

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143088/FO/2025

Date registered valid: 9 June 2025

Proposal: Change of use of ground floor to form Class E (Commercial, Business and Service use) together with installation of shopfront and elevational alterations to host property; and two storey rear extension, installation of rear dormer in association with the use of the first floor and accommodation in the roof space as 1no. residential dwelling (Class C3 use).

Address: 59 Barlow Road, Manchester, M19 3DB

Ward(s): Levenshulme Ward

Applicant: Mr M. Shamim

Agent (if any): Mr Stephen Nicholls Richmond Consultants

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 August 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 14 July 2025

Standard consultations:

Printed: 1 August 2025 Expired: 15 August 2025

Neighbour notifications

Printed: 1 August 2025 Expired: 15 August 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to 59 Barlow Road within the Levenshulme ward of north Manchester. The application site relates to a two storey dwellinghouse with a front dormer, with a two storey outrigger to the rear of the applicant site. Amenity space to the applicant property is restricted to the rear, taking the form of a courtyard.

This application relates to a mid-terraced property in a row of 6 properties. It appears that the properties were originally all shop units but now 3 are retail units and 3 are in residential use with the application site converting to residential use following the granting of planning permission in 2007 (082232/FU/2007/N2).

Description of area

The surrounding streetscene is mixed, consisting of residential properties, with some commercial properties remaining. The property does not sit within a district or local centre.

Description of development

The current application seeks consent for the Change of use of ground floor to form Class E (Commercial, Business and Service use) together with installation of shopfront and elevational alterations to host property; and two storey rear extension, installation of rear dormer in

association with the use of the first floor and accommodation in the roof space as 1no. residential dwelling (Class C3 use).

The existing ground floor residential accommodation would be changed to a proposed retail use (class E(a)). The shop would involve a retail space, store staff area and W/C.

A shop front would be installed and would take the form of aluminum windows and doors, with non-illuminated signage panel (no advertisement consent has been submitted as part of this application). The existing front door at the site would remain as existing.

Elevational alterations would occur to the ground floor to the rear of the site to accommodate the change of use of the shop.

The existing residential accommodation would be intensified with the two storey rear extension and installation of rear roof dormer.

The accommodation would take the form of 3B4P of 84.75m², and would have a lounge, kitchen, three bedrooms and one bathroom.

The two storey rear extension serving both the proposed retail space and first floor residential accommodation would at the largest point, have dimensions of Height: 6.3 x Length: 1.5 x Width: 3.3 metres.

The proposed rear roof dormer would sit within the roof space of the host roof only (and not the existing outrigger). The dormer would have an approximate volume of 22 cubic metres.

1no. window would be inserted in the side elevation of the rear extension, 1no. window within the rear elevation of the rear extension, and 1no. window within the proposed dormer.

The rear courtyard would accommodate cycle stands and bin storage.

Materials to be used throughout the proposal have been listed as:

- facing brick to extensions to match existing
- concrete tile hanging to dormer
- flat roof to dormer
- UPVC windows to dormer
- Aluminum shop front

Negotiations during the course of the Application

Concern was raised with the initial proposal that the rear extension, rear dormer and enlarged front dormer resulted in over development of the site. The extent of elements of works were reduced during the course of the application.

Concern was raised that the initial 4 bedroom residential accommodation would not comply with Manchester Emerging Space Standards. The number of bedrooms were reduced during the course of the application.

The hours of the retail shop were provided for review.

Planning History

116360/FH/2017- Erection of single storey rear extension and installation of rear dormer to form additional living accommodation.
Approved 31.07.2017.

113810/FO/2016- Change of use of dwellinghouse to 3 apartments with erection of two storey rear extension and front and rear dormer extensions.
Withdrawn 23.01.2017.

082232/FU/2007/N2- Change of use of ground floor shop to residential use in conjunction with the creation of a single dwelling house including elevational alterations.
Approved 20.04.2007.

Consultations & Notification Responses

Local Residents

Local residents were consulted and one objection was received during the course of the initial notification period. The following concerns were raised:

- The neighbour's rear yard/ outside space and back windows would be darkened and overlooked by the development, especially from the first floor extension.
- The extension would be out of keeping with the immediate area.
- The extension would result in loss of privacy and loss of light.
- Concern the number of bins proposed is insufficient.

No further comments were received during the re-notification period.

MCC Highway Services

The following comments were received from Highway Services:

In comparison to the former use, the level of trips generated is expected to increase due to the addition of the ground floor retail store. It is noted that the retail store will provide 34.5m of trading space, and as such no highways concerns are expected.

The site is well accessed by sustainable modes. Regular bus services and railway services are available within walking distance of the site.

There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. It is noted that on-street parking is in place along Barlow Road.

The proposed cycle store for 3 bicycles is acceptable.

A refuse storage area is noted within the site. This is acceptable to Highways. Collection is noted from Charlton Road as per the existing arrangements. This is acceptable to Highways.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

MCC Environmental Health

Environmental Health recommended conditions be attached to any approval granted relating to: hours of use as applied for; deliveries and servicing hours; acoustic insulation for the residential use; noise break out; waste management for both uses; and contaminated land watching brief.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective,
- b) a social, and
- c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 12. Achieving well-designed places.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012, updated March 2024 following Adoption of Places for Everyone Joint Development Plan.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management)

Policy SP1 (Spatial Principles)

Policy EC1 (Employment and Economic Growth in Manchester)

Policy EC2 (Existing Employment Space)

Policy EC8 (Central Manchester)

Policy H5 (Central Manchester)

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN 16 (Air Quality)

Policy EN19 (Waste)

Policy T1 (Sustainable Transport).

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Of relevance are paragraphs 2.3, 2.7, 2.14 and 2.16.

UDP (Saved Policies) 1995

DC1. Residential Extensions.

DC5. Flat conversions.

DC10. Food and drink.

DC14. Shop Front and Related Signs.

DC26. Development and Noise.

Manchester City Council Shopfront and Signage Design Guide (2024)

Manchester City Council Shopfront and Signage Design Guide (2024) is supplementary guidance which is to be considered material consideration in the determination of applications including shop front alterations and/or signage. This document sets out best practice for shopfronts and signage design across the City in order to promote positive change in the context of its urban environment. High-quality and well considered shopfronts and advertisements should therefore be an aspiration for all involved in the commission, design and installation of shopfronts.

This guide does not set out to prescribe specific shopfront design across the city, but seeks to set out the principles and standards of design, in order to inform the design process and decision making.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024. The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:

JP- S1- Sustainable development

JP- S2 – Carbon and energy

JP-C1- An integrated network

ISSUES

Principle of Development

The application seeks planning consent for the change of use of ground floor to form Class E (Commercial, Business and Service use) together with installation of shopfront and elevational alterations to host property; and two storey rear extension, installation of rear dormer in association with the use of the first floor and accommodation in the roof space as 1no. residential dwelling (Class C3 use).

The change of use from the existing ground floor residential accommodation to Class E would be similar to previous changes of use including the Chemist to the south and office to the north. Whilst previously all the properties in the terrace have been changed from commercial to residential, there is still a mix of the uses in the immediate area. Given the mixed nature of the area, such change of use can be considered acceptable and not harmful to the character of the local area. This is on the basis that the change of use would be restricted to class E(a) 'for the display or retail sale of goods, other than hot food, principally to visiting members of the public'. The use would not involve the sale of food or drink to be consumed on the premises (as per the provisions of UDP policy DC10), which given the close proximity of residential premises would give rise to some concern.

The proposed extensions as shown within the revised scheme would ensure the first and second floor residential accommodation offers an adequate internal space for the proposed residents. The use of the first and second floor would not be amended as a result of the proposal, so continue as a C3 use and so be considered acceptable.

Notwithstanding this, consideration must be given to the proposed developments design and scale, to the proposal's impact upon the character of the area within which it is located and its impact upon residential amenity.

Residential Amenity

The proposed accommodation would take the form of 3B4P of 84.75m², and would have a lounge, kitchen and one bathroom.

It is noted that the proposal would have a slight shortfall in internal floorspace to meet Manchester's Emerging Space Standards. A shortfall of 2.25 m² would be experienced. Given the conversion of the existing space opposed to a new build development and given the additional space would be achieved by the extension and the agent was asked to reduce the projection of the rear extension to not result in adverse residential amenity implications, in this instance and on balance, such shortfall could be considered acceptable.

Each of the rooms (except the store) would benefit from a window and this would ensure adequate access to light.

The residents would live above the proposed retail shop. Given the shop would not be open after 6pm, such hours are considered appropriate to ensure no acceptable levels of late night noise. A condition to this effect would be attached to any approval granted. A further condition would also be attached to any approval granted to ensure deliveries, servicing and collections are undertaken at an appropriate time.

There are additional residents sited to the south east of the applicant site along Barlow Road.

Highways reviewed the proposal and were happy that although in comparison to the former use, the level of trips generated is expected to increase due to the addition of the ground floor retail store. It is noted that the retail store will provide 34.5m of trading space, and as such no highways concerns are expected. Given this, the level of comings and goings as a result of the

shop would not be considered so severe to give rise to adverse residential amenity implications. Such use would not be considered to give rise to adverse implications to the chemist and office adjoining the applicant site.

Further, a condition would be attached to any approval granted to request a scheme to reduce the break out of noise, and a condition for details of an acoustic insulation scheme for the proposed residential accommodation against noise from Barlow Road.

Elevational alterations to the ground floor retail use to the rear would take the form of changing a window to door within the rear elevation, and within the side elevation 1 new window and re-positioning existing door and window positioning. Given the existing relationship of windows and given the windows would not come any closer to the shared boundary with no.57 Barlow Road, it is not considered to give rise to any adverse privacy implications.

The rear extension would involve a two storey hipped roof extension with a projection of 1.5 metres.

A WC window would be inserted within the side elevation of the ground floor extension for the proposed retail shop. A condition would be attached to any approval granted to obscure glaze the window to ensure no adverse privacy implications. Given the use of obscure glazing and given the window would come no closer to the shared boundary with no.57 Barlow Road, such relationship is considered to be acceptable.

A 2.8 metre gap would be retained from the rear building line of the rear extension to the rear boundary of the site. Given the limited 1.5 metre projection and the lowered hipped roof, it is not considered to give rise to any overbearing feature to the surrounding properties. Due to the orientation of properties in the streetscene, any loss of light of no.61 Barlow Road's rear window especially at first floor level is not considered to be severe.

The proposed rear window within the rear extension is not considered to give rise to adverse privacy implications to those properties to the rear given the existing orientation of properties to the rear.

Due to the nature of the rear roof dormer, it would not give rise to any overbearing or loss of light implications. Although 1no. window would be inserted in the rear elevation, given the existing view onto the properties to the rear as existing, any adverse privacy implications would not be considered to be severe.

In short, the proposal is not considered to give rise to adverse residential amenity implications, pursuant to Policy SP1 and DM1 of the Core Strategy. Several conditions would be attached to any approval granted on the basis of residential amenity to protect the proposed and surrounding residents.

Design and Scale

A shop front would be installed and would take the form of aluminum windows and doors, with non-illuminated signage panel (no advertisement as part of this application). The existing front door at the site would remain as existing. Such arrangements would be considered appropriate in form and would mirror similar residential uses in the immediate area. As no colouration has been given to the proposed shop front, a condition requesting further information would be attached to any approval granted.

The two storey rear extension would have a projection of 1.5 metres and so be in accordance with Policy DC1.3 of the UDP which states that rearward extensions shall not exceed 3.65 metres. Further, it is to be noted a 3 metre ground floor rear extension has been approved at the site through 116360/FH/2017.

The rear roof dormer would be confined to the roof of the host property and could be considered similar to a roof extension that could be achieved through the route of permitted development for a residential dwellinghouse. Given the dormer would be sited only within the host property, would not exceed the ridge height of the host property and would be set back from the eaves, this element is considered appropriate in design and scale. It is noted that the dormer approved previously at the site under 116360/FH/2017 was larger in size.

Materials to be used throughout the proposal have been listed as:

- facing brick to extensions to match existing
- concrete tile hanging to dormer
- flat roof to dormer
- UPVC windows to dormer
- Alumimum shop front

Whilst the above information is considered acceptable, further information is required in relation to colouration and a materials condition would be attached to any approval granted.

In short, the proposal is considered acceptable on design grounds, pursuant to Policy SP1 and EN1 of the Core Strategy.

Highway Considerations

MCC Highway Services reviewed the proposal and raised no objection. They were happy the level of trips from the proposed retail shop could be accommodated within the surrounding area.

Highways requested cycle storage be available. Whilst cycle storage has been shown on the amended plans, no elevational or final finish details have been provided and so further information will be secured by condition.

It is to be noted that Highways assessment is based on the proposed Class E(A) retail shop use only. If the premise was to be used for another Class E use, this may result in different movements that would require further assessment.

Given the use of conditions, the proposal is considered acceptable in terms of highway considerations, pursuant to policies T1, SP1 and DM1 of the Manchester Core Strategy.

Environmental Considerations

In addition to the conditions discussed previously in the report, Environmental Health had concern with the proposed waste storage.

It was indicated that the commercial use of the building should not have access to the residential bin store, and it would need to be demonstrated that there was adequate space for separate stores. As such, a condition requesting waste arrangements would be attached to any approval granted.

A contaminated land watching brief would be attached to any approval granted.

Environmental Health requested an external plant condition be attached to any approval granted. As the agent confirmed via email on 28 July 2025 no external plant would be installed and if it were it would require planning permission in its own right such a condition is omitted from the decision notice of any approval granted.

Proposed Use

A condition would be attached to any approval granted ensuring the ground floor use is limited to Class E(a) only to protect the amenities of the surrounding uses and residents and based upon the information that has been submitted and divulged as part of this application. It is noted that other Class E uses may give rise to other impacts that would require further consideration and supporting information. Similarly, a condition restricting the residential accommodation would also be attached to any approval granted.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. Officers have worked with the applicant/agent in a positive and proactive manner, further information and a revised scheme

has been received to satisfy information requested and appropriate conditions have been placed on the approval granted.

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:

-Drawing- Location Plan, numbered 16.25. BR-104 A, received by the City Council as Local Planning Authority on 9 June 2025.

-Drawing- Proposed- Section & Elevations, numbered 16.25 BR-103 C, received by the City Council as Local Planning Authority on 15 July 2025.

-Application Form, received by the City Council as Local Planning Authority on 30 July 2025.

-Drawing- Proposed- Floor Plans, numbered 16.25 BR-102C, received by the City Council as Local Planning Authority on 30 July 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to saved policies DC26 of the Manchester City Councils Unitary Development Plan and policy DM1 & SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

3) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of users of the extension, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

4) Before first occupation, the ground floor WC window as shown on the approved 'Drawing- Proposed- Floor Plans, numbered 16.25 BR-102C', received by the City Council as Local Planning Authority on 30 July 2025, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

5) Notwithstanding the details as specified within condition 2, prior to any above ground works commencing, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority.

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

6) Notwithstanding the details as specified within condition 2, prior to any above ground works commencing, final details of the specifications, elevations, siting and appearance of the cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

7a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The approved 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 occupation of the development a verification report shall 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 verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Core Strategy policies DM1 and SP1.

8a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to first occupation of the residential units to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to Core Strategy policies DM1 and SP1.

9a) Notwithstanding the details as approved within condition 2, before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) 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 SP1 and DM1 of the Core Strategy.

10) The ground floor Class E (a) retail premises as indicated on the approved plans shall not be open outside the following hours:

Monday to Friday 07:30 to 18:00

Saturday 07:30 to 18:00

Sunday 9:00 to 18:00

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policy DC26 of the Unitary Development Plan for the City of Manchester.

11) Deliveries, servicing and collections, including waste collections to the ground floor Class E (a) retail premises shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00,

Sundays/Bank Holidays no deliveries/waste collections.

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

12) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

13) Notwithstanding the provisions of the Town and Country Planning (Use Classes Order) 1987 as amended (or any order revoking and re-enacting that Order with or without

modification) the ground floor use as indicated on the approved plans shall only be used for the provision of Class E (a) and for no other purpose including within Class E, unless expressly approved by the City Council as local planning authority.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without the prior approval of the local planning authority pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential unit shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Construction 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 applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email highwaylicences@manchester.gov.uk.

3) The permission does not confer consent for any signage at the site.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Environmental Health
Highway Services

61A Barlow Road, Manchester, M19 3DB
2B Charlton Road, Manchester, M19 3DE
22 Emley Street, Manchester, M19 3BZ
1 Cleveland Avenue, Manchester, M19 3FA
61 Barlow Road, Manchester, M19 3DB
4 Charlton Road, Manchester, M19 3DE
Flat 6, 22 Emley Street, Manchester, M19 3BZ
Flat 5, 22 Emley Street, Manchester, M19 3BZ
Flat 4, 22 Emley Street, Manchester, M19 3BZ
Flat 3, 22 Emley Street, Manchester, M19 3BZ
Flat 2, 22 Emley Street, Manchester, M19 3BZ
Flat 1, 22 Emley Street, Manchester, M19 3BZ
3 Cleveland Avenue, Manchester, M19 3FA
2 Charlton Road, Manchester, M19 3DE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Area Team Boundary - Name: NORTH AREA