

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129778/FO/2021

Date registered valid: 6 August 2021

Proposal: Conversion of former public house building to restaurant (Class E) with installation of extract canopy to rear and elevational alterations, including reconfiguration of the entrance of first floor apartments

Address: The Huntington , Northmoor Road, Manchester, M12 4HP

Ward(s): Longsight Ward

Applicant: Howdys The Huntington , Northmoor Road, Manchester, M12 4HP

Agent (if any): Architecture & Interior Design Ltd 51 Coleshill Road, Birmingham, B36 8DT

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7 January 2022

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 10 August 2021

Standard consultations:

Printed: 11 August 2021 Expired: 1 September 2021

Neighbour notifications

Printed: 3 November 2021 Expired: 10 November 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

This application relates to a detached part single, part 2-storey former public house and its car park. The property is located at the south-west junction of Northmoor Road and Stanley Grove. Traffic light controlled pedestrian crossings are positioned adjacent to the site and at each intersection of Northmoor Road and Stanley Grove. Double yellow lines are located at the adjacent junction of Northmoor Road and Stanley Grove. The southern boundary of the site is bounded by Queens Grove from where access and egress to the car park is taken. The site boundary to Northmoor Road and Queens Grove is bounded by low walls enclosing grassed bands. A paved area with bollards is situated adjacent to the main entrance to the premises, which fronts Northmoor Road as it approaches the junction with Stanley Grove where the public and private space is demarcated by an open grassed area; before returning along Stanley Grove where a grassed area is enclosed with a low-wall and fencing. The western boundary is closed by a 2 metre high brick wall along the shared boundary with cottage flats at 21-23 Queens Grove. Although the surrounding area predominantly comprises of 2-storey red -brick housing, convenience retail uses are located on the opposite junction of Northmoor Road and Giles Street.



Fig. 1 – Views of the application site

Historically, the property was used as a public house but benefitted from a change of use to retail with two apartments above (through planning permission ref: 124042/FO/2019). Works relating to this planning permission (amended through planning permission ref: 125144/JO/2019) have been implemented and substantially completed, but the ground floor unit and residential accommodation has not been occupied. The property comprises of a 2-storey element incorporating gable elevations with a pitched roof and dark brown brick elevations. This part of the building is surrounded on three sides by wrap around single storey-built form comprises of a juxtaposition mono -pitched roof. The rear and front monopitched roofs are adjoined by a flat roof element that is visible from Queens Grove. The ground floor of the building predominately comprises of terracotta render punctuated with a mix of floor to ceiling metal frame windows and doors.

Description of development

During the consideration of the planning application, the applicant removed a previous reference to the inclusion of hot food take-away facilities. The development therefore relates to a Class E use, a use class which has previously been approved at the site permitted by ref: 124042/FO/2019, but which has not been operational at the site.

The composition of the building would remain essential unchanged. However, the following external alterations have been proposed or implemented as part of the development:

- i. The formation of seated waiting area adjacent to the main entrance within the southern elevation and leading to a central and alcove dining areas. The remaining areas of the ground floor would include bar and kitchen areas and a lobby area leading WCs and a separate accessible WC;
- ii. Inclusive access would be gained via a ramped entrance and double doors within the southern elevation.
- iii. The southern elevation incorporates a separate entrance door to the first floor apartments leading a reconfigured internal staircase. The southern elevation would incorporate floor to ceiling windows and an extraction flue.
- iv. The applicant has provided indicative details relating to advertising and related structure, which require separate advertisement consent and not considered as part of the development.

Consultations & Notification Responses

Local residents – Two emails objection have been received and are summarised below:

- i. The development would not be supported with sufficient car parking. The development would generate additional traffic and exacerbate localised on-street car parking. There is also concern that resulting congestion would lead to obstructions of residential driveway;
- ii. There is concern that, should the site not be appropriately managed, there is potential for rodent infestation, which is considered to be an issue in the local area.
- iii. There is concern that the development would not positively contribute to the local retail offer.

Highway Services - The following comments have been received:

- i. There are 22 existing car parking spaces within the site would be retained.
- ii. Confirmation is required to confirm that minimum standard parking bay of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. would be achieved, along with a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park. All spaces should be formal demarcated.
- iii. The existing access from Queens Grove would be retained and is acceptable.
- iv. Secure cycle shelters should be provided would a capacity for 6 cycles (as proposed)
- v. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

- vi. The proposed refuse storage and delivery arrangements are considered to be acceptable.
- vii. Should a delivery service be proposed, the applicant should confirm where delivery vehicles will be expected to park and load.
- viii. The developments should be related to a construction management plan.

Environmental Health - The following comments have been received:

- i. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7.30 am to 8.00 pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.
- ii. Opening hours should be conditioned as applied for, i.e., Monday to Sunday (including Bank Holidays): 11. 00 am to 11.00 pm.
- iii. Insufficient information has been submitted in relation to the extraction flue. A kitchen fume extract strategy should be provided that includes risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated September 2018.
- iv. The detail of any required external lighting should be related to a condition with measures to control glare and overspill onto nearby residential properties.
- v. Any externally mounted equipment should be related to a noise attenuation scheme. The scheme should be related to any required additional equipment and any amendments to the extraction flue.
- vi. The waste management strategy should be amended to include:
 - i. Confirmation that the commercial use will not have access to the residential bin store;
 - ii. Confirmation of a proposed commercial waste contract for the respective Class and Class C3 uses;
 - iii. Calculations to demonstrate that the adequacy of the size and number of waste and recycling containers with reference to Council waste guidance for the Class E and Class C3 uses. Proposals for waste cooking oil disposal should also be provided.

MCC Flood Risk Management – No objection but it is recommended that consideration be given to the construction of a drainage system that reduces the risk of flooding and protects water quality.

Greater Manchester Police Design for Security – No objection to the development but make the following recommendations regarding building and site security:

- i. All external doors and related ironmongery should be achieved a satisfactory security standard and any escape doors should be alarmed.
- ii. All windows should also be compliant with an appropriate security standard, including fittings and locks. Where necessary opening restrictors should be put in place. Curtain walling panels should include laminated glazing and should be securely fixed and non-opening.
- iii. All back-of-house/staff areas should not be publicly accessible and there should be a secure area for staff to store their belongings whilst at work.
- iv. Appropriate measure should be in place relating to cash storage and the provision of alarms.
- v. Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors/shutters. Lighting fixtures must not be positioned to provide climbing aids over

boundary treatments. Electrical and architectural layouts should be developed together to avoid this.

vi. The development should incorporate a CCTV system to an appropriate standard and appropriately positioned to secure satisfactory surveillance

vii. Any external bin store should be a secure, lockable and fire resistant enclosure and appropriately serviced.

vii. The internal layout of the premises should maximise surveillance over customers and reduce the opportunities for criminal activity reflecting Design for Security guidance.

Issues

National Planning Policy Framework (NPPF) – National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Framework has been related to the proposed development, with particular emphasis given to the following:

i. Chapter 7 Ensuring the vitality of town centres – States that local planning authorities should apply a sequential test that relating to the introduction of uses that would usually be located outside district centres. In this case, the site has been historically used as a public house. The previously authorised retail use, if implemented, would have facilitated a permitted change to a restaurant (within Class E). In these circumstances, it is not considered that the development would not impact on the viability of local district centres or shopping parades. It would also secure a sustained use for the building.

ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and the comments of GM Police Design for Security have been related to the development as an informative. Chapter 8 would thereby be accorded with.

iii. Chapter 9: Promoting sustainable transport States that in assessing specific applications for development, it should be ensured that:

i. The potential impact of development on transport networks can be addressed;

ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Car parking and cycle storage would be provided within the site and the

site is located on a bus route with further routes within walking distance. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance (PPG) - On 6 March 2014, the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application.
- ii. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making;
- iii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development and the intensification of the residential use.

It is considered that the development accords with the above guidance relating to points (i) and (ii). Impacts relating to noise would be addressed through the recommended condition.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 Spatial Principles - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well-designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. 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.

It is considered that the development would respond positively to the objectives of policy SP1 though the provision of a sustainable use for the building with contribution to local employment provision. The impact of the development would be capable of being mitigated through condition to secure a use that would have potential to delivery some community benefit. The level of activity would be comparable to the previously authorised Class E retail use and the preceding use as a public house. Policy SP1 would thereby be accorded with.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

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

The applicant has provided waste management arrangements that are considered to be acceptable and capable of being managed through condition. Policy EN19 would thereby be complied with.

Policy T1 Sustainable Transport - 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.

Policy T2 (Accessible areas of opportunity and need) - Discusses the relationship of development to transportation routes and the utilisation of sustainable transport modes. It states, amongst other things, that the Council will take account of the circumstances of each proposal to establish what level of parking is appropriate and whether proposals are likely to be access or transport issues.

The application site benefits from an off-street car parking area that would also facilitate servicing. The development would include cycle storage provision and is in close proximity to bus routes. The site also has links to a range of shops on Northmoor Road to the south of the site, emphasising the residential / commercial mix in the area. Policies T1 and T2 would thereby be accorded with in terms of its accessibility via multiple transportation modes.

Policy DM1 Development Management - States that all development should have regard to the following specific issues, which are considered to be relevant to the consideration of this application:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. 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;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

The parameters of the development have been established through the previous planning permission that facilitated retail and residential use. The changes to the composition of the building in relation to new window openings and render colouration would maintain a cohesive visual composition to the building. Satisfactory inclusive access would be achieved within the constraints of the existing building. Issues relating to crime reduction and security and residential amenity have been responded to through the submitted design and managed through the recommended conditions. The arrangements for waste management can also be addressed through a related condition. On balance it is considered that the development would accord with policy DM1.

Unitary Development Plan (UDP) Saved Policies -The following saved UDP policies are also considered to be relevant:

Policy DC10 Food and Drink Uses - This policy (DC10) is relevant to the proposed development and particular consideration has been given to the following:

Policy DC10.1 - States that, in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises, 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 development 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;
- e. The storage and collection of refuse and litter.

It is considered that points (a-e) would be accorded with for the reasons set out above.

Policy DC10.2 -States that the Council will normally accept the principle of developments of this kind (food and drinks uses) 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. The development relates to a former public house with an authorised change of the use to a retail unit. The proposals relate to a use that would have been permitted following the implementation of planning permission ref: 125144/JO/2019 and, in the light of consultation comments, it is considered that restaurant use is capable of being appropriately managed.

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, the storage of refuse and the collection of litter.

It is considered that the submitted information demonstrates that the proposed use can be accommodated within a site. Conditions relating to the implemented of submitted site management arrangements and the on-going management of the premises would provide suitable safeguards to residential amenity. It is thereby considered that policy DC10 would positively responded to and accorded with.

Policy DC26 Development and Noise - Is relevant to the proposed development due to its potential to generate noise and disturbance through the operation of the proposed use and any external associated equipment. The following aspects of this policy (DC26) are considered to be relevant to the proposed development.

Policy DC26.1 - Has been related to the proposal potential contribution to the local noise environment, in relation to the operation of associated external equipment and the additional activity that may be generated by customers and traffic movements and the undertaking of servicing and deliveries, particularly with regard to the residents of Stanley Grove, Northmoor Road and Queens Grove and any residents above neighbouring residential accommodation.

Policy DC26.4 - Requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This is particularly relevant given the proximity of the site to established residential uses.

Policy DC26.5 - Has been related to the assessment of the development, in terms of measures to control noise, including the provision of noise insulation.

On the basis of the comments of Environmental Health, it is considered that noise issues are capable of being addressed through a noise attenuation condition and its requirement for an acoustic report. Compliance with policy DC26 can be complied subject to the implementation of appropriate and agreed details.

Guide to Development in Manchester: 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 paragraphs are of particular relevance and have been positively responded to:

- i. Section 2 Design
- ii. Section 3 Accessibility
- iii. Section 8 Community Safety and Crime Prevention

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

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 case, officers have engaged in discussion with the applicant's agent to ensure the appropriate arrangement of internal spaces and windows to minimise any impact of neighbouring residents. Additional details have been sought and received relating to the configuration of the new access arrangement to first floor apartments. It is thereby considered that satisfactory information has been provided to assess the proposed development.

Principle of the development – The historic use of the site was as a public house was characterised by evening activity in a relatively busy location with a wider mix of commercial, retail and residential uses. The previously approved retail use now falls within Class E. Planning permission ref: 124042/FO/2019 was not subject to a condition that would prevent a subsequent permitted change of use, in this case a change to a restaurant use within Class E. It is considered that related activity and related impact on residential amenity through the use of the floorspace as a restaurant, can be managed through the recommended conditions.

Use - A condition has been included to ensure that the ground floor of the premises is only used for Class E (Commercial, Business and Services) use with two Class C3 apartments above. Given the proximity of neighbouring housing a separate condition has been included to ensure that the external areas are not used for the siting of tables and chairs to facilitate additional dining and drinking space. This is considered to be necessary to safeguard residential amenity.

Design – The mix of brick and render elevations reflect the details approved under planning permission ref: 125144/JO/2019. The use of metal frame windows would be appropriate and consistent with the composition so the building. Added punctuation would be proposed through the inclusion of display windows, which is considered to be appropriate. The alterations to the canopy to the apartment entrances would be a minor intervention to the building and would be

consistent with its overall composition. The development would maintain an appropriate relationship to the streetscene.

Boundary treatment – The implemented details accord with the previous planning permission and are considered to be acceptable comprising a mix of wall and railings to the street boundaries. A condition has been included to ensure the appropriate enclosure of open spaces to the north and west of the building. It is considered that these arrangements would secure appropriate demarcation of public and private space and relationship to the streetscene.

Accessibility – The previously provided inclusive access via the Northmoor Road entrance would be maintained. Satisfactory circulation spaces and an accessible WC would be maintained within the restaurant. Three appropriately positioned accessible spaces within the car parking area. Given the constraints of the site, it is considered that satisfactory inclusive access arrangements have been provided.

Highways issues - The site benefits from an existing car parking area access via Queens Grove with traffic management controls in place through double yellow lines to Northmoor Road and Stanley Grove. It is considered that car parking issues have been positively responded to. The provision of 21 car parking spaces would make a significant contribution to customer, staff and residential car parking. Accessible car parking provision has also been made, which is acceptable subject to a site servicing condition.

Cycle and bin storage – The applicant has indicated the provision of 6 cycle spaces within an enclosure to the west of the building. A bin store would be located adjacent to the bin enclosure. A condition has been included requiring the submission and approval of the elevational details of the enclosures.

Opening hours – The following opening hours have been assessed by Environmental Health and have been considered to be acceptable when operated in conjunction with site management conditions:

Monday to Sunday (including Bank Holidays): 11. 00 am to 11.00 pm.

Servicing - A condition has been included to relate the servicing the site to the following hours:

7:30 am to 8:00 pm, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

As separate condition has been included to require the implementation of servicing strategy to be agreed to reduce the impact of servicing on neighbouring residents.

Management of external areas – The development has been related to a site management strategy that includes arrangements for the stewardship of vehicles when accessing and egressing the site when undertaking deliveries and to safeguard pedestrian and other users of the car parking area and the dispersal of customers at the end of trading. A separate condition relates the authorised restaurant (Class E) use to the inside ground floor of the premises with no externally areas, including its car parking areas and forecourt, being used for the siting of tables and chairs for the purposes of drinking and dining at any time. These arrangements are proposed in the interests of residential amenity.

Crime and Security - The application site benefits from natural surveillance on three sides both from the street and neighbouring houses. An informative has been included to ensure that all locks, doors, glazing and roller shutters would meet secured by design standards and other comments made by Design for Security. A condition has been included to control glare from any

external lighting that a condition has been included to control access for the side and rear of the building to ensure the appropriate demarcation of public and private space. The comments Design for Security regarding security fencing have been addressed by condition.

Lighting / CCTV cameras – A condition has been included relating to the approval and implementation of any external lighting / CCTV cameras that may be required in support of the development

Residential amenity - The internal layout of the apartments would not be affected by the proposed use at ground floor level. On balance, the reconfiguration of the internal staircase and the inclusion of the external lobby areas would be acceptable. The arrangements for access have been previously approved and are considered to be acceptable. It is considered that measures to locate activity within the building and opening hours controls would provide suitable safeguards to residential amenity.

Waste management – The applicant has provided sufficient detail to demonstrate that waste and recycling can be managed within the application site. However, in response the comments of Environmental Health, it is considered necessary to include a condition that will ensure appropriate and separate storage and collection arrangements for the respective Class E and Class C3 uses is made. On this basis, it is considered that appropriate provision can be delivered.

Noise – A condition is included relating the insulation of the residential use against noise break out. A separate condition has been related to noise insulation of external plant and equipment. It is considered that these conditions would provide appropriate safeguards to residential amenity.

Roller shutters - The applicant has not indicated that roller shutters are to be installed as part of the development. For the avoidance of doubt, an informative has been included confirming that installation of shutters is not conferred by this planning permission. The installation of any roller shutters to the external facades would require planning permission.

Advertisement signage – A condition has been included that states that, notwithstanding the detail of drawings ref: Proposed elevations Ref: 5.0 Rev B, the planning permission hereby granted does not confer consent for the display of advertisement signage and related structures. These details require separate assessment as part of a separate application for the display of advertisements.

Conclusion - The building has historical accommodated a public house use that generated pedestrian and vehicular activity. The impact of a retail use was assessed and considered to be acceptable through planning permission ref: 125144/JO/2019. It is considered that the impact of the proposed use would be manageable subject the recommended conditions. The development is therefore considered to be acceptable.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, officers have engaged in discussion with the applicant's agent to ensure the appropriate arrangement of internal spaces and windows to minimise any impact of neighbouring residents. Additional detail have been sought and received relating to the configuration of the new access arrangement to first floor apartments. It is thereby considered that satisfactory information has been provided to assess the proposed development.

Condition(s) to be attached to decision for approval

1) The occupation of the ground floor retail use (Class E) shall commence 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 stamped as received by the City Council as local planning authority on 28 June 2021 and 3 November 2021:

Planning application forms

Existing site plan (with a red edge) Ref: 1.0 Rev A (including measures for external waste and recycling storage and cycle storage, but notwithstanding the internal layout within the property at ground floor level)

Existing ground floor plan Ref: 2.0

Existing elevations Ref: 3.0

Proposed ground floor plan Ref: 4.0 Rev B

Proposed first floor plan Ref: 4.1

Proposed elevations Ref: 5.0 Rev B

Huntington Public House Northmoor Road Longsight M12 4HP Design & Access Statement
Full Planning dated March 2021 by Architecture & Interior Design Ltd

Transport statement for proposed restaurant at The Former Huntington Public House site
Northmoor Road Manchester M12 3HP Dated June 2021 Ref: JDA/JCD/362/1/1 by John Davies Associates.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) The restaurant Class E use hereby approved shall not be open outside the following hours:

Monday to Sunday (including Bank Holidays): 11. 00 am to 11.00 pm.

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 for the City of Manchester.

4) No loading, unloading shall be carried out on the site, including waste collection, outside the hours of:

Monday to Saturday - 7:30 am to 8:00 pm

No deliveries/waste collections on Sundays/Bank Holidays.

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.

5) Before the occupation of authorised ground floor restaurant (Class E), a site management strategy shall be submitted to and approved in writing by the City Council as local planning authority. The authorised strategy shall include details of the arrangements for the stewardship of vehicles when accessing and egressing the site when undertaking deliveries and to safeguard pedestrian and other users of the car parking area and the dispersal of customers at the end of trading. The authorised servicing strategy shall be implemented upon occupation of the retail shop and maintained in situ thereafter.

Reason - In the interests of pedestrian and highway safety pursuant to SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

6) The restaurant use (Class E) hereby approved shall only be undertaken inside the premises and within the ground floor of the premises, with no external areas, including the car parking areas and forecourt, within the site to be used for the siting of tables and chairs for the purposes of drinking and dining at any time.

Reason - In the interests of residential amenity and to safeguard the character of the area pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Before the occupation of the ground floor restaurant use hereby approved, the car parking areas shown on drawing ref: Existing site plan (with a red edge) Ref: 1.0 and amended by drawing ref: Proposed ground floor plan Ref:4.0 Rev B shall be surfaced, demarcated and made available for use. The car parking shall be maintained in situ at all times thereafter and whilst the use is in operation.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

8) Before the occupation of the ground floor restaurant use hereby approved, elevational details of the 6 space cycle storage enclosure and related fencing, walls and railings to the west and north of the building, as shown on drawings ref: Existing site plan (with a red edge) Ref: 1.0, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented before the first occupation of the ground floor restaurant and maintained in situ thereafter.

Reason - To ensure the appropriate provision of secured cycle storage and in order to encourage the use of a sustainable mode of transport and in the interests of pedestrian and

highway safety pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) Before the occupation of the development hereby approved, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of separate arrangements for the storage and collection of segregated waste and recycling relating to the respective restaurant (Class E) and apartments (Class C3). The submitted details shall include details of the position and appearance of lockable storage enclosures relating to the respective Class E and Class C3 uses and related storage capacities. The approved details shall be fully implemented prior to the first occupation of the respective Class E and Class C3 uses and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to ensure appropriate arrangements for the storage and collection of segregated waste pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

10) a) Before the occupation of the first floor apartments, a scheme for acoustically insulating the proposed residential accommodation against noise from Northmoor Road, Stanley Grove and the proposed ground floor restaurant (Class E) and any other identified noise source within the vicinity of the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

b) Upon completion of the development and before first occupation of the residential units, 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 the internal noise criteria has 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 internal noise criteria.

Reason- To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

11) Notwithstanding the detail of drawings referenced Proposed ground floor plan Ref:4.0 Rev B; Proposed first floor plan Ref: 4.1 and Proposed elevations Ref: 5.0 Rev B and before the occupation of the ground floor restaurant, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall include detail of colour treatment of the flue and the approved details shall be fully implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

12) Before the occupation of the authorised ground floor restaurant, details of any externally mounted ancillary equipment to be installed as part of the development, shall be related to a scheme of acoustical insulation, which 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 equipment. The installation of any related external plant and equipment, including any required amendments to the extraction flue, shall be implemented in accordance with the approved scheme, which shall be maintained in situ thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the specification siting and appearance of gates to manage access to the forecourt area adjacent to the Northmoor Road boundary. The development shall be fully implemented in accordance with the approved details prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

14) a) Before the occupation of the ground floor restaurant and / or first floor apartments, any external lighting and or CCTV cameras required in relation to the development shall be related to a scheme to be submitted to the City Council as local planning authority detailing the position, specification and appearance of external lighting. The development shall be fully implemented in accordance with the approved details before the first occupation of the retail and / or apartments and shall be maintained in situ thereafter.

b) If any lighting installed as part of 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 for the City of Manchester.

15) Notwithstanding the detail of drawings ref: Proposed elevations Ref: 5.0 Rev B, the planning permission hereby granted does not confer consent for the display of advertisement signage and related structures.

Reason- For the avoidance of doubt and in the interests of the residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1. Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2. The planning permission hereby granted does not confer consent for the installation of roller shutters.

3. It is recommended that the following security measures be incorporated into the development:

- i. All external doors and related ironmongery should be achieved a satisfactory security standard and any escape doors should be alarmed.
 - ii. All windows should also be compliant with an appropriate security standard, including fittings and locks. Where necessary opening restrictors should be put in place. Curtain walling panels should include laminated glazing and should be securely fixed and non-opening.
 - iii. All back-of-house/staff areas should not be publicly accessible and there should be a secure area for staff to store their belongings whilst at work.
 - iv. Appropriate measure should be in place relating to cash storage and the provision of alarms.
 - v. Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors/shutters. Lighting fixtures must not be positioned to provide climbing aids over boundary treatments. Electrical and architectural layouts should be developed together to avoid this.
 - vi. The development should incorporate a CCTV system to an appropriate standard and appropriately positioned to secure satisfactory surveillance
 - vii. Any external bin store should be a secure, lockable and fire resistant enclosure and appropriately serviced.
 - vii. The internal layout of the premises should maximise surveillance over customers and reduce the opportunities for criminal activity reflecting Design for Security guidance.
4. The required waste management details should include:
- i. Confirmation that the commercial use will not have access to the residential bin store;
 - ii. Confirmation of a proposed commercial waste contract for the respective Class and Class C3 uses;
 - iii. Calculations to demonstrate that the adequacy of the size and number of waste and recycling containers with reference to Council waste guidance for the Class E and Class C3 uses. Proposals for waste cooking oil disposal should also be provided.
5. Fume extraction – Additional information is required in relation to the extraction flue. A kitchen fume extract strategy should be provided that includes risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated September 2018.
6. It is recommended that consideration be given to the construction of a drainage system that reduces the risk of flooding and protects water quality.
7. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

70 Stanley Grove, Longsight, Manchester, M12 5GF
70A Stanley Grove, Longsight, Manchester, M12 5GF
68A Stanley Grove, Longsight, Manchester, M12 5GF
68 Stanley Grove, Longsight, Manchester, M12 5GF
4 Hetherington Walk, Manchester, M12 5HW

2 Hetherington Walk, Manchester, M12 5HW
6 Hetherington Walk, Manchester, M12 5HW
8 Hetherington Walk, Manchester, M12 5HW
10 Hetherington Walk, Manchester, M12 5HW
12 Hetherington Walk, Manchester, M12 5HW
14 Hetherington Walk, Manchester, M12 5HW
16 Hetherington Walk, Manchester, M12 5HW
18 Hetherington Walk, Manchester, M12 5HW
20 Hetherington Walk, Manchester, M12 5HW
22 Hetherington Walk, Manchester, M12 5HW
24 Hetherington Walk, Manchester, M12 5HW
46 Northmoor Road, Manchester, M12 4HP
44 Northmoor Road, Manchester, M12 4HP
42 Northmoor Road, Manchester, M12 4HP
40 Northmoor Road, Manchester, M12 4HP
35 Northmoor Road, Manchester, M12 4HP
33 Northmoor Road, Manchester, M12 4HP
31 Northmoor Road, Manchester, M12 4HP
2 Belgate Close, Manchester, M12 5HS
4 Belgate Close, Manchester, M12 5HS
6 Belgate Close, Manchester, M12 5HS
5 Blakey Street, Manchester, M12 5QF
3 Blakey Street, Manchester, M12 5QF
1 Blakey Street, Manchester, M12 5QF
12 Giles Street, Manchester, M12 5GE
10 Giles Street, Manchester, M12 5GE
6 Giles Street, Manchester, M12 5GE
8 Giles Street, Manchester, M12 5GE
2 Giles Street, Manchester, M12 5GE
59 Northmoor Road, Manchester, M12 5QE
53 Northmoor Road, Manchester, M12 5QE
57 Northmoor Road, Manchester, M12 5QE
55 Northmoor Road, Manchester, M12 5QE
51A Northmoor Road, Manchester, M12 5QE
51 Northmoor Road, Manchester, M12 5QE
9 Giles Street, Manchester, M12 5GE
7 Giles Street, Manchester, M12 5GE
3 Giles Street, Manchester, M12 5GE
5 Giles Street, Manchester, M12 5GE
1 Giles Street, Manchester, M12 5GE
82 Stanley Grove, Longsight, Manchester, M12 5GF
80 Stanley Grove, Longsight, Manchester, M12 5GF
Flat Above, 49 Northmoor Road, Manchester, M12 5QE
North Road Post Office, 49 Northmoor Road, Manchester, M12 5QE
47 Northmoor Road, Manchester, M12 5QE
45 Northmoor Road, Manchester, M12 5QE
43 Northmoor Road, Manchester, M12 4HA
41 Northmoor Road, Manchester, M12 4HA
39 Northmoor Road, Manchester, M12 4HA
37 Northmoor Road, Manchester, M12 4HA
58 Northmoor Road, Manchester, M12 5GD
56 Northmoor Road, Manchester, M12 5GD
52 Northmoor Road, Manchester, M12 5GD
54 Northmoor Road, Manchester, M12 5GD

50 Northmoor Road, Manchester, M12 5GD
48 Northmoor Road, Manchester, M12 5GD
30 Queens Grove, Manchester, M12 4WL
28 Queens Grove, Manchester, M12 4WL
26 Queens Grove, Manchester, M12 4WL
24 Queens Grove, Manchester, M12 4WL
22 Queens Grove, Manchester, M12 4WL
23 Queens Grove, Manchester, M12 4WL
21 Queens Grove, Manchester, M12 4WL
17 Queens Grove, Manchester, M12 4WL
19 Queens Grove, Manchester, M12 4WL
7 Queens Grove, Manchester, M12 4WL
5 Queens Grove, Manchester, M12 4WL
11 Queens Grove, Manchester, M12 4WL
9 Queens Grove, Manchester, M12 4WL
15 Queens Grove, Manchester, M12 4WL
13 Queens Grove, Manchester, M12 4WL
Flat At, The Huntington, Northmoor Road, Manchester, M12 4HP
76A Stanley Grove, Longsight, Manchester, M12 5GF
76 Stanley Grove, Longsight, Manchester, M12 5GF
74A Stanley Grove, Longsight, Manchester, M12 5GF
74 Stanley Grove, Longsight, Manchester, M12 5GF
72A Stanley Grove, Longsight, Manchester, M12 5GF
72 Stanley Grove, Longsight, Manchester, M12 5GF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2