

Planning & Design Statement

Milan Group Mcr

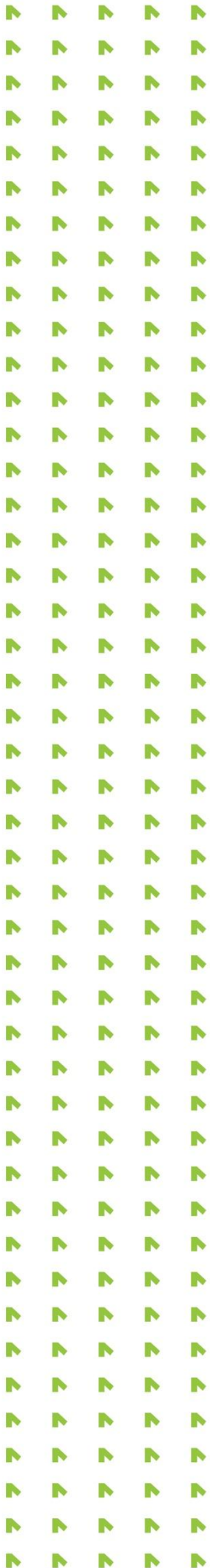
Nos 579-581 Barlow Moor Road

Manchester M21 8AE

Regulated by RTPi

May
2025

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1. Decision Notice (**Ref 140033/FO/2024**)
2. Delegated Report (**Ref 140033/FO/2024**)

1 INTRODUCTION

- 1.1 This Planning and Design Statement has been prepared on behalf of Milan Group Mcr in support of a full planning application for a ground floor rear extension at Nos. 579-581 Barlow Moor Road, Chorlton M21 8AE to allow an enlarged restaurant kitchen facility.
- 1.2 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of the development proposal;
 - An assessment of relevant planning policy;
 - An appraisal of the relevant planning and design issues, and
 - Conclusions.
- 1.3 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale and appearance – in relation to the site's context. As such, the Statement meets the requirement to formally state how design and access issues have been considered.
- 1.4 The Statement should also be read in conjunction with the drawings package prepared by FOB Design UK.
- 1.5 The submissions conclude that the development proposal is acceptable and supportable in planning terms.

2 SITE AND SURROUNDINGS

- 2.1 The site relates to Nos. 579-581 Barlow Moor Road, which comprises a commercial unit at ground floor level with residential apartments above, as recently granted planning permission under **Ref 140033/FO/2024** and summarised within Section 3 of this Planning Statement.
- 2.2 The planning permission has been implemented, with construction works progressing at the site and all pre-commencement conditions due to be discharged by the Council in early June 2025.
- 2.3 The entire building extends over four floors (including basement) and is of traditional construction with brickwork elevations under a pitched tiled roof with gable features on the front roof slope. To the rear of the site is a dedicated refuse and cycle store which will be retained and reconfigured as part of this application.
- 2.4 The site benefits from a highly accessible location, positioned on the western side of the road close to the Chorlton Cross ('four banks') crossroads (between Barlow Moor Road and Wilbraham Road) within the District Centre of Chorlton.
- 2.5 The District Centre is a large, busy neighbourhood centre containing a wide variety of small-scale retail, food and drink and other commercial uses at ground level with residential floorspace at upper floor level. The area is highly accessible, with excellent access to public transport including buses and trams (GMAL rating 7).
- 2.6 Please refer to the extract of the site location plan and images of the site below and overleaf.

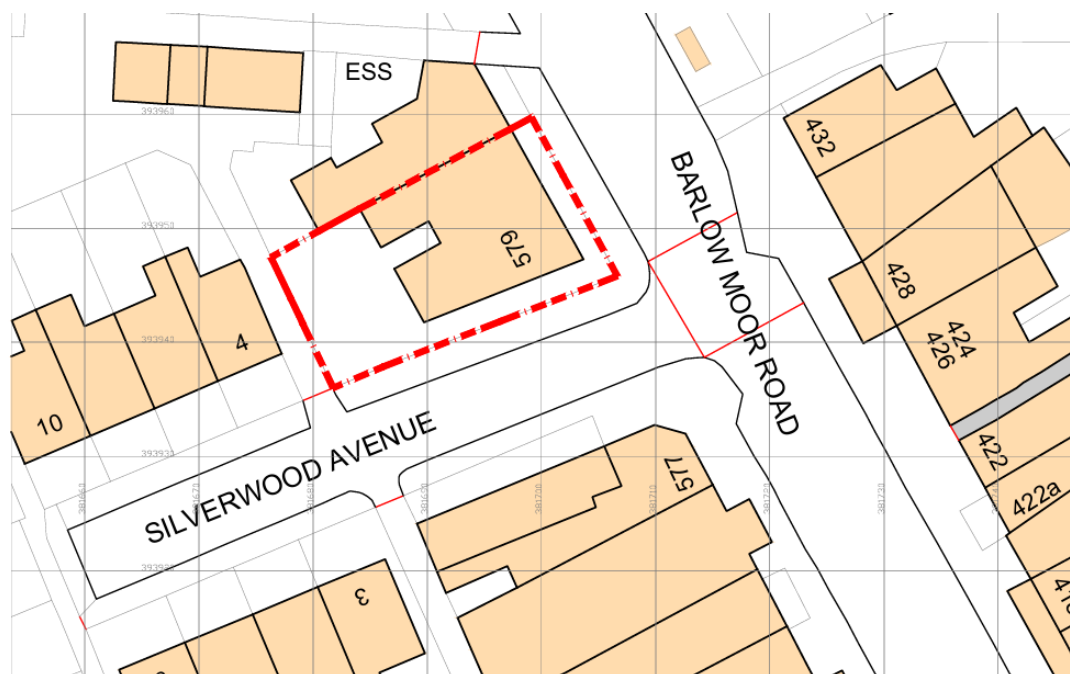


Image 1: Extract of Site Location Plan



Image 2: Photograph of front elevation from Barlow Moor Road prior to the approval of Ref 140033/FO/2024.



Image 3: Photograph of rear elevation and car park facing towards Silverwood Avenue.



Image 4: Streetview image of Barlow Moor Road street scene facing south (with site visible in foreground). The image displays several commercial premises within the immediate street scene which contribute to the vibrant character of the District Centre.



Image 5: Overhead view of site facing north west.



Image 6: Overhead view showing the proposed development site (red) and large commercial rear extensions in the immediate vicinity (yellow)

3 PLANNING HISTORY

The Site

- 3.1 The site has been subject to one recent application of relevance as summarised below.
- 3.2 Application **Ref 140033/FO/2024** was recently approved on 17th December 2024 for the following:
- *Erection of single-storey front, side and rear extensions; and change of use of first and second floors to create 2 no.1 bed self-contained apartments and 3 no. 2 bedroom apartments (Class C3) together with the installation of bike and bin stores and associated elevational alterations* (Please refer to the Decision Notice and Delegated Report enclosed at **Appendix 1** and **2**).
- 3.3 As mentioned in Section 2, this planning permission has been implemented, with construction works progressing at the site and all pre-commencement conditions due to be discharged by the Council in early June 2025.
- 3.4 Shortly after the application was approved, it became clear to the applicant that the proposed kitchen area at ground floor level was not large enough. As a result, a slightly larger rear extension (projecting to the rear boundary by an additional 4 metres) has been brought forward as part of this application, as detailed within Section 4 below.

4 THE PROPOSAL

- 4.1 The development proposal relates to a single storey rear extension to the existing commercial building to create an enlarged kitchen.
- 4.2 This application follows the recently granted application (**Ref 140033/FO/2024**), which similarly sought approval for a single storey rear extension to allow an enlarged kitchen for the ground floor commercial unit.
- 4.3 Following initial works on site, it became apparent that the extension previously granted consent under **Ref 140033/FO/2024** was inadequate for a commercial kitchen. As a result, following careful consideration of the impact on neighbouring properties, the character of the surrounding area and the Council's Local Development Framework, this application has been brought forward to propose a slightly larger ground floor rear extension alongside a reorganised refuse and cycle store.
- 4.4 Importantly, the same number of cycle storage spaces and refuse stores will be re-provided, albeit in a more efficient layout on site, as detailed within the enclosed drawings package prepared by FOB Design.
- 4.5 The proposed external alterations are summarised in turn below:
- Ground floor rear extension with a width of 6.2 metres and projection towards the rear boundary of 8 metres to accommodate a new kitchen associated with the ground floor restaurant on site (representing an additional rear projection of 4 metres compared to the implemented planning approval); and
 - Re-positioning of external cycle and refuse stores at ground floor level.
- 4.6 The site is not located within a conservation area, albeit careful consideration has been afforded to ensure that all external elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing, whilst respecting the host property and visual character of the street scene.

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental net gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

Building a Strong and Competitive Economy

5.6 Chapter 6 of the NPPF emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is afforded to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. Furthermore, it is confirmed that planning policies and decisions should recognise and address the specific locational requirements of different sectors.

Promoting Sustainable Transport

5.7 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

- 5.8 The NPPF recognises the need for the planning system to promote an effective use of land. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.
- 5.9 Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for identified needs; proposals for which should be approved unless substantial harm would be caused. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 5.10 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 128 sets out that the planning system should support development that makes efficient use of land, taking into account the following:
- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;
 - c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) The desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) The importance of securing well-designed and beautiful, attractive and healthy places.

Achieving Well Designed Places

- 5.11 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:
- 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;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - 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);
 - Establish 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;
 - 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

- Create places that are safe, inclusive and accessible and which promote health and well-being.

Decision Taking

- 5.12 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

DEVELOPMENT PLAN

- 5.13 The Development Framework currently consists of the Manchester Core Strategy combined with several saved policies from the Unitary Development Plan (UDP) (2006).
- 5.14 Accordingly, the Core Strategy and UDP set out the detailed policies for consideration of planning applications within the City. The policies relevant to the assessment of the development proposal are summarised below.

Core Strategy

- 5.15 **Policy SP1 (Spatial Principles)** sets out the key spatial principles to guide the strategic development of Manchester to 2027. The following **Core Development Principles** state 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; and
 - 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.

- 5.16 **DM1 (Development Management)** states that development management should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations;
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

5.17 **Policy EC9 (South Manchester)** advises that development proposals in South Manchester should ensure efficient use of existing employment space. Economic development provision will be within District Centres such as Chorlton.

5.18 **Policy C2 (District Centres)** requires development to support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services.

6 PLANNING CONSIDERATIONS

- 6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

- 6.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of underutilised, previously developed land and buildings.
- 6.3 The NPPF directly advocates the promotion and support for the development of under-utilised land and buildings.
- 6.4 The site is positioned within an accessible, sustainable District Centre location with easy access to a range of sustainable transport modes.
- 6.5 The proposed external works to the vacant building will also serve to enhance its general appearance and help reintroduce an active ground floor use for the benefit of the District Centre and local community. The proposed enlargement of the single storey, ground floor extension to the rear will provide essential additional space for the ground floor restaurant and is considered to be acceptable in principle, particularly given the District Centre location.
- 6.6 By way of demonstration, the principle of the proposed development (in relation to the ground floor rear extension) was recently confirmed to be acceptable by the Council in their assessment of application **Ref 140033/FO/2024** at the site (please refer to the Delegated Report enclosed at Appendix 2).

Design

- 6.7 The site is not located within a conservation area, albeit careful consideration has been afforded to ensure that all external elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing, whilst respecting the host property and visual character of the street scene.
- 6.8 In considering the design of the previous ground floor rear extension on site, the Council concluded within Page 6 of the Delegated Report (enclosed at **Appendix 2**) that:

“The single storey extension is modest in size and typical of other commercial premises in the area, including the neighbouring premises, with only partial views available from outside the site along Silverwood Avenue.”

Whilst the extension proposed as part of this application extends to a depth of approximately 8 metres (which represents an additional extension to the rear boundary of 4 metres), its width and height will remain the same as approved in **Ref 140033/FO/2024**.

As a result, the proposal will not project any closer to Silverwood Avenue and is considered to have no significant negative impact upon views of the street scene down Silverwood Avenue.

6.9 Moreover it is noted that large single storey rear extensions comprise a clear part of the character of the area with significant rear extensions visible at Nos. 567, 569, 571, 573 and 575 Barlow Moor Road as depicted within images enclosed at Section 2.

6.10 Overall, the proposed development will enhance the appearance of the existing commercial unit. The rationalisation of refuse and cycle storage within the rear yard area will improve the visual amenity of the street scene (including Silverwood Avenue) as a whole in accordance with Policies DM1 and SP1.

Residential Amenity

6.11 The proposed development will not result in any unacceptable impact in terms of over-dominance, overlooking or overshadowing.

6.12 In a similar manner to the extant application **Ref 140033/FO/2024**, the rear extension will remain single storey with high level windows that face onto a blank gable and intervening alleyway.

6.13 Although the proposed rear extension will introduce a closer relationship between neighbouring buildings along Silverwood Avenue, the development reflects the relationship of a number of similar extensions in the immediate vicinity (as depicted within the images enclosed within Section 2) and confirmed by the Council at Page 7 of their Delegated Report (**Appendix 2**) which states:

“the extension reflects the relationship of a similar extension located at Rudy’s pizza restaurant to the other side of the Silverwood Avenue/Barlow Moor Road junction”.

6.14 Despite an increase in depth from 4 to 8 metres as part of this proposal this relationship is considered to remain in keeping with extensions to the rear of Nos 567-575 Barlow Moor Road regularly extending between 11-15 metres at ground floor level.

6.15 Additionally, given the blank elevation facing the nearest residential property at No. 4 Silverwood Avenue, it is not considered that there would be any adverse impact upon residential amenity of neighbouring properties as a result of this application.

6.16 Furthermore, the adjoining neighbouring property to the north is occupied in commercial use. Accordingly, there will be no harmful impact in regard to amenity.

Parking/Cycle/Refuse Provision

6.17 It is noted that the extant planning application **Ref 140033/FO/2024** which preceded this submission regularised the rear yard area of the site with the Council concluding at Page 8 of the Delegated Report (enclosed at **Appendix 2**):

“The proposed development would result in the removal of a small number of poorly arranged car parking spaces, resulting in zero provision for the development.

Highways consider that given the highly accessible location of the site and the car parking restrictions surrounding the site which would deter parking, the lack of available off-road car parking provision can be accepted in this location. This is particularly so, given the sustainable location of the site within

Chorlton district centre, with access to a range of shops and services, high frequency bus services along Barlow Moor Road and Wilbraham Road and with Chorlton Metrolink stop a short walk from the site.”

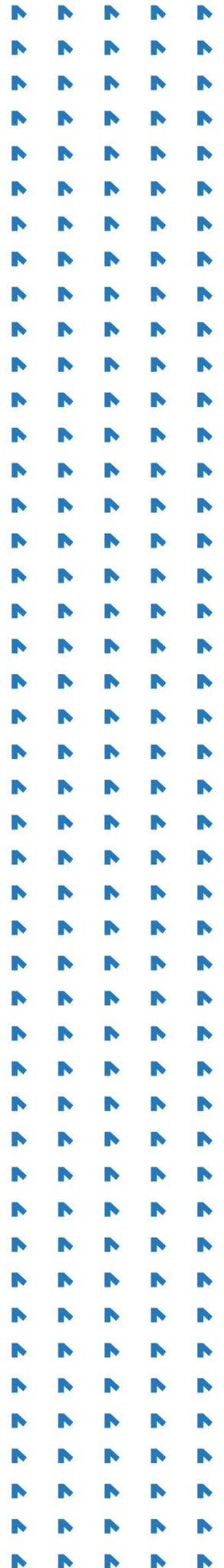
- 6.18 In a similar manner, this application proposes to improve the current situation with no vehicle parking proposed and the reorganisation of cycle and refuse stores to allow for the enlarged rear extension as detailed on the proposed ground floor plan.
- 6.19 The proposed scheme is therefore considered to remain compliant with Policy DM1 of the Core Strategy.
- 6.20 Furthermore, Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Against this background, we do not consider that there is any reason to refuse the scheme on highways grounds.

7 CONCLUSIONS

- 7.1 It is concluded that the revised development proposal is in accordance with the NPPF and the Council's adopted Development Plan. It therefore constitutes appropriate development and should be supported for the following reasons:
- The principle of improving commercial activity (and facilitating economic growth) on an existing site in a highly accessible District Centre location within the urban area, is clearly supported by national and local policy. The proposed scheme will enable an efficient, effective use of the site;
 - The proposed external works to the building will not have an adverse impact on the character of the surrounding area. The additional projection to the rear boundary of 4 metres (compared to the implemented planning consent) is modest in scale and harmonises with similar commercial rear extensions nearby (see Nos. 565-577 Barlow Moor Road), and
 - The revised external layout of the scheme maintains adequate provision for waste and cycle storage whilst having no unacceptable adverse impact upon the amenity of occupiers of any existing neighbouring properties.
- 7.2 Overall, the scheme adopts the principles of sustainable development in relation to social, economic and environmental factors. This is because it efficiently makes use of previously developed land that would not otherwise be used for cycle storage/vehicular parking/waste. The proposals thereby accord with the emphasis of national policy (set out within the NPPF), which confirms a presumption in favour of sustainable development.
- 7.3 In light of the above, the revised scheme has been demonstrated to comply with all relevant planning policies of the NPPF, adopted Local Plan (most notably Policies SP1, DM1, EC9, C2 of the Core Strategy) and should be considered acceptable.



Appendix 1



Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Milan Group Mcr
579 - 581 Barlow Moor Road
Manchester
M21 8AE

Agent (if used)

Mialex Ltd
Work.Life
Core
Brown Street
Manchester
M2 1DH

Part 1 – Particulars of the application/development

Proposal: Erection of single-storey front, side and rear extensions; and change of use of first and second floors to create 2 no.1 bed self-contained apartments and 3 no. 2 bedroom apartments (Class C3) together with the installation of bike and bin stores and associated elevational alterations

Location: 579 - 581 Barlow Moor Road, Manchester, M21 8AE

Date of application: 26 July 2024

Application number: 140033/FO/2024

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings referenced 18719-PL01/A, 18719-PL07/A, 18719-PL09/A, 18719-PL10/A,, 18719-PL11/A, received by the City Council as Local Planning Authority on 16 May 2024, drawing referenced 18719-PL12, received by the City Council as Local Planning Authority on 26 July 2024 and drawing referenced 18719-PL08/3, received by the City Council as Local Planning Authority on 5 September 2024.

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) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) Within 1 month of the date of this planning permission, a schedule of days and hours of operation for the use of the conservatory seating area, as shown on drawing referenced 18719-PL07/A, received by the City Council as Local Planning Authority on 16 May 2024, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The conservatory area shall only be used in accordance with the approved details.

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

5) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy

6) No music or amplified sound shall be played within the conservatory seating area, as shown on drawing referenced 18719-PL07/A, received by the City Council as Local Planning Authority on 16 May 2024, at any time.

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

7) a) Notwithstanding details submitted, prior to the apartments hereby approved being occupied, a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Moor Road and nearby commercial uses shall be submitted to and approved in writing by the City Council as Local Planning Authority. The potential

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

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 report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy.

8) a) Any new 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.

b) Within 1 month of the equipment becoming operational, a verification report shall be submitted to and agreed in writing by the City Council as Local Planning Authority to validate that any external equipment conforms to the requirements of part a of this condition.

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 preexisting background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan and policies DM1 and SP1 of the Manchester Core Strategy.

9) a) Notwithstanding details submitted, fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a more detailed scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use commences.

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. The development shall only operate in accordance with the agreed details and shall be retained and maintained thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy. A schematic

diagram from the proposed kitchen extract system is required to identify where the abatement and silencing equipment will be fitted.

10) The cycle storage area shown on drawings referenced 18719-PL07/A and 18719-PL12 received by the City Council as Local Planning Authority on 16 May 2024 and 26 July 2024 respectively, shall be implemented in full prior to the apartments hereby approved being occupied and shall remain available for use at all times thereafter.

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) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until a revised scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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 public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy. Further bins are required for the residential use.

12) Prior to the commencement of development, a construction management/fit-out plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

13) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping

accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

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) none of the residential units hereby approved 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 2020, 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).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. The applicant should verify such details by contacting Electricity North West, Land Rights & Consents, Frederick Road, Salford, Manchester M6 6QH.

Furthermore, should there be a requirement to divert the apparatus because of the proposed works, the applicant should be advised that the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment. This includes carrying out works incidental to any of these purposes and this could require works at any time of day or night. The Electricity Services Desk (Tel No. 0800 195 4141) will advise on any issues regarding diversions or modifications.

Date: 17 September 2024

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

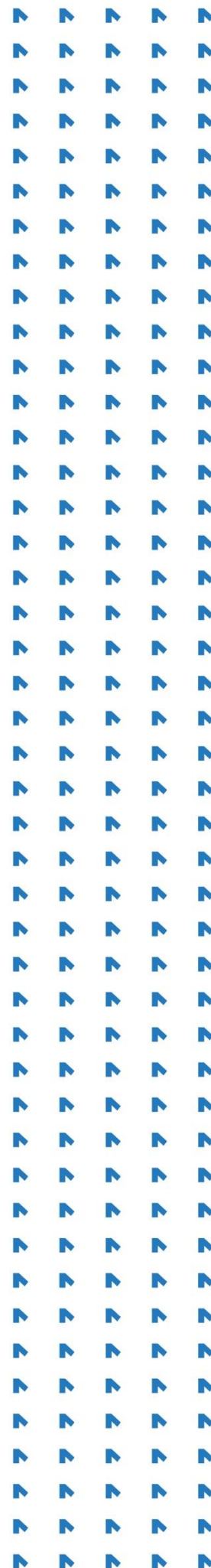
3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix 2



Planning

Growth & Development

Delegated officer report for planning application

Application no. 140033/FO/2024

Date registered valid: 26 July 2024

Proposal: Erection of single-storey front, side and rear extensions; and change of use of first and second floors to create 2 no.1 bed self-contained apartments and 3 no. 2 bedroom apartments (Class C3) together with the installation of bike and bin stores and associated elevational alterations

Address: 579 - 581 Barlow Moor Road, Manchester, M21 8AE

Ward(s): Chorlton Park Ward

Applicant: Milan Group Mcr

Agent (if any): Mialex Ltd

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16 September 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 30 August 2024

Standard consultations:

Printed: 1 August 2024 Expired: 22 August 2024

Neighbour notifications

Printed: 1 August 2024 Expired: 22 August 2024

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

The site relates to Nos 579-581 Barlow Moor Road, a vacant, 4 storey building (including basement), formerly occupied by a bank.

The building which is situated at the corner of Barlow Moor Road and Silverwood Avenue is of traditional construction, comprising buff coloured masonry and a pitched tiled roof with gable features on the front roof slope. A roller shuttered shop front is positioned to the ground floor corner of the building.

To the rear is a small, private gated car park, accessed from Silverwood Avenue.



View of application property form Barlow Moor Road



View of rear of application property

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site lies adjacent to the busy main arterial route of Barlow Moor Road, a short distance from the junction with Wilbraham Road.

The site lies within Chorlton district centre – a large, busy neighbourhood centre containing a wide variety of small-scale retail, food and drink and other commercial uses.

The side roads off Barlow Moor Road, including the cul-de-sac of Silverwood Avenue to which the application property relates, are predominantly residential in character.

Description of development

Planning permission is sought for external alterations and extensions to the existing building, including a ground floor rear extension and the installation of aluminium awnings to provide external seating areas to the front and side of the building in connection with a new restaurant use at ground floor) and the change of use of upper floors to create 5 residential apartments.

It is proposed that a restaurant be created to the ground floor, though the change of use from former use of the building as a bank does not require permission, as both operations fall within the same use class – Class E.

In summary, the development comprises the following elements:

- Erection of single storey, flat roof rear extension with a width of 6.2 metres and rear projection of 3 metres to accommodate part of a new kitchen;

- Installation of aluminium awnings to provide external seating areas for new restaurant use at ground floor level to the front and sides of the host building;

- Re-positioning of existing gates to rear car park and creation of external cycle and refuse stores;
- Integration of new gable dormer roof extension within front roof slope facing Barlow Moor Road;
- Installation of a new rooflight within the front roof slope;
- Installation of two new extraction flues on rear elevation of the proposed single storey rear extension;
- Insertion of new window within rear elevation, and
- The removal of existing chimneys from main roof.

The proposed scheme relates to a revised proposal. Initially 7 x 1-bedroom apartments were proposed to the upper floors. Due to the Council's concerns regarding a lack of diversity for proposed accommodation, potential promotion of transient occupancy, internal floor areas and intensity of use, the proposal has been amended to 5 apartments, involving 3 x 2 bedroom and 2 x 1 bedroom apartments.

Consultations & Notification Responses

Local Residents/Occupiers – 2 representations have been received from neighbouring occupiers. Concerns are raised about the lack of off-street parking for the proposal, the number of 1-bedroom apartments and whether the proposal meets with the Council's internal space standards.

Chorlton Civic Society – No objection in principle, although the front and side conservatory is not considered acceptable in terms of its prominence and proposed use of materials. It is believed the canopy should be constructed of cast iron, originally typical of the area.

Electricity Northwest – Advice is provided to the applicant regarding the proximity of the application site to assets and infrastructure belonging to Electricity Northwest.

Highway Services - In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such there are no highways concerns.

The site is located within Chorlton district centre, with access to high frequency bus services along Barlow Moor Road and Wilbraham Road. Chorlton Metrolink stop is also a short walk from the site. Therefore, the accessible location of the site and the car parking restrictions surrounding the site would deter car parking.

The proposed development would result in the removal of a small number of car parking spaces at the rear of the site. Given the accessible location of the site and the car parking restrictions surrounding the site, the level of car parking provision is acceptable.

The existing access would remain in place to allow access to the service yard. The Planning Statement confirms that the gates will be repositioned. Confirmation is requested on whether the existing dropped kerb access will be repositioned to the north. If the access is repositioned and a new dropped kerb access required then a S278 agreement will be required.

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one space per unit.

A conservatory area is proposed along Barlow Moor Road and Silverwood Avenue elevation. It is understood that this conservatory area is located on the unadopted forecourt between the edge of the property and the adopted highway. It is therefore understood that there will be no impact on the adopted highway.

The proposal includes the installation of awnings to provide external seating areas for the proposed restaurant use at ground floor level. If there is any projection over the adopted highway, a Projection over License would be required.

A refuse storage area is noted within the site. This is considered to be appropriate to ensure no obstruction to the adjacent highway.

Environmental Health – No objection. Conditions are advised in relation to hours of use, servicing hours, waste management, acoustic insulation, external equipment, construction management and fume/odour control.

Planning History

054057/FO/SOUTH2/98

Change of use of 579A & 581 to Class A2 (Financial & Professional Services) with installation of new shopfront to 579-581. *Approved 7 May 1998.*

053903/FO/SOUTH2/98

Installation of auto teller machine. *Approved 30 March 1998.*

046134/FO/SOUTH2/94

Installation of new shopfronts to Barlow Moor Road and Silverwood Avenue elevations. *Approved 26 September 1994.*

F17463

Construction of a 1.800-metre-high chain link fence to car park at rear of Building Society Office. *Approved 17 May 1982.*

F16721

Alterations at ground floor level, including new shopfront for Building Society Office at No. 579 with a car park at the rear. *Approved 22 December 1981.*

F16045 (No.579 only)

Change of use from a shop to offices. *Approved 30 July 1981.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, T2, EC1-3, EC9, H1, H6, C1, C2, C6, EN4, EN6, EN14, EN16-19;
- Saved policies E3.3 and DC26 of the UDP;
- Places for Everyone Joint Development Plan;

- Guide to Development in Manchester (SPD)
- Manchester Residential Quality Guidance.
- National Planning Policy Framework (NPPF);

Issues

Principle

The proposal is considered to accord with policies H1 and H6 of the Core Strategy which outline that south Manchester will accommodate new residential development, with priority being given to family housing and other high value, high quality development where this can be sustained. Policy H6 in particular, states that higher density housing will be permitted within district centre locations.

The proposed development would make good use of a brownfield site, contribute to the Council's housing supply, effectively reuse a vacant building in a prominent location and be of an appropriate density in a highly sustainable, accessible part of the city.

The proposed extension and alterations to the host building do not raise any concerns in relation to residential or visual amenity, or the operation of the highway. On this basis, the principle of development is considered satisfactory.

Specific planning issues are considered further below.

Standard of Accommodation

The apartments comply with the Council's internal space standards and comprise 3 x 2 bedroom and 2 x 1 bedroom apartments ranging from 38 to 73 sqm.

The apartments exceed or align with City Council internal space standards and would be provide a good standard of accommodation, with a satisfactory level of ventilation and natural light to primary living areas.

The internal floorspace comprises the following:

- Apartment 1 – 2b/3p – 72.5sqm
- Apartment 2 – 2b/4p – 72 sqm
- Apartment 3 – 2b/3p – 62 sqm
- Apartment 4 – 1b/1p – 37.4 sqm
- Apartment 5 – 1b/1p – 38.3 sqm

The proposed density is considered acceptable for a district centre location.

Design, Scale and Appearance

The proposed extensions and elevational alterations are considered acceptable and in keeping with the immediate surroundings.

The single storey rear extension is modest in size and typical of other commercial premises in the area, including the neighbouring premises, with only partial views available from the outside the site along Silverwood Avenue.

Whilst the proposed works include a projecting enclosed terrace at ground floor level to the Barlow Moor Road frontage and Silverwood Avenue elevations, it is not believed that the projecting elements would be unduly harmful in terms of intrusiveness in the street-scene.

There are other examples of awnings to the front and side elevations of restaurant premises within the immediate street-scene, including Rudy's restaurant to the south of the site to the other side of Silverwood Avenue. The arrangement is not therefore unusual in the local context with the indicative use of external materials also reflecting that of similar developments nearby.

The proposed canopies would project above the existing windows, with a height of 2.6 m from ground level and finished in aluminium to ensure a quality, contemporary external appearance

On balance, the proposed development would enliven a vacant unit and would assimilate effectively into the local streetscape within a busy district centre without appearing incongruous. The impact to visual amenity as a consequence of the design, scale and appearance of the proposed extension is therefore considered acceptable.

Affordable Housing

Policy H8 of the Core Strategy states that an affordable housing requirement applies where 15 or more residential units are proposed.

As the number of new units proposed falls below the relevant threshold, there is no requirement for affordable provision in this instance.

Waste Management

The general principle of waste management arrangements is considered acceptable.

Sufficient space for waste storage is shown to the rear of the existing building for both the residential and commercial uses. As was previously the case, waste would be collected from the rear yard by a private waste contractor.

Environmental Health have requested details of additional bins for the proposed apartments, for which the rear yard could satisfactorily accommodate. A condition has been included to require further details by way of a revised waste management strategy.

Residential Amenity

With reference to the proposed rear extension and the impact to neighbouring occupiers, it is not considered that any significant, undue impact would result in terms of any over-dominance, overlooking or overshadowing. The rear extension is single storey with high level windows that face onto a blank gable and intervening alleyway. Due to its scale, window positioning, interface distance and relationship with the nearest residential properties, any harm as a result of physical presence of the extension is highly unlikely.

In terms of the side and front conservatory style extension, whilst introducing a closer relationship between neighbouring buildings along Silverwood Avenue, the extension reflects the relationship of a similar extension located at Rudy's pizza restaurant to the other side of the Silverwood Avenue/Barlow Moor Road junction.

Given the modest scale of the extension, the blank elevation facing the nearest residential property at No.4 Silverwood Avenue and an interface distance of approximately 15 metres, it is not considered that there would be any significant adverse

as a consequence of the physical presence of this extension.

In terms of levels of activity, the proposed development would result in the addition of 5 new apartments and increase ground floorspace to allow for an increase in restaurant covers. Within the context of a busy district centre environment, it not considered that resulting levels of activity would be significant. Conditions have been included in terms of acoustic insulation, hours of opening, servicing hours, fume extraction and waste management to ensure any impacts are suitably controlled.

Access

All works are contained within a private forecourt area, with the adopted footway remaining in situ, unaffected by the proposed works. As such, no public access would be impeded.

Ecology and Bio Diversity

There are no ecological concerns. The site largely comprises buildings and hardstanding and therefore given the characteristics of the site would be unlikely to result in any significant or undue harm to local ecology.

The proposed development is also exempt from legislative bio-diversity net gain requirements due to the affecting less than 25 sqm of on-site habitat and also as the development relates to a development of less than 9 units.

Highway Impact

The proposed development would result in the removal of a small number of poorly arranged car parking spaces, resulting in zero provision for the development.

Highways consider that given the highly accessible location of the site and the car parking restrictions surrounding the site which would deter parking, the lack of available off-road car parking provision can be accepted in this location. This is particularly so, given the sustainable location of the site within Chorlton district centre, with access to a range of shops and services, high frequency bus services along Barlow Moor Road and Wilbraham Road and with Chorlton Metrolink stop a short walk from the site.

Climate Change

As the proposal would result in the addition of a modest number of residential units and within the context of a busy district centre, adjacent to a main radial route, it is not considered that there would be any significant impact to air quality, particularly given the development would lead to a net loss of parking spaces and would be car free.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings referenced 18719-PL01/A, 18719-PL07/A, 18719-PL09/A, 18719-PL10/A,, 18719-PL11/A, received by the City Council as Local Planning Authority on 16 May 2024, drawing referenced 18719-PL12, received by the City Council as Local Planning Authority on 26 July 2024 and drawing referenced 18719-PL08/3, received by the City Council as Local Planning Authority on 5 September 2024.

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) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) Within 1 month of the date of this planning permission, a schedule of days and hours of operation for the use of the conservatory seating area, as shown on drawing referenced 18719-PL07/A, received by the City Council as Local Planning Authority on 16 May 2024, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The conservatory area shall only be used in accordance with the approved details.

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

5) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;

No deliveries/waste collections on Sundays and Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy

6) No music or amplified sound shall be played within the conservatory seating area, as shown on drawing referenced 18719-PL07/A, received by the City Council as Local Planning Authority on 16 May 2024, at any time.

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

7) a) Notwithstanding details submitted, prior to the apartments hereby approved being occupied, a scheme for acoustically insulating the proposed residential accommodation against noise from Barlow Moor Road and nearby commercial uses shall be submitted to and approved in writing by the City Council as Local Planning Authority. The potential for overheating shall also be assessed and the noise insulation scheme should take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the approved flats are occupied.

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 report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy.

8) a) Any new 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.

b) Within 1 month of the equipment becoming operational, a verification report shall be submitted to and agreed in writing by the City Council as Local Planning Authority to validate that any external equipment conforms to the requirements of part a of this condition.

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 preexisting background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan and policies DM1 and SP1 of the Manchester Core Strategy.

9) a) Notwithstanding details submitted, fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a more detailed scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use commences.

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. The development shall only operate in accordance with the agreed details and shall be retained and maintained thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy. A schematic diagram from the proposed kitchen extract system is required to identify where the abatement and silencing equipment will be fitted.

10) The cycle storage area shown on drawings referenced 18719-PL07/A and 18719-PL12 received by the City Council as Local Planning Authority on 16 May 2024 and 26 July 2024 respectively, shall be implemented in full prior to the apartments hereby approved being occupied and shall remain available for use at all times thereafter.

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) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until a revised scheme for the storage (including segregated waste recycling) and disposal of

refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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 public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy. Further bins are required for the residential use.

12) Prior to the commencement of development, a construction management/fit-out plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

13) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

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) none of the residential units hereby approved 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 2020, 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).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informatives

1) The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. The applicant should verify such details by contacting Electricity North West, Land Rights & Consents, Frederick Road, Salford, Manchester M6 6QH.

Furthermore, should there be a requirement to divert the apparatus because of the proposed works, the applicant should be advised that the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment. This includes carrying out works incidental to any of these purposes and this could require works at any time of day or night. The Electricity Services Desk (Tel No. 0800 195 4141) will advise on any issues regarding diversions or modifications.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Electricity Northwest
Chorlton Voice

Car Park Adjacent 436, Barlow Moor Road, Manchester, M21 0AB
1B Silverwood Avenue, Manchester, M21 8BN
577 Barlow Moor Road, Manchester, M21 8AE
1A Silverwood Avenue, Manchester, M21 8BN
Kentoms Garage, Silverwood Avenue, Manchester, M21 8BN
8 Silverwood Avenue, Manchester, M21 8BN
6 Silverwood Avenue, Manchester, M21 8BN
3 Silverwood Avenue, Manchester, M21 8BN
Flat Rear Of, 428 Barlow Moor Road, Manchester, M21 8AD
Flat 2, 573A Barlow Moor Road, Manchester, M21 8AE
Flat 1, 573A Barlow Moor Road, Manchester, M21 8AE
Second Floor, 575 Barlow Moor Road, Manchester, M21 8AE
First Floor, 575 Barlow Moor Road, Manchester, M21 8AE
Flat 3, 7 Silverwood Avenue, Manchester, M21 8BN
Flat 2, 7 Silverwood Avenue, Manchester, M21 8BN
Flat 1, 7 Silverwood Avenue, Manchester, M21 8BN
430A Barlow Moor Road, Manchester, M21 8AD
Flat 2, 5 Silverwood Avenue, Manchester, M21 8BN
Flat 1, 432 Barlow Moor Road, Manchester, M21 8AD
430 Barlow Moor Road, Manchester, M21 8AD
426A Barlow Moor Road, Manchester, M21 8AD
Flat 2, 432 Barlow Moor Road, Manchester, M21 8AD
Flat 3, 5 Silverwood Avenue, Manchester, M21 8BN
Flat 1, 5 Silverwood Avenue, Manchester, M21 8BN
426 Barlow Moor Road, Manchester, M21 8AD
432 Barlow Moor Road, Manchester, M21 8AD
428 Barlow Moor Road, Manchester, M21 8AD
583 Barlow Moor Road, Manchester, M21 8AE
575 Barlow Moor Road, Manchester, M21 8AE
424 Barlow Moor Road, Manchester, M21 8AD
10 Silverwood Avenue, Manchester, M21 8BN
4 Silverwood Avenue, Manchester, M21 8BN
9 Silverwood Avenue, Manchester, M21 8BN
577A Barlow Moor Road, Manchester, M21 8AE
424A Barlow Moor Road, Manchester, M21 8AD
2 Silverwood Avenue, Manchester, M21 8BN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA