Supporting Planning Statement

Change of use of the ground floor of 345 Barlow Moor Road, Chorlton Park Ward, Manchester M21 7QH from use class A2 to use class A5 and erection of new exhaust flue on rear elevation of property.

February 2014

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1.0 Introduction

1.1 This statement has been prepared to support the planning application for the change of use of the ground floor of the premises known as 345, Barlow Moor Road, Chorlton Park, Manchester from the existing A2 Financial and Professional Services use to A5 Hot Food Takeaway use, including installation of an extraction flue on the rear elevation of the property.

1.2 This statement is structured as follows;

- A description of the Application site and surrounding area
- A review of the planning history of the site
- A description of the proposed scheme
- A review of national and local planning policies of relevance to the proposal
- An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context

2.0 Application Site and Surrounding Area

2.1 The application site is located at 345, Barlow Moor Road in the Chorlton Park Ward of Manchester. The property is close to the junction of Barlow Moor Road with Hardy Lane and Mauldeth Road West as shown on the location plan.

2.2 The property is of traditional brick construction with a pitched tiled roof and is 2 storeys in height. The premises are currently leased to Sports Creative Limited as offices, however this use is due to cease shortly as Sports Creative have served notice to quit and are relocating to larger premises nearby due to the success of the business. It is hoped that if the application for change of use is approved it will widen the appeal of the premises to new tenants/businesses who wish to operate from this location.

2.3 The main ground floor is accessed directly from the front entrance on Barlow Moor Road. Ancillary access is available via the rear of the property to both the ground and first floor of the premises via a rear yard which provides two off street dedicated car parking spaces.

2.4 The property lies in the middle of a short row of retail units and lies directly adjacent the local Post office which operates from 343 Barlow Moor Road and Co-op Funeral Care and a Co-op local supermarket which operate from 347 and 349/351 Barlow Moor Road respectively. There is a larger car park directly adjacent to the Co-op supermarket which is accessed off Hardy Lane and which has 3 disabled spaces.

2.5 Directly opposite the premises on Barlow Moor Road are another range of retail units including a Photography centre, dry cleaners, a Chinese takeaway, an Indian takeaway, a pizza takeaway, a café, a family butchers, a pharmacy and an off-licence.

2.6 There is a bus stop directly outside the Post office and the new Metrolink line is currently under construction at the Junction of Barlow Moor Road with Hardy Lane and Mauldeth Road West

3.0 Planning History

3.1. The property has been the subject of two previous planning applications as follows;

3.1.1. F42573 validated on 9.11.1992. City Council Development comprising change of use from a hot food takeaway to a neighbourhood housing office. Approved on 2.2.1993.

3.1.2. 043104/VO/SOUTH2/93 validated on 25.2.1993. New Shop front. Approved on 19.4.1993.

3.2. It is understood the City Council occupied the property as a neighbourhood housing office from 5th March 1993 until 24th June 2007.

3.3. The property has subsequently been occupied by two private businesses who operated the premises as A2 offices, and which remains the current use of the property.

4.0 The Proposed Scheme

4.1 The proposed scheme involves the conversion of the ground floor to an A5 Hot Food takeaway use. The installation of an extraction flue on the rear elevation of the property also forms part of the application.

4.2 Internally, the unit layout is intended to comprise a customer seating area to the front of the unit and beyond this the sales counter and to the rear the kitchen and food preparation/storage area. Externally, there are no works proposed to the front or side elevation. The only external change will be the erection of the new extraction flue on the rear elevation of the property. Any new signage on the front of the premises will be the subject of a separate advertisement consent application.

4.3 The proposed hours of operation shall be 11.45 am (11.45 hrs) to 11.30 pm (23.30hrs), seven days a week. Bins associated with the use will be stored in the private rear yard of the property.

5.0 Planning Policy Context

National Planning Policy Framework (NPPF)

5.1 Published on 27th March 2012 the NPPF sets out the National Government's planning policies for England. The document states that the purpose of the planning system is to contribute to the achievement of sustainable development. It seeks to achieve this objective by encouraging the effective use of land/buildings by reusing land that has been previously developed and vacant buildings, promoting mixed use developments and making the fullest possible use of public transport/walking/cycling; encouraging town centre uses in town centres in order to increase their vitality and viability and promoting competitive town centres that provide customer choice and a diverse retail offer.

5.2 At its heart it advocates the "**presumption in favour of sustainable development**" which for decision –taking means approving development proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out of date granting planning permission 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 or specific policies in this Framework indicate development should be restricted.

Manchester Unitary Development Plan

5.3 The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications.

5.4 However, Manchester's Core Strategy was adopted on 11 July 2012 which is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the UDP as the document that sets out the long term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.

5.5 The property is located in an established area for retail units. Under the extant UDP policy guidance a change of use is allowed within Area 13 – Chorlton and Barlow Moor Road. The only areas where no further conversion to food and drink uses will be permitted are (a) 503-555 (odd) Barlow Moor Road and (b) 93-129 Manchester Road. Clearly the property is outwith the above areas.

5.6 The other extant policies relevant to this application are as follows;

5.6.1. Policy DC10.1 –DC10.4 of the UDP, which states as follows

10. FOOD AND DRINK USES

DC10.1 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 (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

a. the general location of the proposed development, including any reference to the area in other policies in the Plan;

b. the effect on the amenity of neighbouring residents;

c. the availability of safe and convenient arrangements for car parking and servicing;

d. ease of access for all, including disabled people; and

e. the storage and collection of refuse and litter.

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

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.

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.

Reasons :-

There has been a major growth in "eating out", and in the use of hot food take-aways, in recent years. This is a social trend which appears likely to continue, and the Council does not think it is a function of the planning system to seek to influence changes in social behaviour of this kind one way or the other. Nonetheless, there are many problems with food and drink uses - particularly arising from the associated vehicular traffic, litter and noise which many of them can generate. This can be a particular issue in a densely built-up city such as Manchester. Such uses can also create problems for the operation of buses. A balance therefore needs to be struck.

The policy seeks to maintain the long-established view of the Council that these uses are best located in existing commercial areas, and that the range of conditions to be attached to any planning permission needs very closely to reflect the specific circumstances on the ground - particularly the effect on people who live close by the site.

The reference in policy DC10.2 to local shopping parades of more than 8 units carries forward a convention which has been in use in the City for a number of years, and which has become well-established and understood as a reasonable threshold for the purposes of development control.

5.6.2 Policies DM1 and SP1 of the Core Strategy are also relevant

Policy DM 1

Development Management

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, odours, litter, vermin, birds, 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.
The use of alternatives to peat-based products in landscaping/gardens within development schemes.
Flood risk and drainage.
Existing or proposed hazardous installations.
Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-
a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:
Year 2010 – Code Level 3;
Year 2013 - Code Level 4;
Year 2016 - Code Level 6; and
(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

Policy SP 1
Spatial Principles
The key spatial principles which will guide the strategic development of Manchester to 2027 are:
The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.
The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.
Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester , East Manchester and Central Manchester Regeneration Areas.
The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area

as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles

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.

6.0 Planning Appraisal

6.1 Having regard to the above planning policies, the main considerations against which the proposed scheme should be considered, and which are discussed in this Section include the following;

- Principle of hot food takeaway use and location of the proposed development
- Effect on amenity of neighbouring residents
- Waste storage and servicing arrangements
- Elevational alterations
- Ease of access for all including disabled people
- Availability of safe and convenient arrangements for car parking and servicing
- Odour Control

Principle and location of Hot Food Takeaway Use

6.2. The property is located within a long established retail area on Barlow Moor Road, and is an ideal location for the proposed use. The retail area which runs along both sides of Barlow Moor Road at this location has a wide mix of A1, A2, A3, A4 and A5 uses. If approval is given the proposed change of use should help to avoid the property being vacant by enabling the property to be marketed to the widest possible market, and helping to ensure the continued vitality of location for retail purposes.

6.3. The proposal accords with the extant policy guidance contained within the NPPF and Manchester's Core Strategy and the saved Manchester UDP policies for the following reasons;

6.3.1 The property is located in a sustainable location on a main bus route and close to the new metrolink line.

6.3.2 The location will ensure there is minimal effect on neighbouring residents as the property is in the middle of an existing row of retail units.

6.3.3 There is adequate and convenient parking for customers on this section of Barlow Moor Road and on the adjacent Co-op car park.

6.3.4 Servicing will be via the existing access at the rear of the property.

6.3.5 The property already has an existing disabled access for customers fronting Barlow Moor Road.

6.3.6 Appropriate facilities for the storage and collection of refuse and litter will be provided.

6.3.7 The only elevational changes under this application will be the installation of the new metal external flue on the rear elevation of the property to discharge the fumes from the Kitchen cookers/range. This will have minimal effect on the appearance

of the rear of the property and will not be visible from the front of the property.

6.3.8 Odour Control of the Cooking fumes will be via a new proprietary system which will be installed internal.

Impact on Residential Amenity

6.4 The property is situated in the middle of a row of commercial/retail properties well away from residential properties. Any potential impact would be minimal due to the distances involved and as such the premises are considered to be in a suitable location for the proposed use. Nearby uses such as the off licence, fast food takeaways and the Co-op supermarket all already operate in the evenings. The small scale nature of the proposals and positioning will ensure that any level of additional noise/disturbance created will be minimal.

6.5 The provision of an active use on the ground floor of the premises will also promote informal surveillance in the evenings to the front of the premises which should help reduce crime and disorder.

Waste Storage and Servicing arrangements

6.6 Waste bins will be provided for general waste, recyclable items, glass and paper, white plastic sacks will be provided for aluminium cans. The manager and his staff will be responsible for placing the bins on Barlow Moor Road on collection days and returning them to the rear yard.

Elevations Alterations

6.7 A new metal extraction flue is proposed to the rear of the property as illustrated on the photograph and the proposed plans. The location of the flue will ensure minimal impact on visual amenity. The metal flue will extend 1 metre above the eaves to avoid blow back into upstairs windows when they are open. There are no other external works proposed to the remaining elevations of the premises as part of this planning application.

Ease of access for all including disabled persons

6.8 The premises already have a disabled ramp to the front entrance door which is extra wide for the benefit of customers and employees. This will be retained ensuring safe and convenient access for all.

Availability of safe and convenient arrangements for car parking and servicing

6.9 The premises have an existing rear yard which has convenient and safe access for employees. The yard has two existing car spaces marked out. One will be specifically allocated to the proposed tenant of the ground floor with one for the upper floor. The premises are located on a main bus route and the new metrolink route and the majority of employees are likely to be locally based who can walk, and cycle to the premises.

6.10 Servicing will be, in the main, via the rear yard with small vans having easy access around to the rear of the property. Any deliveries via the front of the premises will be via the existing off street parking which already exists directly opposite the premises on the opposite side of Barlow Moor Road.

Odour Control

6.11 The proposal shall include for the installation of Plasma Clean Grease Bloc which is a highly efficient primary grease and smoke filtration system along with one proprietory odour control system Xtract 2100 system by Plasma Clean Limited similar to the scheme which was previously approved by the Local Planning Authority at Langley Friery in Manchester or equivalent to avoid any potential odour issues. See appendix 2 for further details. The specification of the extraction fan is as follows; Type: long cased axial fan. Performance: as detailed in Appendix 2.

7.0 Conclusion

7.1 The proposal accords with both national and local planning policy as demonstrated in this statement above.

7.2 The proposed scheme will if approved help ensure the ground floor of the premises continues to be available and let to enable full occupancy which will enhance the vitality and viability of the locality.

Appendix 1: Waste Management Strategy

1. Number of bins proposed; A total of three bins are proposed for the scheme: 1 eurobin (capacity 1000 Litres) for general waste and 2 wheeled bins (capacity 240 Litres) for paper/cardboard and glass. A plastic sack will be provided for cans. The number of bins proposed is based on the typical waste material produced by a small scale A5 use.
2. Bin Storage area. See plan attached to application which shows the bins will be located in the rear yard of the premises. The bin collection point will be as per the existing arrangements. The manager and his staff will be responsible for placing the bins on Barlow Moor Road on collection days and returning them to the rear yard.
3. Bin Collection Arrangements; as per existing arrangements as detailed above

Appendix 2: Specification of Extract Fan/Odour control details

The extract fan shall be the CMA400-41product as detailed on the attached sheet:
Product: CMA400-41
Speed rev/min 1430
Motor Rating KW 0.30
Full load current 1.35
Start Current 2.8
DB at 3 metres from inlet side 59
The extractor unit can achieve a flow rate of 1.4 m3/ second and has a dwell time of at least 0.2 seconds.

Should a kebab Range be installed new baffle filters with a canopy mounted GreaseBloc filters along with an Activated Carbon Filtration unit with at least 0.2 second dwell time will be installed. Full details shall be submitted and approved in writing by the LPA prior to installation.

If a Chinese Cooking Range is installed new baffle filters with a canopy mounted GreaseBloc filters along with an Activated Carbon Filtration unit with at least 0.2 second dwell time will be installed. Full details shall be submitted and approved in writing by the LPA prior to installation.

The Grease Bloc system is as detailed on the attached sheets from Plasma Clean Limited

The Odour System is as detailed on the attached sheets and shall comprise 1 no. Xtract 2100 unit which has a volume flow rate of up to 1.5 m3/sec