

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
120707/FO/2018	1st Aug 2018	20th Sep 2018	Cheetham Ward

**Proposal** Erection of single storey extension to the side and rear of the premises to form ancillary accommodation

**Location** 20 Brideoak Street, Manchester, M8 0PN

**Applicant** Mr Mr. Abdul Malik Haji , Cutchi Sunni Muslim Association, 27 Greenstead Avenue, Manchester, M8 0WR,

**Agent** Mr Talat Zeria, HSH Engineering Design Service, 428 Cheetham Hill Road, Manchester, M8 9LE

## **Description**

The application site relates to a single storey building used as a community centre (D1 use). The site is bounded by a wall of approximately 2 metres, along the periphery of the curtilage. The site also contains an area of hardstanding to the east of the building, which provides a number of off-street parking spaces.

The land is adjoined by residential properties on Brideoak Street to the south and west (C3 use), a place of worship (D1 use) to the east and garage (B2 use) on Cheetham Hill Road to the north. The building lies close to the junction between Brideoak street and Cheetham Hill Road, a major arterial route connecting the wider Cheetham area to the City centre. The location is nearby to the district centre of the Cheetham area with its wide range of commercial uses.

The submitted application seeks full planning permission for the erection of single storey extensions to the side and rear of the premises to form ancillary accommodation. The proposed extension would create 93 square metres of additional floor space within the community centre. The extension would lead to the creation of a mother and baby room, storage area, a larger kitchen area, larger male and female toilets and a quiet/study room.

Planning permission was granted on 16 July 1987 under planning reference 029257 for the conversion of a derelict church hall into a community centre.

## **Consultations**

### Local Residents

Local residents were notified and a number of objections were received.

A total of 10 individual objection letters and 1 petition with 42 signatures have been received in relation to the planning application. Concerns raised in the objections can be summarised as follows:

- The current noise disturbance from the venue has been causing issues for residents particularly late at night and early in the morning. The extension could lead to this worsening.
- The venue does not have sufficient parking for the number of guests attending causing congestion and issues for residents parking.
- Littering is a problem for surrounding streets after events held at the venue.
- Events held at the venue encourage antisocial behaviour which intimidate residents.

### Highways Services

It is unlikely that the proposed extension for ancillary accommodation will lead to an intensification of site usage. Therefore Highways Services does not believe that there will be an increase in vehicular activity associated with this development arising from the proposed extension.

It is understood from the planning application that this development has 15 parking spaces which will be unaffected by the proposed extensions. These parking spaces should accord with MCC's minimum dimensions of 2.4m x 4.8m and should be formally demarcated.

Given the nature of the development and the potential number of people attending the venue, it is recommended that the applicant should provide a Framework Travel Plan in order to manage visitors travelling to and from the site.

It is the recommendation of the Highways Team that an event management plan is conditioned to this planning application if approved.

This management plan should ensure that measures such as traffic marshalling for this development and neighbouring uses are co-ordinated to minimise disruption on the highway, vehicles are considerately parked, and pedestrians are safely guided into their respective sites. This would also minimise the cumulative impacts of each of the developments on the surrounding neighbourhood.

Additionally, the applicant should also liaise with neighbouring community uses to share parking provision if there are no conflicting events to minimise any vehicular impacts on the highway.

### Environmental Health

Recommendation of conditions relating to acoustic insulation, control of entertainment noise and opening hours in order to safeguard the amenities of the occupiers of the building and occupiers of nearby properties. A gas membrane condition was also recommended in order to alleviate any possibility of landfill gas ingress to the building.

### Design for Security at Greater Manchester Police

Recommendation of the following measures - All aspects of the building, particularly doorways should be illuminated with dusk till dawn lighting, all new external doors

and ground floor windows should be certified to a Secured by Design recognised security standard, all elevations of the building are covered via CCTV, the building should be alarmed with an monitored alarm system.

## **Policy**

### **National Policy**

#### National Planning Policy Framework (2018)

The NPPF sets out the national governments planning policies for England and how these should be applied. The document states that the purpose of the planning system is to contribute to the achievement of sustainable development. In order to achieve this there are three are three objectives that must be pursued: an economic objective, a social objective and an environmental objective.

The framework states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

The following specific sections of the NPPF are considered to be particularly relevant to the proposed development:

#### Section 6 'Building a strong, competitive economy'

Paragraph 80 states that *'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt'* It goes on to state that the approach taken *'should allow each area to build on its strengths, counter any weaknesses and address any challenges for the future'*.

#### Section 8 'Promoting healthy and safe communities'

Paragraph 80 states that *'planning policies and decisions should aim to achieve healthy, inclusive and safe places'*. This includes promoting social interaction, achieving places which are safe and accessible, so that crime and disorder, and the fear of crime do not undermine the quality of life or community cohesion and enabling and supporting healthy lifestyles.

#### Section 9 'Promoting sustainable transport'

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals. This section outlines the importance of addressing the potential impacts of development on transport networks and stresses the importance of opportunities to maximise sustainable transport solutions.

#### Section 12 'Achieving well-designed places'

Paragraph 124 states that *'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'*. Chapter 127 states that planning policies and decisions

should ensure that developments are well designed. This includes developments that:

- will function well and add to the overall quality of the area;
- be visually attractive as a result of good architecture, layout and landscaping;
- be sympathetic to local character and history;
- establish or maintain a strong sense of place;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development;
- create places that are safe inclusive, and accessible.

It is considered that the proposed development has been satisfactorily related to and accords with the NPPF.

### National Planning Policy Guidance

The NPPG comprises of a suite of documents published by the national government which set out advice and best practice on a range of planning issues following a detailed review of planning policy guidance.

The following specific sections of the NPPG are considered to be particularly relevant to the proposed development:

Noise - Local planning authorities' should take account of the acoustic environment and in doing so consider:

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from

*Travel Plans, Transport Assessments in decision taking* states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

## **Local Policy**

### Manchester Core Strategy

Manchester's Core Strategy was adopted on 11th July 2012 and is the Key Development Plan Document in the Local Development Framework. It states that all new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.

The following policies are relevant for this application:

#### Policy SP1 (Spatial Principles)

Policy SP1 sets out the key spatial principles which will guide the Strategic Development of Manchester along with the Core Development principles.

Policy SP1 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.
- 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 DM1 (Development Management)

Policy DM1 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. Relevant considerations in this case are:

- 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 to ensure that development has regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection.

#### Policy EN 1 (Design Principles and Strategic Character Areas)

Policy EN1 states that development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

#### Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that successful remediation of contaminated land is crucial to improving the image of Manchester as a place in which to live and work. Policy EN18 requires an assessment be made of the potential health risks associated with contaminated land and appropriate treatment/mitigation measures incorporated within new developments.

#### Policy EN19 (Waste)

Policy EN19 states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

#### Policy T1 (Sustainable Transport)

Policy T1 sets out the aims of the Council to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, in particular the Council will support proposals that:

- 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 access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.

#### Policy T2 (Accessible areas of opportunity and need)

Policy T2 states that the Council 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 and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

#### Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

A number of UDP policies have remained until replaced by further development plan documents to accompany the Core Strategy. The following remaining policy is considered relevant to this application:

#### Policy DC26 (Noise)

Policy DC26 seeks to reduce the impact of noise generating development. This policy states that the Council will consider the effect of new development proposals and the implications of new development being exposed to existing noise sources. Developments likely to result in unacceptably high noise levels will not be permitted.

### **Issues**

#### Principle of Development

Given that Core Strategy Policy SP1 seeks to support the religious needs of community members and that use of the building has been previously established as a community centre; the proposal, in principle, is considered acceptable.

The community centre in its current state is in need of renovation does not provide sufficient ancillary facilities to serve users. The extension will allow for current facilities such as the kitchen, bathrooms and study area to be improved as well as the creation of a new mother and baby area. The extension will allow the building to function more effectively in serving members of the local community and visitors using the centre.

There are however more detailed matters that require consideration and these are set out and addressed further in the report. These include the proposed siting, scale, appearance and security, the impact on the highway, impact upon residential amenity and any resulting noise and disturbance impacts. All such issues must be assessed against the aforementioned policies and a judgement made as to whether there are material considerations which affect the principle of development.

#### Siting and Scale

The existing building is located to the west side of the site, with in curtilage parking to the east and a children’s outdoor play area to the north and west. The proposed extensions will add 93 square metres of floor space to the building.

Some amenity space will be taken up by the proposed development however the car park area and children’s play area would remain as existing. The extensions are considered to be subservient to the host building due to their dimensions.



Figure 1  
Appearance

Policy SP1 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.

The existing buildings former use is of a church hall which is reflected in the design. The host building has a distinctive principle elevation, with a single storey hipped frontage with pedestrian access door. The front elevation is the main element of the building visible within the street scene and will not be altered.

The extensions will be constructed using materials that are similar to the original building and therefore have no adverse effects to its character. The walls of the proposed extension would have a rendered finish and the roof would be part tiled part flat. A condition is proposed to be added to any approval that requires the submission of samples and specifications of materials used on all external elevations. This is in order to ensure the materials used in construction are in keeping with the original building and not detrimental to the character of the area.



Figure 2

Security

Policy DM1 of the Core Strategy emphasises that community safety and crime prevention is a matter that all development should have regard to.

The site is considered to be relatively secure due to the boundary walls surrounding the entire site and access gate which is locked when the centre is not in use.

Design for Security at Greater Manchester Police were consulted on the application. A number of security measures were recommended for the development. A condition

is proposed to be added to any approval that would require a lighting scheme during the periods between dusk and dawn to be submitted and approved by the City Council.

Additionally, a condition will be added to ensure a crime prevention plan is submitted before the use of the extension is commenced. This will require information to be submitted on the measures that will be taken to prevent crime and ensure the building is secure.

### Impact on the Highway

Policy T2 of the Core Strategy states that the Council will take account of the circumstances of each proposal to establish what level of parking is appropriate.

The community centre currently provides 10 off street car parking spaces with its curtilage which are demarcated and comply with MCCs standard dimensions of 2.4m x 4.8m for car parking spaces. The proposed extension would not affect the current on-site parking provision.

Given the proposed extension is for the creation of ancillary accommodation, Highways Services believe that it is unlikely that it would lead to the intensification of the current use and therefore no increase in vehicular activity associated with the development.

Notwithstanding this, there have been a number of objections received from local residents relating to insufficient car parking provision which causes issues for residents by placing pressure upon off street parking provision. It has been made clear that this is an issue particularly when events are held.

Taking into account the existing use of the building, it is not considered that the proposal will have a significant additional impact on the local highway network. This planning application however, is believed to present an opportunity to impose planning conditions, in order to reduce these existing negative impacts that are currently experienced by residents.

A condition requiring the submission of a travel plan is recommended, containing information that demonstrates measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development and mechanisms for the implementation of the measures to reduce dependency on the private car. The submission of a travel plan is considered to alleviate existing pressures on off street parking associated with the day to day operations of the community centre. These issues would otherwise go unaddressed while the centre operates under the current authorised use.

A key issue raised by local residents is the particular parking pressures that are generated when events are held at the centre. With regards to these concerns raised, an event management condition is proposed to be added to any approval. This condition would require the applicant to submit details of any events to be held within the space and any temporary traffic measures that would be put into place- such as traffic marshalling- in order to allow for the operation of these events with a

minimal impact to surrounding residents. It will also ensure that the applicant submits strategies to maintain full access for pedestrians and service vehicles to surrounding street and buildings.

The submission of a travel plan and event management strategy upon the event of any planning approval, is likely to improve the current impacts of the use of the centre on the highway and mitigate the negative impacts on car parking provision experienced by surrounding residents.

### Residential Amenity

Given that there are residential properties within the immediate location, specifically to the south and west of the site, it is imperative to consider the impacts of the development on the amenities of local residents.

The main issues raised by residents in respect to residential amenity, are the current noise disturbance and littering to surrounding streets that are produced by the existing use. Similarly to car parking impacts, it has been made evident that the noise and litter impacts are a particular issue when events take place at the centre.

The centre currently has planning permission to operate between the hours of 10am to 10pm. It is evidenced by objections that that the centre is likely to have been operating outside these hours during some periods of time, causing noise disturbance to residents late at night. It should be noted that the operation of the premises outside the above mentioned hours, would be in breach of the planning condition attached to the original approval for the buildings use. These hours are anticipated to be re-imposed in the event of any approval of the submitted application, in order to control the use and reduce disturbance to nearby residents.

The capacity of the building would not increase following the development and the main purpose of the extension is to improve facilities and increase storage volume. Furthermore, Environmental Health have recommended a number of conditions to be added to any approval in order to mitigate the impacts of the use community centre on residents. The site is adjacent to residential properties to the west of which, the closest is located no more than five metres from the application site. It is reasonable to assume that these properties receive the greatest disturbance in terms of noise when the building is in use.

The proposed planning conditions would require the extended portions of the building to be acoustically insulated and treated to limit the break out of noise. This would be in accordance with a noise study of the premises and a scheme of acoustic treatment that would be submitted to and approved in writing by the City Council as Local Planning Authority. A condition would be added to control entertainment noise by requiring any entertainment noise to be below an acceptable level, recommended by environmental health to safeguard the amenities of the occupiers of the nearby properties and prevent disturbance.

An event management plan condition will also require details of an operating schedule to be submitted for the prevention of crime and disorder and public nuisance as well as addressing highway impacts. This will ensure that strategies are

put in place to mitigate the impacts of events held on local residents, this includes anti-social behavior and litter impacts that have been raised by residents in objection letters.

The extension, would bring the building closer to the boundary with the nearest residential property with the existing boundary wall remaining in place. The eaves of the roof of the side extension to the west side would terminate at a similar level to the boundary wall. The overall roof height would over sail the existing boundary wall by approximately 2 metres, in line with the eaves of the existing building. It is not believed that there will be any potential impacts relating to overlooking or loss of privacy created by the proposed development. This is due to proposed windows being sited below the boundary wall on the elevations which face residential properties.

### Refuse

The existing refuse arrangements are sited in the south east corner of the site, set back behind the boundary screening. These arrangements would not be affected following the proposed, however, a condition will be added to any approval requiring a waste management strategy to be submitted. This will include information relating to the storage and disposal of refuse, including segregated waste collection and recycling including internal and external storage areas, to ensure provision is sufficient for the use and there are no adverse impacts on residents with regards to waste.

### Access

The existing vehicular and pedestrian access to the site from Brideoak Street is to be retained and unaffected by the development. Ramped disabled access into the building from the car park area will also be retained.

**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 approval of the application is proportionate to the wider benefits of approval 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.

### **Reason for recommendation**

#### **Conditions to be attached to the decision**

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:

- Location Plan stamped and received by the City Council as Local Planning Authority on 19 July 2018.
- Car Parking Layout Plan drawing no. 10 received via email by the City Council as Local Planning Authority on 29 August 2018.
- Proposed Site Plan drawing no. 05A received via email by the City Council as Local Planning Authority on 21 August 2018.
- Existing Site Plan drawing no. 01 stamped and received by the City Council as Local Planning Authority on 19 July 2018.
- Proposed Elevations drawing no. 06A received via email by the City Council as Local Planning Authority on 21 August 2018.
- Proposed Elevations drawing no. 07A received via email by the City Council as Local Planning Authority on 21 August 2018.
- Existing Elevations drawing no. 02 received via email by the City Council as Local Planning Authority on 21 August 2018.
- Existing Elevations drawing no. 03 stamped and received by the City Council as Local Planning Authority on 19 July 2018.

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) Prior to any above ground works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The approved materials shall be used in the construction of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To minimise the impact of on surrounding residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

5) Prior to the first use of the extension a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented prior to the first use of the building and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the place of worship pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

6) The extended parts of the premises for which this application refers 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 first use of the extension.

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, respectively.

Reason - In the interest of amenity and to ensure that there is no unacceptable noise outbreak from the premises pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

7) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

8) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 Core Strategy and the Guide to Development in Manchester SPD (2007).

10) Before extension hereby approved are first brought into use a detailed Event Management Strategy which includes detail of the following:

- (a) Details of the types of events that would be held within the space;
- (b) Any temporary traffic measures that would be required to be put in place;
- (d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- (e) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of highway safety and amenity 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) Prior to any above ground work, appropriate and comprehensive construction designs for the installation of a proprietary gas protection membrane, in order to alleviate any possibility of landfill gas ingress to the building, shall be submitted for approval in writing by the City Council as local planning authority. The approved details shall then be implemented as part of the development.

Reason - The development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas, pursuant to policies DM1 and EN18 of the Core Strategy

12) Prior to any above ground works, a crime prevention plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

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

Monday to Sunday 1000 - 2200

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.

### **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: 120707/FO/2018 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.

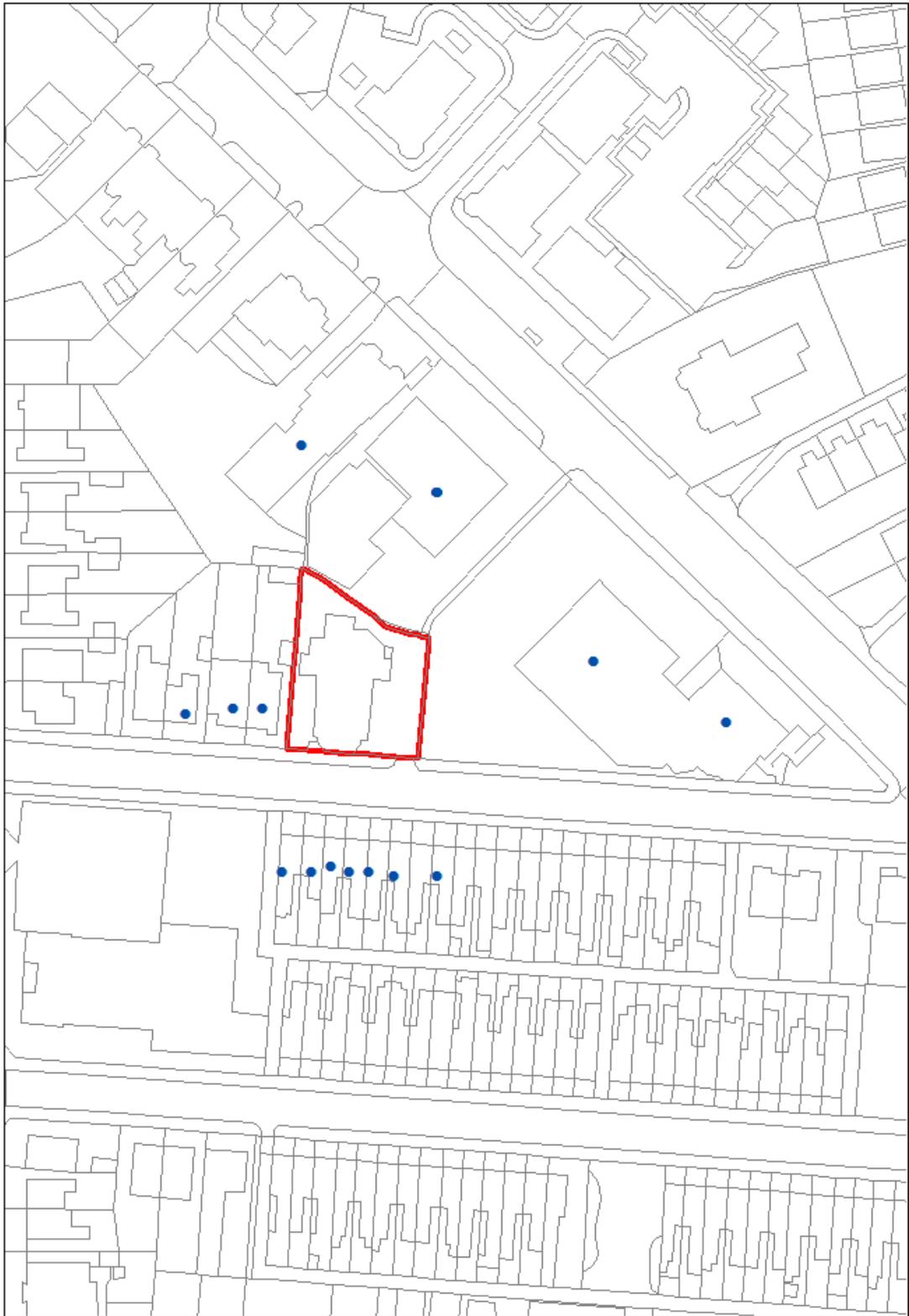
### **The following residents, businesses and other third parties in the area were consulted/notified on the application:**

Highway Services  
Environmental Health  
Greater Manchester Police

**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:**

**Relevant Contact Officer :** Eve Woolstencroft  
**Telephone number :** 0161 234 4533  
**Email :** eve.woolstencroft@manchester.gov.uk



 Application site boundary  Neighbour notification  
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