

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126079/FO/2020

Date registered valid: 13 February 2020

Proposal: Change of use of ground floor from (Class A1) to form extension to existing cafe and bar (sui generis)

Address: 1044 Stockport Road, Manchester, M19 3WX

Ward(s): Levenshulme Ward

Applicant: Mr Odran McClintock 46 Moss Lane, M27 9RZ

Agent (if any):

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: i.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 11 September 2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 19 February 2020 Expired: 11 March 2020

Neighbour notifications

Printed: 3 September 2020

Expired: 10 September 2020

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:

Tree Preservation Order:

This application relates to a site located within Levenshulme District Centre, on the western side of Stockport Road at its north-west junction with Kevin Street, an unadopted road. The property is an end terrace in a parade of two storey retail and commercial properties. Adjoining the site, residential properties are located at the south west junction of Stockport Road (Nos 1046 and 1048) at the opposite junction with Kevin Street. No.1046 has recently gained consent on appeal for the erection of a single storey detached office building (Use Class B1) within the rear garden of existing residential property with access from Kevin Street, which would be directly opposite the site to the south (ref: 118050/FO/2017). Terraced housing is also located to the west of the site (Pascal Street) and is separated by an ungated alleyway. Beyond Pascal Street is an operational railway line running north to south. A former railway that has been converted into a cycle / walking route runs to the south of the site with an east- west configuration.

The application building is predominantly 2-storey with a gable elevation and a pitched roof with a ridge line responding to the north- south alignment of the parade. The front elevation incorporates a small single storey projecting element in common with the rest of the parade. The building also has a part 2-storey, part single storey pitched roof extension covering the former rear yard area of the property. A residential flat is located at first floor level with access via the Stockport Road elevation.

The premises are currently used as a cafe/bar incorporating an outdoor seating area, on Kevin Street, running along the side of the property (measuring 2.5 metres x 16 metres), allowed by planning permission ref:121064/FO/2018, now implemented. This included the sub-division of

the ground floor to provide 80 square metres of space for the café bar, on the Stockport Road frontage, and the retention of the rear section of the ground floor as Class A1 use. This permission has recently been varied by planning permission ref:126827/JO/2020, which allowed for a change in the hours of operation, and included the following conditions:

3. The premises shall not be open outside the following hours:

Sunday to Thursday: 9.00 am to 11.30 pm

Friday and Saturday: 9.00 am to 12.30 am

The external areas as shown on drawing ref: Drawing Two Proposed Layout received 4 September 2018 should only operate between:

Monday to Sunday: 9.00 am to 10.00 pm (incl. Bank Holidays).

9. The development hereby approved shall be fully implemented in accordance with submitted document referenced Acoustic Planning Report 0441/APR1 dated 21 September 2018 by Lighthouse Acoustics received 24 September 2018 and the letter from Lighthouse Acoustics, dated 20 May 2020, stamped as received by the City Council, as Local Planning Authority, on 28 May 2020. Any mitigation or noise management recommendations contained with these documents shall be implemented prior to the implementation of the development and maintained in situ thereafter.

It is now proposed to change the use of this A1 element to form an extension to the existing cafe/bar. The applicants indicate that the area would be used as dining for 20-25 people. A new kitchen and storage facility would also be provided in this area.

The proposed opening hours, of the extended area are the same as those of the existing cafe/bar.

No external alterations are proposed.

Consultations & Notification Responses

Local residents/adjoining occupiers - One objection has been received, from a nearby business address, for the following reason:

The business uses the side street and they blocked the access of the objector's property from the back street. Their tenants usually use the back street for loading and unloading, and they strongly object any changing in this property until they open the side street access to all neighbours. They do the encroachments and also blocked the street.. That street is a public street they are not the owner of that. This issue also affect the business of their tenants and also the value of the property

In addition, a letter of support has been received from an address that is not in close proximity to the application site. They state that they support this application as it extends a popular and successful business who are actively improving the area. The street scene and the way they have brightened up the private road of Kelvin Street is an amazing addition. Bringing back into use an unused unit as part of this business would be good.

Highway Services - Made the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

It is understood that this application seeks to utilise the existing rear storage space as functional café/use floorspace. Highways accept that a number of customer visits will be linked to other neighbouring businesses within the District Centre and therefore form pass-by trips. The addition of an extra 20-25 covers is unlikely to generate any significant impact on the adopted highway.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes given the District Centre location. Regular bus connections are provided along Stockport Road, with further rail connectivity provided by Levenshulme Station to the north of the site.

PARKING AND ACCESS:

There is no on-site car parking offered for the site and as such, all vehicles are likely to contribute to the number of vehicles parked on-street. Highways recognise that the surrounding area is subject to significant parking demands given the District Centre location. Whilst the lack of on-site car parking is not preferred, Highways accept that there is limited land availability to accommodate in-curtilage parking and therefore Highways have no significant objection on this occasion.

CYCLE PARKING:

In line with standard MCC practice, secure and sheltered cycle parking is strongly recommended.

REFUSE AND SERVICING:

The existing servicing strategy for the site will remain unaffected.

In relation to cycle parking the applicant has confirmed that the cycle parking shown on their application is not a proposal as these cycle storage facilities are already in place and in practice.

The cycle parking at the front of the bar (outside their perimeter) are mounted on planters that have been provided by Manchester City Council. They worked with the Levenshulme Neighbourhood officer to get this installed to prevent pavement parking on Stockport Road and they are now responsible for these planters. They already have cycle anchors mounted on these for parking bikes. Whilst these are not within the property boundary they are responsible for their upkeep and are part of their cycle storage facilities. They also have wall mounted anchors within their boundary. Again, these are already in place and use. They implemented these changes following their original planning application for the use of the remaining part of the ground floor of the property.

Highways have confirmed that these arrangements are acceptable.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to the acoustic insulation of the premises, storage of refuse, fume extraction and hours of operation as applied for.

Flood Risk Management Unit - No objections.

Greater Manchester Police - No objections although various suggestions are made, to improve security at the premises. These are provided, to the applicant, as an informative.

United Utilities - No comments received.

Issues

National Planning Policy Framework (February 2019) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy C 1 Centre Hierarchy - States that the development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. Policy C1 states that district centres, such as Levenshulme, have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. It further states that these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The delivery of this floor space should respect the network of centres across the City and in neighbouring districts.

The following relevant aspects of policy C2 have been identified

- i. Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. However, policy C2 also states that retailing should be the principal use in Primary Shopping Areas and to ensure that provision is made in district centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active;

It is considered that the development would respond positively to the following aspect of policy C2:

- i. Promote the development of employment which provides opportunities for local people;
- ii. Promote the efficient use of land. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- iii. Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function;
- iv. New development should respect and enhance the character of existing centres and deliver improvements to the quality and accessibility of the centre.

Policy C 10 Leisure and the Evening Economy - States that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations:

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

When considering the impact of the proposed extended café/bar regard has been given to the following:

- The existing number of similar establishments in the immediate area and their proximity to each other;
- The type and characteristics of other uses, such as housing, shops and public houses;
- The existence of vacant shop units and the condition of the unit;
- The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- The character of the centre and its frontage, and the nature of the use proposed;
- The potential impacts of the proposal on the wider community; and
- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

It is considered that the proposed extended element, of an existing use, would be relatively small and that its impact would not be unduly harmful in the context of the busy Levenshulme District Centre.

Policy EC9 South Manchester - States that within South Manchester, including Levenshulme District Centre, development proposals and planning applications should have regard to: ensuring efficient use of existing employment space; improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations such as the City Centre. It is considered that the proposed development would reinstate activity to a vacant premises and contribute positively to the commercial offer within the district centre.

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.

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.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 relates to sites along radial routes, which includes Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Saved policy 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.

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.

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

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

Policy DC10.4 - Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

Saved 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

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.

Principle of development - The proposed use is an extension to an existing cafe/bar use in Levenshulme District Centre. Although it has an authorised A1 use, the area has not been used as such, for a number of years, having instead been used as a storage facility for the existing cafe/bar. It is considered that the extension of the cafe/bar into this area would bring this unit back into use and would contribute to the evening economy in the District Centre. The proposed use is therefore considered to be acceptable in principle.

Residential amenity/opening times - The impact of the proposed use on residential amenity has been assessed in relation to the busy character and nature of the district centre. This includes the relationship of existing premises with external areas in close proximity to residential uses. Regard also needs to be given to the fact that this is an extension of an existing use, which was granted subject to conditions including in relation to acoustic insulation and hours of operation. It is considered that any impact, upon adjoining residents, would not be significantly different to the existing use, provided similar controls form part of the extended cafe/bar area, as well as the existing cafe/bar area, and such conditions have been recommended by Environmental Health.

In relation to acoustic measures the applicant has confirmed that they have previously introduced acoustic control measures, at the premises, as part of the previous permission. Also they have confirmed that other controls, currently carried out in the existing café/bar would be introduced into the extended area. These comprise:

- For the bar in-house loudspeaker system, amplified music levels would be limited by means of an electronic noise limiter/compressor. The device would be capable of limiting individual octave bands over the frequency range 20Hz to 20kHz and controlling the number of speakers/zones required.
- In order to set the device to achieve the proposed requirements a commissioning visit will be required in conjunction with an acoustic consultant upon completion of the fit-out works and prior to the operation of the bar. The devices should be lockable once set to prevent tampering.

Upon completion, a commissioning report would be issued to the Local Authority specifying details of the devices installed and the limits that they have been set to.

- All staff should be trained on the noise management measures employed by the venue to minimise operational sound emissions from the premises.
- All external entrance/escape doors should be fitted with self-closing devices and good fitting seals. Staff should ensure that the entrance/escape doors are not kept open unnecessarily in order to minimise sound emissions from the premises.
- Internal loudspeakers should face away from external doors and windows and the use of subwoofers should be prohibited.
- Staff should regularly monitor and manage external areas to ensure that customers are not causing a disturbance to local residents. Rowdy behaviour from customers should not be tolerated and anyone behaving in an anti-social way should be asked to leave the premises.
- Deliveries, refuse collections and storage/disposal of waste/recyclables in external areas should be restricted to normal working hours between 08:00 and 18:00 hours Monday to Friday and 08:00 and 13:00 Saturdays.
- A contact telephone number should be made available to local residents/businesses which they can use to report noise disturbances to the venue as and when they occur.

These arrangements are considered acceptable to Environmental Health, subject to a condition requiring the ongoing implementation of these measures. This is a pre-commencement condition, which has been accepted by the applicant.

In relation to hours of operation, the proposed hours, of the extended area, these are the same as those of the existing cafe/bar, which is considered to be acceptable.

With the imposition of these conditions relating to the management of the premises, and opening times, it is considered that residential amenity would be satisfactorily safeguarded.

Objector's comments - The objector is concerned about an existing rear passageway being blocked, but this application relates purely to internal works and the rear passageway is unaffected by these proposals.

Use of external seating area - This is unaffected by this application and the times of use, and management of this area, is covered by conditions attached to the previous planning permission ref:121064/FO/2018. The amenity of nearby residents will therefore continue to be protected by these existing controls.

Highways issues - The site is well accessed by sustainable modes given the District Centre location. Regular bus connections are provided along Stockport Road, with further rail connectivity provided by Levenshulme Station to the north of the site. Whilst the lack of on-site car parking is not preferred, Highways Services accept that there is limited land availability to accommodate in-curtilage parking and therefore have no significant objection to the proposal.

Cycle parking -In relation to cycle parking, the applicant has demonstrated that extensive cycle parking was provided, as part of the previous application, which is in use. Highways Services are satisfied, with these arrangements, and no further facilities are required.

Waste management/fume extraction/servicing/deliveries - Environmental Health and Highways Services consider that the existing site arrangements are satisfactory and no additional measures are required.

Crime and safety - The recommendations of GMP Design for Security have been related to the development as and informative.

Conclusion - The application relates to the extension of an existing use and it is not considered that the impact of the use, on the District Centre, or surrounding residents, would be significantly altered, by the proposed extension, subject to the same controls being applied to the extended area as those currently applied to the existing cafe/bar use.

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 engaged in negotiations with the applicant in relation to cycle parking and noise attenuation measures for which a pre-commencement condition has been accepted by the applicant.

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

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:

- Drawings titled 'Existing Building Layout - Single Storey' and 'Proposed New Layout - Single Storey' and the Design and Access Statement, all stamped as received by the City Council, as Local Planning Authority, on 3 February 2020.
- Site Location Plan and the extraction canopy details, stamped as received by the City Council, as Local Planning Authority, on 5 February 2020.
- Site location plan, indicating cycle parking, stamped as received by the City Council, as Local Planning Authority, on 13 February 2020.

- Email from Odran McClintock, dated 8 April 2020, which confirms the noise breakout controls at the site, and the opening hours of the premises.

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

3) The premises shall not be open outside the following hours:

Monday to Thursday: 9.00 am - 11.00 pm Friday and Saturday 9.00 am - 12.30 am (with an additional hour to the permitted timings on: the Thursday preceding Good Friday; Sundays preceding Bank Holiday Mondays; Christmas Eve, Boxing Day, New Year's Eve and Halloween).

The external areas as shown on drawing ref: Drawing Two Proposed Layout received 4 September 2018 should only operate between:

Monday to Sunday: 9.00 am and 10.00 pm (incl. Bank Holidays).

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy

4) 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.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

5) The development hereby approved shall be fully implemented in accordance with points 8.8 and 9.0 of the submitted document referenced Acoustic Planning Report 0441/APR1, dated 21 September 2018, by Lighthouse Acoustics received 24 September 2018. Any mitigation or noise management recommendations contained within points 8.8 and 9.0 of the report shall be implemented prior to the first use of the extended cafe/bar area and maintained in situ thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

6) No amplified sound or any music shall be produced or played in any part of the site outside of the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, saved policy DC26 of the Saved Unitary Development Plan and guidance contained within the National Planning Policy Framework.

7) The development hereby approved shall operate in accordance with the submitted Waste Management Strategy comprising: Business Plan Description received 22 August 2018; Waste Management Proforma received 2 July 2018; Proposed Description of the Development (page 3) received 4 September 2018, the Drawing Four Waste Management Plan received 4 September 2018 and the Viridor Service Contract dated 22 May 2018 (ref:11376714), Controlled Waste Transfer Note and Schedule of Collections, stamped as received by the City Council, as Local Planning Authority, on 1 May 2020. The details of the agreed scheme shall be implemented upon commencement of the authorised use and maintained in situ thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Manchester Core Strategy and the guidance within the National Planning Policy Framework.

8) The development shall be implemented in accordance with the arrangements for presenting waste and recycling containers / bins to a designated collection point and their return to the designated bin storage area following the collection of waste as set out on Drawing Four Waste Management Plan received 4 September 2018. The approved details shall be fully implemented prior to the commencement of the authorised Class A4 and/or Class B1a uses and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Manchester Core Strategy and guidance contained within the National Planning Policy Framework.

9) The development hereby approved shall be implemented with the fume extraction details contained with the following drawings and document: Drawing Three Proposed Use of new front of property received 4 September 2018, Business Plan Description (page 4) received 22 August 2018 and Parry Canopies Configuration Guide and Instruction Manual Extraction Canopy Range received 22 August 2018. The approved details shall be implemented prior to the commencement of the authorised use and maintained in situ thereafter.

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

10) If any lighting and /or CCTV cameras relating to the authorised development, when operational, in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of its written request, a further scheme for the elimination of glare, light spillage or intrusion of privacy (in the case of CCTV cameras) 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 related illumination on the occupiers of nearby residential accommodation, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy and guidance contained within the National Planning Policy Framework.

11) Cycle storage at the site shall be provided in accordance with the site location plan indicating cycle parking, and associated photographs, stamped as received by the City Council, as Local Planning Authority, on 1 May 2020 and the List of Conditions Discharge Document, stamped as received by the City Council, as Local Planning Authority, on 4 May 2020. The approved details shall be fully implemented upon commencement of the authorised use and maintained in situ thereafter.

Reason - In the interest of residential amenity and to encourage cycling as a sustainable mode of transportation pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy.

12) Servicing at the site shall take place in accordance with the List of Conditions Discharge Document, stamped as received by the City Council, as Local Planning Authority, on 4 May 2020. The development shall be undertaken in accordance with the approved scheme, which shall remain in situ thereafter.

Reason - The interests of residential amenity and in the interests of pedestrian and highway safety pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy.

Informatives

1) In relation to any proposed construction or fitout arrangements, where there is an impact on the highway. The applicant should be 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).

2) Greater Manchester Police recommends that the following security measures are implemented:

- Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.
- Any new glazing in external doors, ground floor or easily accessible windows should include at least one pane of laminated glass rated as P4A under EN 356.
- A CCTV system should be included within these licensed premises and should be capable of monitoring the following areas: external doorways, all internal spaces.
- Signage should be displayed to indicate the areas of the premises that are restricted to staff only.
- Any staff areas that are to be included within the proposal should be access controlled and restricted to members of staff only.
- Dusk till dawn lighting should be installed above all external doors.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

Flat 3, 1A Crayfield Road, Manchester, M19 3NX
8 Berrie Grove, Manchester, M19 2QA
5 Griffin Grove, Manchester, M19 2QQ
23 Pascal Street, Manchester, M19 3WW
18 Pascal Street, Manchester, M19 3WW
1 Henderson Street, Manchester, M19 2GQ
9 Henderson Street, Manchester, M19 2GQ
7 Henderson Street, Manchester, M19 2GQ
3 Henderson Street, Manchester, M19 2GQ
11 Henderson Street, Manchester, M19 2GQ
6 Berrie Grove, Manchester, M19 2QA
4 Berrie Grove, Manchester, M19 2QA
7 Griffin Grove, Manchester, M19 2QQ
3 Griffin Grove, Manchester, M19 2QQ
1 Griffin Grove, Manchester, M19 2QQ
20 Pascal Street, Manchester, M19 3WW
19 Pascal Street, Manchester, M19 3WW
17 Pascal Street, Manchester, M19 3WW
16 Pascal Street, Manchester, M19 3WW
15 Pascal Street, Manchester, M19 3WW
1C Crayfield Road, Manchester, M19 3NX
1B Crayfield Road, Manchester, M19 3NX
Workshop Rear Of 967, Stockport Road, Manchester, M19 3NP
Flat 2, 1042A Stockport Road, Manchester, M19 3WX
Flat 1, 1042A Stockport Road, Manchester, M19 3WX
Ground Floor, 22 Pascal Street, Manchester, M19 3WW
First Floor, 22 Pascal Street, Manchester, M19 3WW
Flat 2, 1A Crayfield Road, Manchester, M19 3NX
Flat 1, 1A Crayfield Road, Manchester, M19 3NX
979 Stockport Road, Manchester, M19 2SY
Flat Above, 1036 Stockport Road, Manchester, M19 3WX
Rear Store, 1034 - 1036 Stockport Road, Manchester, M19 3WW
1040A Stockport Road, Manchester, M19 3WX
1038A Stockport Road, Manchester, M19 3WX
Top Flat, 1034 Stockport Road, Manchester, M19 3WX
Flat 3, 969 Stockport Road, Manchester, M19 3NP
Flat 1, 969 Stockport Road, Manchester, M19 3NP
Flat 2, 969 Stockport Road, Manchester, M19 3NP
Basement Flat, 1048 Stockport Road, Manchester, M19 3WX
Flat 5, 1048 Stockport Road, Manchester, M19 3WX
Flat 4, 1048 Stockport Road, Manchester, M19 3WX
Flat 3, 1048 Stockport Road, Manchester, M19 3WX
Flat 2, 1048 Stockport Road, Manchester, M19 3WX
Flat 1, 1048 Stockport Road, Manchester, M19 3WX
1044A Stockport Road, Manchester, M19 3WX
20 Mandeville Street, Manchester, M19 2SS

18 Mandeville Street, Manchester, M19 2SS
16 Mandeville Street, Manchester, M19 2SS
14 Mandeville Street, Manchester, M19 2SS
12 Mandeville Street, Manchester, M19 2SS
10 Mandeville Street, Manchester, M19 2SS
8 Mandeville Street, Manchester, M19 2SS
6 Mandeville Street, Manchester, M19 2SS
4 Mandeville Street, Manchester, M19 2SS
2 Mandeville Street, Manchester, M19 2SS
1038 - 1040 Stockport Road, Manchester, M19 3WX
2 Berrie Grove, Manchester, M19 2QA
21 Pascal Street, Manchester, M19 3WW
1042 Stockport Road, Manchester, M19 3WX
1036 Stockport Road, Manchester, M19 3WX
9 Griffin Grove, Manchester, M19 2QQ
22 Pascal Street, Manchester, M19 3WW
973 Stockport Road, Manchester, M19 3NP
5 Henderson Street, Manchester, M19 2GQ
12 Berrie Grove, Manchester, M19 2QA
10 Berrie Grove, Manchester, M19 2QA
969 Stockport Road, Manchester, M19 3NP
975 - 977 Stockport Road, Manchester, M19 2SY
971 Stockport Road, Manchester, M19 3NP
967 Stockport Road, Manchester, M19 3NP
965 Stockport Road, Manchester, M19 3NP
1046 Stockport Road, Manchester, M19 3WX
1034 - 1036 Stockport Road, Manchester, M19 3WW

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
Area Team Boundary - Name: NORTH2