers are known a fully detailed waste management strategy is to be prepared and this would be secured by way of condition.

As indicated within the residential amenity section of this report, it is intended to restrict the hours of use of the external bins stores to limit the potential for noise disturbance to residential accommodation on Albany Road. It is not considered that the use of external bin stores would give rise to unacceptable impacts in terms of odours, Environmental Health raise no concerns with this approach to refuse storage.

Fume Extraction and Ventilation – whilst the exact kitchen design has yet to be finalised as this will be subject to the end occupier, a strategy has been submitted for fume extraction. The principle of the strategy includes the use of filter modules to be installed within the kitchens which would then rely on louvred vents on the rear/side

of the building (rather than flues). The location of the vents would be influenced by the layout of the kitchen, however, it is considered these can be accommodated without significant impact.

A condition is recommended that requires this matter to be agreed before the use commences.

Access - The proposed scheme has been designed in response to the requirements of Core Strategy policy DM 1, UDP policy DC10, section 3 'Accessibility' of the Guide to Development in Manchester SPD, and the City Council document 'Design for Access 2'. The measures that have been incorporated into the scheme to ensure compliance with the standards set out in the DfA2 document include:

- Level access will be provided into each unit.
- The layout of the restaurant will mean that all the main functions will be accessible to disabled customers.
- A fully equipped unisex disabled toilet will be provided within the restaurants. Access to this will be unobstructed.

Crime and Safety – The applicant has submitted a Crime Impact Statement prepared by GMP Design for Security alongside the application. This concludes that the proposed use is appropriate for this area and the extension of the building at the front should not impede traffic flow, which could create criminal opportunities. The two main areas of concern have been addressed (the narrow passage to the side of the building is now gated and an anti-climb feature will be installed to the single storey extension).

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head 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 of the application 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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance additional car parking on site have been negotiated.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 115325/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

Conditions

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:

Proposed Ground Floor Plan PL0100 Rev 5; Proposed Elevations PL0200 Rev 3; Bin Store Layouts PL0120; Design and Access Statement all prepared by DV Architects; Planning Statement dated 14 February 2017 prepared by Paul Butler Associates; Proposed Ventilation Plan prepared by Swan Projects; Noise Assessment prepared by Azymuth Acoustics (dated 7th November 2016); Crime Impact Statement prepared by GMP Design for Security 2016/0931/CIS/01 ; Ventilation/Extract information prepared and assembled by Swan Projects comprising: Proposed Ventilation Plan; Completed Appendix A 'Information Required to Support Planning Application for Commercial Kitchen Exhaust Systems' Checklist; Purified Air ESP Brochure (ESP 3000E unit proposed); Purified Air ESP Dimension Data Sheet; Drawing C364/1 'Schematic of Ventilation & Odour Control System'; Purified Air Carbon Filter Data Sheet; Purified Air Enclosure dimensions drawing; Purified Air Pressure Drop Sheet; Northern Fan Supplies Extract Fan Data Sheet; Standard Circular Silencer Insertion Loss Data.

All date stamped as received by the local planning authority on the 14th February 2017

170330/SK21679/TN03(-00) 102 MANCHESTER ROAD, CHORLTON TECHNICAL NOTE prepared by SK Transport Planning received via email by the local planning authority on the 30th March 2017.

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.

3) The materials to be used on the external surfaces of the extension hereby permitted shall match those of the existing building in type, size, colour and texture and those set out within the application forms and approved drawings.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy.

4) The premises excluding the external areas shall not be open outside the following hours:-

09:00 - 23:00hrs Monday to Sunday and including Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to saved policy DC26 of the UDP and policies DM1 and SP1 of the Core Strategy.

5) Notwithstanding the approved plans prior to the commencement of development 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. 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

6) The hereby approved development 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.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

7) 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 (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

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 prior to the installation of the plant, equipment or servicing.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site.

8) Notwithstanding the approved plans and documents, 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; any works approved shall be implemented before the use commences.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

9) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy.

10) The external areas of the premises shall not be used for the consumption of food or drink outside the following hours and shall not allow for the use of amplified sound or any music in these external areas at any time:-
09:00 - 22:00hrs Monday to Sunday including 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.

11) No disposal of refuse, glasses, or glass bottles in externally sited receptacles shall take place outside the following hours:
07:30 to 20:00 hrs Monday to Sunday including 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.

12) Prior to first use of the development hereby approved a car parking management strategy for the site including 5 spaces for the hereby approved development shall be submitted to and approved in writing by the local planning authority. The strategy shall include how car parking spaces at the site are to be managed, allocated to occupiers at 102 Manchester Road and how appropriate use of the spaces is to be enforced. The approved strategy shall be implemented in full whilst the uses are in operation.

Reason - To ensure that adequate car parking is available to the development in the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

13) Prior to the first use of the development hereby approved a Servicing Management Plan detailing vehicular activity associated with waste management and delivery arrangements to the development. The submitted plan shall include details of the anticipated frequency of refuse collection and deliveries to the site, the types of delivery vehicle anticipated and proposed locations for unloading. The approved plan shall be implemented in full whilst the uses are in operation.

Reason – In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

14) Prior to the commencement of development a construction management plan shall be submitted to and approved in writing, the plan shall include:

- Contractor parking arrangements;
- Delivery, storage, disposal and collection of materials arrangements.

The development shall be subsequently undertaken in accordance with the approved plan.

Reason - In the interests of highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

15) The development hereby approved shall incorporate the physical security measures set out within section 4 of the approved Crime Impact Statement. Within three months of first occupation a verification report outlining the measures incorporated into the development with supporting evidence shall be submitted to and approved in writing by the City Council as local planning authority.

Reason – In the interests of crime prevention pursuant to policy DM1 of the Core Strategy.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

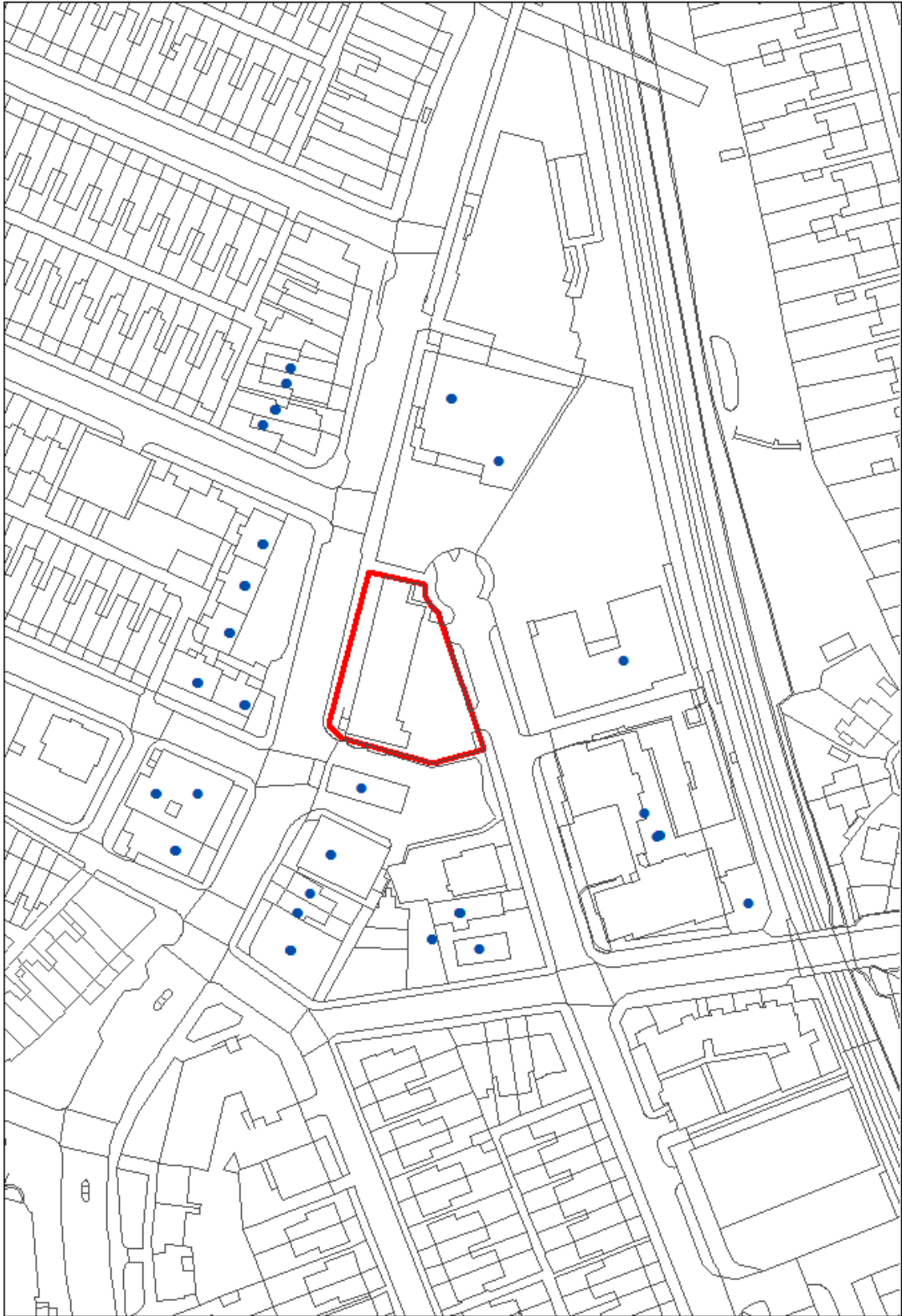
Highway Services
Environmental Health
Greater Manchester Police
Chorlton Civic Society



A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Unicorn Grocery, 89 Albany Road, Chorlton, Manchester, M21 0BN
Apartment 8, 9, 14, 16, 19, 20, 24, 38 Cosgrove Hall Court, 8 Albany Road, Chorlton, M21 0BA
22 Beechwood Avenue, Chorlton, Manchester
35 Erlington Avenue, Manchester
89 Egerton Road South, Chorlton, Manchester
8 Cleveleys Avenue Chorlton Manchester

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



 Application site boundary  Neighbour notification
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Illustrative drawing of proposed elevation treatment of 102 Manchester Road

