

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142726/FO/2025

Date registered valid: 28 May 2025

Proposal: Erection of single storey side extension to existing grocery store with external cycle storage for staff and installation of new cycle shelter to the front of the building, and retention of PV panels in connection with replacement roof.

Address: 89 Albany Road, Manchester, M21 0BN

Ward(s): Chorlton Ward

Applicant: Mr Dvir Newman, Unicorn Grocery

Agent (if any): Sarah Renshaw, MCAU

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

Recommendation: Approve

Date of recommendation: 13 October 2025

Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 10 June 2025

Standard consultations:

Printed: 10 July 2025 Expired: 30 July 2025

Neighbour notifications

Printed: 10 July 2025 Expired: 24 July 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 89 Albany Road within the south Manchester ward of Chorlton. The application property is a longstanding retail premises 'Unicorn Grocery'. The property is served by a dedicated car parking area to the south accessed via Albany Road. The building is two storeys to the Manchester Road frontage and single storey to the rear where it borders the Metrolink line to the east.

The applicant site subject to this location is the area to the north of the site. This area is covered by a recently constructed roof with solar panels and the staff entrance accessed from Manchester Road which is currently home to a covered bike store area, and external access stairs to the first floor. A bike store is also proposed to sit close to the most north western point of the site and sit in front of the established elevation of Manchester Road.

Description of area

The applicant site sits to the north of the Chorlton District Centre. The site of the former Chorlton Leisure Centre building lies to the north of the site which at the time of the site visit was under construction for a residential scheme led by MSV Housing.

Description of development

The current application seeks consent for the erection of single storey side extension to existing grocery store with external cycle storage for staff and installation of new cycle shelter to the front of the building, and retention of PV panels in connection with replacement roof.

The single storey side extension would wrap into the existing built form at the site to create new customer toilets for the shop. One of the two toilets to be constructed would offer a disabled toilet. The extension would have approximate dimensions of Height: 3.2 x Length: 3.6 x Width: 3.5 metres. 2no. aluminium windows would be inserted in the toilet extension (1no. window within the front elevation and 1no. window within the side elevation). A composite timber screen would be sited above to screen plant.

Covered cycle storage would be positioned within the staff entrance (a pedestrian gate located off Manchester Road). As existing, the area has a covered bike storage area. As a result of the proposal, two tiered cycle stands would be installed in the same location.

A new cycle shelter would be installed to the front of the building. This would sit forwards of the building line and sit in the private space connected to the site, behind the public footpath of Manchester Road. The cycle shelter would be a Vestre cover cycling shelter, cover roof with sedum roof. Underneath the shelter would sit a Vestre Sinus bike store.

This permission would also seek consent for the retention of the replacement roof and PV panels, as can be seen on the site.

A materials schedule was provided for review during the course of the application:

Unicorn Grocery Schedule of External Materials - SH005 12th August 2025			
Element	Description	Drawing	Example Image
ELEVATION MATERIAL ELEMENTS			
Existing building for reference			
Render Finish	Grey Render finish to complement existing building k-render-silicone-k1-grey_625	P-1-210 - GA Proposed Elevations	
Composite timber screen to plant	Composite timber screening to plant area - timber look finish to match that of existing building cladding at high level.	P-1-210 - GA Proposed Elevations	
Aluminium windows	Grey aluminium windows to match that of existing building at high level. Windows are to toilet area so glass will be obscured.	P-1-210 - GA Proposed Elevations	
Cycle Shelter	Vestre Cover cycling shelter. Cover roof with sedum finish. Legs, hot-dip galvanised and powder-coated steel	P-1-210 - GA Proposed Elevations	
Cycle Shelter - stand beneath shelter	Vestre Sinus bike rack, space-saving rack. Extra high-gauge steel, hot-dip galvanised and powder-coated steel.	P-1-210 - GA Proposed Elevations	

Negotiations during the course of the Application

During the course of the application, the LLFA raised concerns with the application given the proximity of the site and development to the Longford Brook culvert. The LLFA had pre-determination requirements to investigate the culvert and present appropriate proposals. A dialogue took place between the LLFA and the developer during the course of the application.

Clarification was sought in relation to the proposed windows within the extension.

Further information was requested and supplied in relation to materials for the development.

The plans made reference to a new cycle shelter to the side of the building, to the north western corner of the site. Such piece of development was not listed within the description of development and so was added into the proposal. A short re-notification was undertaken for neighbours and consultees to review such amendments.

The agent confirmed on 15 July 2025 that the inclusion of the space to accommodate the new external cycle store would not impact the threshold de minimis, to ensure BNG contributions were not required for the application.

Planning History

141163/JO/2024- Variation of Condition 2 (specified plans) attached to planning permission 134387/FO/2022 to include additional storage.

Approved 22.11.2024

*It is to be noted that the scheme above had consent for development of a similar footprint including the creation of two disabled toilets within a side extension. It appears such consent has been under-implemented.

134959/AO/2022-Advertisement consent for the display of 3 no. Illuminated high level fascia signs.

Approved 09.11.2022

134387/FO/2022 - Erection of a two storey side extension to retail store following the demolition of the existing single storey extension.

Approved 14.10.2022

129925/NMC/2021-Non Material Amendment to planning permission 128390/FO/2020 to allow alterations to front canopy, alterations to glazing either side of main door and increase the thickness of the roof to the trolley store in order to accommodate the sedum roof system.

Approved 29.04.2021.

128390/FO/2020 -Replacement of the existing single storey extension and alterations to windows, alterations to the car parking arrangement, including new cycle parking and trolley parking .

Approved 18.12.2020.

115590/LE/2017 - Certificate of Lawful Existing Operation for the loading and unloading of deliveries outside the hours of 1100 hours to 1700 hours seven days a week.

Approved 30.06.2017.

ENF/13429/16- Enforcement Enquiry. 5 October 2016.

098451/FO/2012/S1 - Erection of first floor extension, installation of replacement windows and rendering to first floor elevations.
Approved 13.04.2012

098452/FO/2012/S1 - Erection of first floor rear extension, installation of replacement windows and installation of timber cladding to first floor elevations.
Approved 13.04.2012

Further planning history can be found prior to the current plan period of 2012.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received during either the initial or re-notification period.

Highway Services

Initial consultation response:

- Highways are satisfied that there will be no adverse impact on the adjacent road network as a consequence of the development.
- There will be no change to on-site customer car parking.
- Six additional cycle parking places will be provided within the site; this arrangement is acceptable.
- The pedestrian access points are acceptable to Highways. For the avoidance of doubt, all external entrance doors (with the exception of fire doors) should be inwardly opening in order to prevent obstruction on the adjacent footway.
- It is expected that refuse servicing will continue as present.
- Should the planning application be approved it is required that a Construction Management Plan be conditioned.
- The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk
- The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Re-notification consultation response:

No comments were received beyond those outlined above.

Transport For Greater Manchester

Initial consultation response:

The location of the proposed works for the development is sufficiently remote from the Metrolink operational boundary that we have no comments to make from a Metrolink perspective in respect of this application.

Re-notification consultation response:

The quantum of development does not trigger the requirement for a highway impact review by TfGM.

Manchester Airport Safeguarding Officer

Initial consultation response:

The aerodrome safeguarding authority for Manchester Airport confirmed they had no objection to this development.

Re-notification consultation response:

Still have no objections. Provided informatives for the developer's review:

The applicant's attention is drawn to the procedures for crane and tall equipment notifications please see:

-The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

-Any increase in the population of certain species of birds in this area could increase the bird strike risk at Manchester Airport. Birds are attracted to the relative warmth, shelter and security afforded by photovoltaic panels. Therefore, the perimeter of the array should ideally be bird proofed or installed with minimal spacing between the roof and the array to prevent access to birds. Alternatively, the site owner should commit to monitoring the roof on a regular basis and take deterrence action should gulls, pigeons or corvids be attracted to the installation.

Manchester Airport undertakes periodic checks of its surroundings to ensure that no installations create an increased bird strike risk, and the applicant is reminded of their obligations under the Air Navigation Order Part 10:240 & 241.

It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Chorlton Civic Society

Chorlton Civic Society were consulted, but no responses were received.

Greater Manchester Police

Greater Manchester Police suggested the following recommendations:

-Any new external doors are certified to a Secured by Design recognised standard.

-Any existing alarm systems should be extended to the extension (i.e. contacts on external doors and PIRs with the building).

-Avoid positioning any potential climbing aids near the single storey extension, which could allow an offender to easily scale the building and target the upper floor windows.

Mosscafe Housing Limited

MSV were consulted during the course of the application, given the site to the north of the applicant property is owned by MSV. No comments were received during the course of the application.

MCC Flood Risk Management

Initial comments:

The Minor Extension Flood Risk Assessment Proforma is accepted with no edits required. However, our asset register indicates the presence of culverted ordinary watercourse onsite. The LLFA therefore have pre-determination requirements to investigate the culvert and present appropriate proposals.

The following matters as a minimum should be resolved pre-determination. Reason: Policy EN14:

Where a culverted ordinary watercourse is indicated beneath the site, further investigation is required and the development proposal should account for its presence. We recommend the LPA should uphold Policy EN 14 due to the risk of collapse and flooding associated with inappropriate development around culverted watercourses. The applicant must reach Approval on Table 1: Investigation and Table 2: Masterplanning.

Culvert:

MCC records highlight that the underground Longford Brook is located on site, while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>.

Further information was supplied by the agent and the LLFA responded on 6 August 2025 with the following comments:

The additional information provided by the applicant does not fully address our concerns regarding the culverted watercourse (Longford Brook) on site.

We therefore have remaining pre-determination requirements to investigate the culvert and present appropriate proposals:

- An appropriate easement from the culverted watercourse is required, or a statement of confirmation from the project engineer that the proposed easement and foundations are appropriate to safeguard both foundations & culvert asset.
- Further culvert investigation is required. The route of the culvert has been stated by the applicant as 'assumed' on the provided plans.
- There is also potential for damage to the culvert to occur during earthworks as part of the proposed development, given the close proximity of the proposed development to the culvert. Further information is required to satisfy us that the culvert will be safeguarded during groundworks and construction.

Further information was supplied by the agent and the LLFA responded on 3 September 2025 with the following comments:

The additional information provided by the applicant does not fully address our concerns regarding the culverted watercourse (Longford Brook) on site:

- The culvert survey data provided on drawing 45734MCUG-01 is incomplete. Much of the route is noted as Quality Level “B3 (horizontal location by one geophysical technique but with none or poor depth information)” or “B4 (undetectable service present shown as an assumed route)”. There is insufficient confidence in the survey to confirm the exact route, dimensions, and invert levels of the existing culvert.
- The applicant has stated that no easement is proposed from the culvert, but that “the foundations are appropriate to safeguard both foundations & culvert asset”. Further evidence is required to support this statement.
- The applicant has stated that they have informed the contractor of the presence of the culvert on site and have provided risk assessments highlighting the culvert. However, details of the proposed earthworks/foundation works and associated mitigation have not been provided.

We are currently unable to approve the proposed development, as the information provided is not sufficient to guarantee the long-term safety of the culvert and the proposed buildings.

We therefore have remaining pre-determination requirements to investigate the culvert and present appropriate proposals:

- Confirmation within a formal document(s) including assessment of the proposals by suitably qualified engineers that the proposed design (including proposed foundations and cross-sections) and masterplan (including the proposed easements from buildings, and proposed build-over) are appropriate to avoid over-loading of the culvert, and to ensure the ongoing safety of the culvert and proposed buildings.
- Further culvert investigation is required to confirm the exact route, dimensions, and invert levels of the existing culvert. Please provide a finalised easement plan detailing the proposed development, Longford Brook route, culvert diameter, cover/invert levels and including easement dimensions. For minimum easement standards – see this link.
- Please provide details of the proposed earthworks/foundation works, including details on how the culvert will be safeguarded during groundworks and construction, and confirmation from suitably qualified engineers that these measures are sufficient.

Following such response, the agent provided new raft slab reinforcement layout and detail drawing (drawing number: P10682-24-200 B), provided risk analysis details, provided photographic evidence of the culvert at the site. It was confirmed by the developer that the culvert as seen on site matched the records and surveys of the culvert as provided by the agent.

Cadent Gas

Although not consulted, Cadent Gas made contact during the course of the application.

Cadent Gas confirmed they had no objection from a planning perspective, but requested an informative be placed on any approval granted.

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 EC9 (South Manchester) (states District Centres of Chorlton will be suitable for mixed use development providing local needs and services)

Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington) (states there is capacity for convenience floorspace, specifically in Chorlton District Centre, where an increase in capacity should be accommodated at existing facilities. The policy sets out that new development should contribute to the character of the centre and provide environmental improvements.)

Policy EN1 (Design Principles and Strategic Character Areas)

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

Policy 14 (Flood Risk)

Policy EN 16 (Air Quality)

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 CABE 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.

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

ISSUES

Principle of Development

The application seeks planning consent for the erection of single storey side extension to existing grocery store with external cycle storage for staff and installation of new cycle shelter to the front of the building, and retention of PV panels in connection with replacement roof. Given the proposal would improve the toilets at the grocery shop, would increase cycle parking provision for staff and would retain renewable energy options, such development is considered acceptable in principle. The proposal would be pursuant to Policy C6 of the Core Strategy which states that the increase in floor space can be accommodated in Chorlton District Centre in existing facilities. It is to be noted the same floor space was previously approved at the site (see planning ref:141163/JO/2024). The additional provision of cycle storage would be in accordance with Policy T1 of the Core Strategy to increase sustainable transport options. The replacement roof and PV panels would ensure the building is fit for purpose, whilst using renewable energy, pursuant to Policy EN4 of the Core Strategy. Notwithstanding this, consideration must be given to the proposed developments design and appearance, to the proposal's impact upon the character of the area within which it is located and its impact upon residential amenity.

Residential Amenity and Access

The proposed single storey side extension to the existing grocery store would create 2no. toilets for the shop's use, one of which would be a disabled toilet. The alterations have taken accessibility for the customers into consideration. Two windows would face onto the courtyard used by staff (one within the front elevation and one within the side elevation). To ensure the privacy of the staff and customers, a condition would be attached to any approval granted, ensuring the windows are obscure glazed.

The side extension would sit behind the existing timber boundary treatment at this section of Manchester Road and so the extension would not be easily visible to surrounding properties. As such, the extension would not give rise to any amenity implications to surrounding properties.

The proposed cycle storage to be sited within the courtyard would replace the existing single storey cycle store provision and so would increase the amount of cycle storage, as it would be a two tiered cycle rack. Again, due to the existing timber boundary treatment at this section of Manchester Road, the extension would not give rise to any amenity implications to surrounding properties.

The new cycle shelter to the front of the building would be visible from Manchester Road. As the structure would relate to a shelter with cycle loops underneath, the proposal would not result in an overly large structure and would be seen in context with the trolley store and other cycle provision close to the front entrance of the shop. As such, the proposal would not create an overbearing or overly large structure in the streetscene.

The retention of PV panels in connection with replacement roof would not be easily seen given it is at roof level and so would not create any adverse residential amenity implications.

For the avoidance of doubt, the hours of opening condition is re-imposed to control the replacement floorspace.

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.

Design and Scale

The proposed side extension would wrap into the existing extension to the north of the site and would be small in scale and considered appropriate in its context. The extension would be constructed with a render finish, aluminum windows and would have a composite timber screen to the plant. A materials schedule was provided for consideration during the course of the application. The composite timber screen would match that of the existing cladding of the building at high level and so would match the existing material palette of the existing property and so be considered acceptable. The grey aluminum windows would match those within the host property and so be considered acceptable and sympathetic to previous development at the site. The proposed K render would similarly match the existing circumstances. The materials listed are considered acceptable and would be conditioned accordingly within any approval granted.

The existing cycle store within the curtilage of the existing courtyard would be changed to a two tier bike store. Whilst a photo image of the bike store was provided for review, limited to scale plans/ product information was provided for review and so a condition requesting further information would be attached to any approval granted.

The new cycle shelter to the front of the building would take the form of a Vestre cover cycling shelter with stands underneath. Such stands would match those seen elsewhere across the site and so have continuity in design. However, limited to scale plans/ product information was provided for review and so a condition requesting further information would be attached to any approval granted.

Retention of PV panels in connection with replacement roof is seen on site and consists of a replacement composite roof with solar panels on ballasted stands. Such equipment can be seen on site and is considered to be acceptable in respect of design.

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

Highways

Colleagues in Highway Services reviewed the application and raised no objection to the development. Highways requested a Construction Management Plan be attached to any approval granted. A condition to this effect would be attached to any approval granted.

Informatives relating to MCC Highways Licensing Team and pedestrian and traffic management would be attached to any approval granted.

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

Security

Greater Manchester Police suggested the following recommendations:

- Any new external doors are certified to a Secured by Design recognised standard.
- Any existing alarm systems should be extended to the extension (i.e. contacts on external doors and PIRs with the building).
- Avoid positioning any potential climbing aids near the single storey extension, which could allow an offender to easily scale the building and target the upper floor windows.

GMP raised no concerns in regard to the proposed cycle shelter to be sited against the public footpath of Manchester Road.

The applicant reviewed the recommendations and could comply with the suggestions. In regard to the potential climbing aids near the single storey extension, it is noted that no further measures need to be undertaken by the applicant in this respect, given the external steps sited close to the extension that could be used by an intruder to reach the first floor.

Given due consideration to security implications, the proposal is considered pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Airport Safeguarding

Given the proposal related to the retention of the replacement roof and PV panels, the Manchester Airport Safeguarding Officer was consulted on the application. The Officer confirmed they had no objection to the development and an informative with guidance notes would be attached to any approval granted.

As such, the proposal is considered pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Drainage Considerations- Culvert

The LLFA records the underground Longford Brook is located on site. The LLFA requested further investigation and the development proposal should account for its presence. Information was supplied to the LLFA on multiple counts. This included photographic evidence of the culvert at the site. It was confirmed by the developer that the culvert as seen on site matched the records and surveys of the culvert as provided by the agent. On balance, having reviewed the LLFA concerns and the information put forwards by the agent and given the same footprint of development has been previously approved on the site where no condition relating to the culvert was placed on any approval granted, it would be unreasonable to request further information by condition. An informative would be placed on any approval granted relating to the culvert and the supporting documents would be recorded within the specified plans list. As such, the developer is considered to satisfy the LPA's concerns in relation to the culvert and the proposal can be considered pursuant to Policy EN14 of the Core Strategy.

BNG

During the course of the application, the additional element of works of the external bike store to the site adjacent to the public highway on Manchester Road was added into the description of development. The agent via email on 15 July 2025 confirmed the area of the side extension and bike store in total does not go over the threshold de minimis, in total both areas would still impact less than 25 square meters. As such, BNG contributions are not required, and no further action is required for this development.

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 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:

-Application Form, received by the City Council as Local Planning Authority on 16 April 2025.

-Drawing- Location Plan, received by the City Council as Local Planning Authority on 16 April 2025.

-Supporting Information- Warehouse Section BB, received by the City Council as Local Planning Authority on 16 May 2025.

-Flood Risk Information- Minor Extension Flood Risk Assessment Proforma, received by the City Council as Local Planning Authority on 28 May 2025.

-Flood Risk Information- Flood Risk Assessment Data, received by the City Council as Local Planning Authority on 29 May 2025.

-Drainage Information- Drainage Survey ref. 45734MCUG-01, received by the City Council as Local Planning Authority on 11 August 2025.

-Drainage Information- Indicative Drainage Plan ref. LOOP-344-T-1-125, received by the City Council as Local Planning Authority on 11 August 2025.

-Drawing- Proposed- Roof Plan, numbered P-1-101 REV B, received by the City Council as Local Planning Authority on 12 August 2025.

-Drawing- Proposed- Ground Floor Plan, numbered P-1-110 REV D, received by the City Council as Local Planning Authority on 12 August 2025.

-Drawing- Proposed- First Floor Plan, numbered P-1-111 REV D, received by the City Council as Local Planning Authority on 12 August 2025.

-Drawing- Proposed- South Elevations, numbered P-1-211 REV B, received by the City Council as Local Planning Authority on 12 August 2025.

-Supporting Information- Schedule of Materials, received by the City Council as Local Planning Authority on 12 August 2025.

-Drawing- Proposed- New Raft Slab Reinforcement Layout and Details, numbered P10682-24-200 B, received by the City Council as Local Planning Authority on 4 September 2025.

-Correspondence- Email re Position of Culvert, received by the City Council as Local Planning Authority on 29 September 2025.

-Supporting Information- Photo showing Culvert Position, received by the City Council as Local Planning Authority on 29 September 2025.

-Drawing- Proposed- Elevations, numbered P-1-210 REV C, received by the City Council as Local Planning Authority on 8 October 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) The 2no. bathroom windows as shown on the approved 'Drawing- Proposed- Ground Floor Plan, numbered P-1-110 REV D', received by the City Council as Local Planning Authority on 12 August 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.

4) The materials to be used throughout the side extension hereby permitted shall be implemented in accordance with the approved details as set out in 'Supporting Information-Schedule of Materials', specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

5) Notwithstanding the details as specified within condition 2, prior to any above ground works, final details of the specifications, elevations, siting and appearance of the cycle storage approved throughout the scheme 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.

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

Monday to Friday - 09.00hrs to 19.00 hrs

Saturdays - 09.00 hrs to 18.00 hrs

Sundays and Bank Holidays - 11.00 hrs to 17.00 hrs

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

7) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

i. Display of an emergency contact number;

ii. Details of wheel washing;

iii. Compound locations where relevant;

iv. Location, removal and recycling of waste;

v. Routing strategy and swept path analysis;

vi. Parking of construction vehicles and staff;

vii. Sheeting over of construction vehicles.

viii. Parking of construction vehicles and staff;

viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

2) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

Any increase in the population of certain species of birds in this area could increase the bird strike risk at Manchester Airport. Birds are attracted to the relative warmth, shelter and security afforded by photovoltaic panels. Therefore, the perimeter of the array should ideally be bird proofed or installed with minimal spacing between the roof and the array to prevent access to birds. Alternatively, the site owner should commit to monitoring the roof on a regular basis and take deterrence action should gulls, pigeons or corvids be attracted to the installation. Manchester Airport undertakes periodic checks of its surroundings to ensure that no installations create an increased bird strike risk, and the applicant is reminded of their obligations under the Air Navigation Order Part 10:240 & 241.

3) MCC records highlight that the underground Longford Brook is located on site, while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link: <https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>.

4) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions. Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

5) Greater Manchester Police recommend the following:

- Any new external doors are certified to a Secured by Design recognised standard.
- Any existing alarm systems should be extended to the extension (i.e. contacts on external doors and PIRs with the building).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
Chorlton Civic Society
Greater Manchester Police
Mosscafe Housing Limited
MCC Flood Risk Management
MCC Flood Risk Management
Highway Services
Chorlton Civic Society
Manchester Airport Safeguarding Officer
Transport For Greater Manchester

111A Manchester Road, Chorlton, Manchester, M21 9PG
113 Manchester Road, Chorlton, Manchester, M21 9PG
Flat 11, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 12, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 6, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 5, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 8, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 7, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 10, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 9, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 13, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 20, 102 Manchester Road, Chorlton, Manchester, M21 9BG
95 Manchester Road, Chorlton, Manchester, M21 9GA
93 Manchester Road, Chorlton, Manchester, M21 9GA
102D Manchester Road, Chorlton, Manchester, M21 9BG
109B Manchester Road, Chorlton, Manchester, M21 9GA
105 Manchester Road, Chorlton, Manchester, M21 9GA
95B Manchester Road, Chorlton, Manchester, M21 9GA
109A Manchester Road, Chorlton, Manchester, M21 9GA
109 Manchester Road, Chorlton, Manchester, M21 9GA
95D Manchester Road, Chorlton, Manchester, M21 9GA
Flat Above, 101 Manchester Road, Chorlton, Manchester, M21 9GA
First Floor, 108 Manchester Road, Chorlton, Manchester, M21 9PQ
102C Manchester Road, Chorlton, Manchester, M21 9BG
102B Manchester Road, Chorlton, Manchester, M21 9BG
97A Manchester Road, Chorlton, Manchester, M21 9GA
105A Manchester Road, Chorlton, Manchester, M21 9GA
103A Manchester Road, Chorlton, Manchester, M21 9GA
95E Manchester Road, Chorlton, Manchester, M21 9GA
108 Manchester Road, Chorlton, Manchester, M21 9TX
Flat 14, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 15, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 17, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 16, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 19, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 4, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 3, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 2, 102 Manchester Road, Chorlton, Manchester, M21 9BG

Flat 1, 102 Manchester Road, Chorlton, Manchester, M21 9BG
102A Manchester Road, Chorlton, Manchester, M21 9BG
Flat 21, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 22, 102 Manchester Road, Chorlton, Manchester, M21 9BG
Flat 18, 102 Manchester Road, Chorlton, Manchester, M21 9BG
101 Manchester Road, Chorlton, Manchester, M21 9GA
107 Manchester Road, Chorlton, Manchester, M21 9GA
99A Manchester Road, Chorlton, Manchester, M21 9GA
97 Manchester Road, Chorlton, Manchester, M21 9GA
103 Manchester Road, Chorlton, Manchester, M21 9GA
Flat Above, 107 Manchester Road, Chorlton, Manchester, M21 9GA
99 Manchester Road, Chorlton, Manchester, M21 9GA
111B Manchester Road, Chorlton, Manchester, M21 9PG
Mary And Archie, 111 Manchester Road, Chorlton, Manchester, M21 9PG
Chorlton Telephone Exchange, Albany Road, Manchester, M21 0BN
Flat 19, 4 Redgates Walk, Manchester, M21 9GF
Flat 30, 6 Redgates Walk, Manchester, M21 9GF
Flat 24, 4 Redgates Walk, Manchester, M21 9GF
Flat 21, 4 Redgates Walk, Manchester, M21 9GF
Flat 27, 6 Redgates Walk, Manchester, M21 9GF
95A Manchester Road, Chorlton, Manchester, M21 9GA
Flat 26, 6 Redgates Walk, Manchester, M21 9GF
Flat 28, 6 Redgates Walk, Manchester, M21 9GF
Flat 20, 4 Redgates Walk, Manchester, M21 9GF
Flat 25, 6 Redgates Walk, Manchester, M21 9GF
Flat 22, 4 Redgates Walk, Manchester, M21 9GF
Flat 23, 4 Redgates Walk, Manchester, M21 9GF
Flat 29, 6 Redgates Walk, Manchester, M21 9GF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA