

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135862/FO/2022

Date registered valid: 8 February 2023

Proposal: Conversion of existing first floor vacant commercial unit into snooker / pool hall with bar and dining area (sui generis) for a temporary period of 5 years

Address: First Floor Of 3 - 9 Hyde Road, Manchester, M12 6BQ

Ward(s): Ardwick Ward

Applicant: Mr Simon Wong TTS Trading Ltd

Agent (if any): Mr Kevin Ma TADW Architects

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

Recommendation: Approve

Date of recommendation: 7 August 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 16 February 2023 Expired: 9 March 2023

Neighbour notifications

Printed: 16 February 2023 Expired: 9 March 2023

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 on the northern side of Hyde Road, a busy radial route to/from Manchester City Centre. The building on site is a two storey detached commercial unit that sits between Hyde Road and Dolphin Street and is mostly covered in cladding with some exposed concrete. The site also includes a private road to the east and part of the adjoining car park, which lies at the junction of Hyde Road, Higher Ardwick and Dolphin Street. The applicant has indicated that parking is available on the private road with 60 spaces available in the main parking area.

The site sits opposite the Apollo concert venue, which is a Listed Building and the surrounding area is mainly characterised by buildings serving commercial and industrial uses. The nearest residential buildings appear to be located on Polygon Street to the south west and Ardwick Green North to the north west. To the west of the site, there is Ardwick Green Park which is an area of public open space.

The ground floor of the unit is currently occupied by a self storage business, which will remain. This was previously authorised by temporary planning permissions (067295/FU/NORTH2/03 and 078501/RO/2006/N2), although these have now expired. The first floor currently comprises of vacant storage space, and it has its own separate entrance, so it is independent of the ground floor unit. The main access point is from Hyde Road and a secondary access is from the rear of the building off Dolphin Street. Both entrances provide access into a stair lobby which leads to the first floor unit.

It is proposed to convert the vacant first floor unit into a sui generis snooker/pool hall with a bar and dining area. The space would feature up to 12 snooker tables, 5 pool tables, and incorporate a kitchen with extraction and ventilation system which would be fully integrated into the building. A temporary permission is sought for 5 years.

The applicants envisage that the bar and dining area will be able to cater for up to a maximum of 60 people at any given time with no more than 100 people on the premises, at any one time. The main entrance will be from an existing entrance on Hyde Road, leading to the upper floor area. There is also a second entrance at the rear, accessed from Dolphin Street, which utilises an existing staircase and will incorporate a new platform lift for disabled users. The appearance of the building will largely remain as existing, other than some new doors, in the existing openings, with existing windows and facades will remaining in their current condition. In addition an air conditioning unit is proposed on the roof.

With regards to car parking, there is a car park, to the west of the building, which is owned and operated by a private company and the applicant has confirmed a lease arrangement, confirming that the proposed facility has the right of use of the car park for up to 60 vehicles at all times and that this will be in place for 5 years, from any planning permission being granted. In addition, the private road to the east of the building will provide a further 6 car parking spaces.

Secure cycle parking facilities will also be provided by way of Sheffield Stands, for 10 bicycles, on the private road adjacent to an outdoor smoking area and bin storage area, for the use of customers and employees. Additionally, an internal store room is provided for further bicycle storage.

The proposed hours of operation are: noon to 4am, 7 days a week, with the bar and restaurant opening until 2am.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highways Services - Made the following original comments:

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus services.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

The vehicle accesses are as existing and for which no highway issues arise. Primary pedestrian access is from Hyde Road and a secondary access (with platform lift) is provided from Dolphin Street. This arrangement is acceptable from a highway perspective.

With regard to on-site car parking provision, although the number of spaces (67) is sufficient, Highways have serious concerns in relation to the availability of the parking during O2 events, and in the longer-term should the car park site be sold at some future date, or if any parking lease agreement was not renewed. On the basis of the current car parking proposals, Highways would not support the application.

In relation to the parking on the adjacent private road, clarification is sought that this can be provided whilst allowing servicing vehicles to enter and exit the site. In this regard a vehicle swept path analysis is required.

For this amount of parking, a minimum of four accessible spaces would be required in addition to some provision of electric vehicle charging.

For this size of development, a minimum of 10 cycle parking spaces would be required.

A bin store area is to be located on the private road near its junction with Dolphin Street where collection will take place and this arrangement is acceptable from a highway perspective.

In response, the applicant made the following comments:

In terms of parking provision during events at O2, the applicant has sought clarification of the lease and can now confirm during events at the O2, customers will still have use of the 60 parking spaces designated to them in the car park at no charge. The management company operating the pay per park facility during O2 events will ensure the 60 parking spaces are reserved for customers of the new proposed development only. However, the lease, that has been agreed for this land, would cover a maximum 5 years, as businesses such as this tend to operate on short term lease agreements.

Servicing vehicles would not be required to enter the adjoining private road and, servicing including bin collections would be undertaken from Dolphin Street. It is anticipated deliveries would be conducted through using vehicles which would park on the private road during off peak operating hours of the business, or from within the adjacent car park.

An updated proposed site plan has been provided showing 4 no accessible disabled bays and 2 EV charging bays along the private road, along with 10 cycle parking spaces on Sheffield stands near the junction with Dolphin Street. As a result of the above, the number of parking spaces on the private road has had to reduce by one i.e. there would be 66 spaces in total.

In response, Highways commented as follows:

As the car park lease is for 5 years, the availability/use of the car park could be ensured by an associated planning condition or temporary permission. If parking remains available during O2 events, Highways would require additional plans/associated management/operations details to understand how this would work in practice.

Refuse servicing from Dolphin Street is considered acceptable by Highways.

Deliveries will be made from the adjacent private road during off peak operating hours of the business, or from within the adjacent car park. Highways would accept servicing from the private road outside of peak business hours to ensure reduced potential conflicts with customers/staff who may use the private road parking/cycle parking - however the applicant should provide details on the largest anticipated service vehicle and submit a swept-path assessment to ensure such vehicles can manoeuvre along the private road in consideration of the new parking bays, bins and cycle store. Delivery timings also be captured within a Service Management Plan.

Highways note that the adjacent car park is not located within the red line boundary and so it is unclear whether the applicant/operator would have rights of access over this land and/or how deliveries would be made if the car park is utilised.

The proposed disabled parking and EV provision s considered acceptable by Highways.

10no. cycle parking spaces is considered acceptable by Highways, however it is unclear how any of these spaces would be 'secure' and utilised for long-stay (staff) provision.

The applicant confirmed acceptance of a 5year temporary permission and a Parking Operation Strategy ,with details on how the car park to the west will be operated in practice, was provided. They confirmed servicing arrangements. Also, it was confirmed that Sheffield type bike stands will be provided and so all 10 of the cycle parking spaces will be secure. For long stay (staff) provision, there will be an option to take their bikes to a secure internal area such as a store room at first floor level, which can be accessed by the platform lift.

In response, highways confirmed the following:

Highways are happy with a temporary permission as car parking can be reviewed upon reapplication. An appropriate agreement was requested between the applicant and landowner. The submitted Parking Operation Strategy appears reasonable and should be conditioned. The submitted Transport Technical note indicates that the proposed level of car parking provision is likely to cater for the maximum level of car parking demand.

It has been shown that a box van can safely enter, manoeuvre along and egress the private road to the east of the site. As Highways assume this is the largest vehicle that could be accommodated along the route, Highways request that the Service Management Plan ensures that this is the largest delivery vehicle utilised and ensures deliveries are only made outside of peak operating times in order to reduce potential conflicts with site users and those who may be utilising the adjacent car park area.

Internal cycle parking for staff is welcomed by Highways

A revised Parking Operation Management Strategy was provided by the applicant, to address servicing issues and a letter has been provided confirming the land for the 60 car parking spaces, would be leased to the applicant once any planning permission is granted. These arrangements are considered to be acceptable to Highway Services.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to fumes, hours as applied for, deliveries, acoustic insulation of the premises and external equipment, approval of the submitted waste management arrangements and air quality.

An informative is also proposed in relation to construction hours.

Greater Manchester Police -Made a number of recommendations in relation to security improvements at the site. These have been provided, to the applicant, as an informative.

Issues

National Planning Policy Framework (July 2021) - 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 types 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 well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving 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.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable 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 127).

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 EC 1 - Relates to employment and economic growth in Manchester and identifies the need to manage the provision of employment land within the city.

Policy EC 2 - Has been related to the loss of the application site for business purposes and the potential do the proposed use to be a consequential generator of employment. This policy states that Council will seek to retain and enhance existing employment space and sites.

The development would be appropriately related to policies EC1 and EC2 as it would return part of a commercial building to active use and provide a small-scale employment opportunity.

Policy EN19 Waste - Requires consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

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

As discussed below, appropriate waste management can be achieved to secure compliance with policy EN19.

Policy T1 - 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. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Furthermore, development should take account of the needs of road users according to a broad hierarchy consisting of (in the following priority):

- i. Pedestrians and disabled people;
- ii. Cyclists, public transport;
- iii. Commercial access;
- iv. General off-peak traffic;
- v. General peak time traffic.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all

parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there 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 DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

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

Principle of development - The site lies in an area of mostly commercial uses, including other leisure activities, on a busy radial route to/from Manchester City Centre. The proposed use is considered to be acceptable in the context of this location. In addition, a temporary 5 year permission is sought, which would allow the use to be re-assessed at a future date.

Car Parking - Discussions have been lengthy in relation to car parking. There is a large car park next to the site, and it is indicated that 60 spaces would be available for the use of the proposed snooker hall. However, it was originally stated that, during events at the nearby Apollo, patrons, of the snooker club, would need to pay to use those spaces. An amended Car Parking

Management Operational Strategy has, however, been submitted, which confirms that, during events at the Apollo, customers, of the snooker hall, will have use of the 60 parking spaces designated to them in the car park at no charge, as is the case the remainder of the time. The applicant has submitted a letter, in relation to these spaces, which confirms that a 5 year lease will be entered into, upon the granting of a planning permission, which gives patrons of the snooker club, dedicated use of these spaces at all times. This coincides with the 5 year temporary permission sought. In addition, a further 6 dedicated spaces are provided adjacent to the site. These arrangements are considered to be acceptable, to Highway Services, who would have the chance to review the situation at the end of the 5 year temporary permission.

Appearance - The proposed external alterations are of a relatively minor nature, which would have a marginal visual impact. The proposed air conditioning unit is on the roof of the premises, behind parapet walls, and located away from the Hyde Road frontage of the building. It would not therefore be easily visible from the surrounding streets.

Cycle parking - 10 spaces are provided externally, with additional internal storage space provided. These arrangements are considered to be acceptable to Highway Services.

Waste management - External facilities are provided which meet the requirements of Environmental Health and Highway Services.

Opening hours/residential amenity -The opening hours are quite extensive, closing at 4am in the morning, but the site does not directly adjoin any residential properties, and there are very few in the immediate vicinity of the site. It is not therefore considered that the use, or these hours of operation, will adversely impact upon any local residents, and these hours are supported by Environmental Health. In addition, the development has been related to an acoustic assessment that has been considered by Environmental Health and considered to be acceptable. The implementation of the development and its on-going operation has been conditioned to accord with the detailed acoustic assessment, which should prevent any noise overspill from the premises.

Security - The applicant has confirmed that, after the hours of 10.00pm, access from Hyde Road will be via intercom system only and a member of staff will allow access. Also, access from Dolphin Street will be via an intercom system only which will connect to the reception where a member of staff will allow access. In addition, CCTV will be provided throughout the building and surrounding external areas including the private road, smoking area and entrance areas, to maximise passive surveillance and monitoring of all routes and eliminates locations where individuals can hide. Further security measures have been suggested by GMP, which has been provided to the applicant as an informative.

Air quality - No major construction works are involved and 2 EV charging points are proposed, which is considered to be acceptable to Highway Services. In this case, it is not therefore considered that an air quality condition is necessary.

Other Legislative Requirements **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. In particular lengthy negotiations were held to ensure that sufficient parking was provided to meet the needs of the development. In addition, the applicant has confirmed their acceptance of pre-commencement conditions.

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

1) The permission hereby granted is for a limited period only, expiring on 31 July 2028 and the works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued and the premises shall be reinstated to its former condition.

Reason - As the permission hereby granted is for a temporary period only, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings numbered 221318-06-P5

Design and Access Statement, SCP Transport Statement and Waste Management Strategy dated December 2022

Operating Schedule/Management Strategy

stamped as received by the City Council, as Local Planning Authority, on 28 December 2022.

Odour Impact Assessment and AEC Noise Assessment Report dated 6 January 2023 (ref: P4659/R1a/NRS) and stamped as received by the City Council, as Local Planning Authority, on 6 January 2023.

Drawings numbered NWQ2891-01 rev A and 221318-07-P3, stamped as received by the City Council, as Local Planning Authority, on 18 January 2023.

Drawing numbered 221318-01-P3, stamped as received by the City Council, as Local Planning Authority, on 8 February 2023.

Drawing numbered 221318-05-P7, stamped as received by the City Council, as Local Planning Authority, on 22 March 2023.

Drawing numbered SCP/220457/ATR01 SCP/220457/ATR03 rev A
SCP Technical Support Note dated 12 May 2023
stamped as received by the City Council, as Local Planning Authority, on 12 May 2023.

Car Parking Operation/Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 22 May 2023.

Email from Kevin Ma, dated 23 May 2023, confirming that a 5 year temporary permission is sought.

Letter from Opac Letting, dated 14 July 2023 and accompanying drawing numbered 221318-10-P1 stamped as received by the City Council, as Local Planning Authority, on 18 July 2023.

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:

12 Noon to 4.00am;

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester

4) Deliveries, servicing and / or waste collections shall be undertaken outside the hours of:

Monday to Saturday - 7.30 am to 8.00 pm;

Sunday and Bank Holidays - No deliveries, servicing and / or waste collections

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 and saved policy DC26 of the Unitary Development Plan.

5) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. This should include further details of the system to be installed, which should be based on the information provided in the submitted Odour Impact Assessment. The additional information should include a plan layout of the system and manufacturer data for the equipment installed.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

6) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with the recommendations contained within the AEC Noise Assessment Report dated 6 January 2023 (ref: P4659/R1a/NRS) and stamped as received by the City Council, as Local Planning Authority, on 6 January 2023. The scheme shall be implemented in full before the use commences.

Prior to occupation of the development 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 acceptable criteria have 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 agreed noise criteria.

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

7) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have 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 agreed noise criteria.

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

8) The development shall be carried out in accordance with the Waste Management Strategy dated December 2022, stamped as received by the City Council, as Local Planning Authority, on 28 December 2022, and indicated on drawing numbered 221318-05-P7, stamped as received by the City Council, as Local Planning Authority, on 22 March 2023. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) The car parking indicated on drawing numbered 221318-05-P7, stamped as received by the City Council, as Local Planning Authority, on 22 March 2023 shall be made available for use prior to the use hereby approved becoming operational. The car park shall then be available at all times whilst the use is operation and operate in accordance with the Car Parking Operation/Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 22 May 2023. and the letter from Opace Letting, dated 14 July 2023 and accompanying drawing numbered 221318-10-P1 stamped as received by the City Council, as Local Planning Authority, on 18 July 2023.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

10) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking as shown on drawing numbered 221318-05-P7, stamped as received by the City Council, as Local Planning Authority, on 22 March 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

11) Prior to the first use of the development hereby approved, the proposed electric vehicle charging points indicated on drawing numbered 221318-05-P7, stamped as received by the City Council, as Local Planning Authority, on 22 March 2023, shall be fully implemented in accordance with the approved scheme and be available thereafter, whilst the use is in operation.

Reason - In the interests of the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

12) Within 3 months of occupation of the premises, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The travel plan shall relate to the activities being carried out at the site, and shall include:

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

Within 12 months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

Informatives

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) The proposed opening hours are quite late and it is recommended that there should be a security presence in the evening and until closing.

Developments of this nature are often the scene of criminal and antisocial behaviour, therefore it should be considered essential that a comprehensive CCTV system is installed.

The building should be covered with an intruder alarm system.

Any new external doors/windows/glazing/shutters should be to Secured by Design standards.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Flat 5, 4 Higher Ardwick, Manchester, M12 6BZ
Flat 4, 4 Higher Ardwick, Manchester, M12 6BZ
Flat 3, 4 Higher Ardwick, Manchester, M12 6BZ
Flat 2, 4 Higher Ardwick, Manchester, M12 6BZ
Flat 1, 4 Higher Ardwick, Manchester, M12 6BZ
2 Higher Ardwick, Manchester, M12 6BZ
Selimiye Community Centre, 7 Dolphin Street, Manchester, M12 6BG
Dar Al Islamic Foundation, 2A Higher Ardwick, Manchester, M12 6BZ
Basement, 16 Dolphin Street, Manchester, M12 6BG
Ground Floor, 16 Dolphin Street, Manchester, M12 6BG
First Floor, 16 Dolphin Street, Manchester, M12 6BG
Third Floor, 16 Dolphin Street, Manchester, M12 6BG
Rear Of, 16 Dolphin Street, Manchester, M12 6BG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA