

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142355/FO/2025

Date registered valid: 10 March 2025

Proposal: Erection of single storey side extension to form entrance to florist and new tea room (Class E) and rear off road parking following demolition of existing front entrance and side storage/flower preparation area of florist, and installation of 2 metre boundary treatment along Cudworth Road and the rear external space of the site.

Address: 447 Victoria Avenue, Manchester, M9 8PJ

Ward(s): Higher Blackley Ward

Applicant: Mr Kevin Duff Primrose And Poppies (Formerly The Flower Spot)

Agent (if any): Mr Dave Trudgeon Conway Architectural Design

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

Recommendation: Approve

Date of recommendation: 9 June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 25 March 2025

Standard consultations:

Printed: 19 March 2025 Expired: 9 April 2025

Neighbour notifications

Printed: 19 March 2025 Expired: 9 April 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 447 Victoria Avenue within the north Manchester ward of Higher Blackley. The applicant site relates to a florist (use class E) and sits close to the junction of Victoria Avenue and Cudworth Road. The property relates to a single storey, rendered building with cream, black and green coloured finish, with large windows to the front elevation and a lean to extension/ storage facility to the side, sited against the pavement of Cudworth Road. Amenity space for the unit takes the form of informal parking to the front of the property and amenity space to the rear is bounded by high security fencing and at the time of the site visit had been covered in pebbles with a mound of spoil/ land to the corner of such area.

Description of area

The applicant site sits in a small parade of commercial uses- consisting of the florist, the laundrette and a memorial business. A further parade of 5 commercial uses sit to the north east of the applicant site. Opposite the applicant site sits residential properties to the north of Victoria Avenue. Cudworth Road is also characterised by residential accommodation. To the north west of the site sits the Blackley Crematorium.

Description of development

The application seeks planning consent for the erection of single storey side extension to form entrance to florist and new tea room (Class E) and rear off road parking following demolition of existing front entrance and side storage/flower preparation area of florist, and installation of 2 metre boundary treatment along Cudworth Road and the rear external space of the site.

The single storey side extension would replace the existing front entrance and side storage area of the florist. The side extension would have approximate dimensions, at the largest point, of Height: 2.9 x Length: 13 x Width: 5.4 metres. The side extension would create a new entrance to both the shop and tea room and the side extension would accommodate the tea room. The tea room would involve a serving counter to the front, a 12 cover café, a food preparation and unisex/ disabled W/C.

The extension would involve the insertion of a window and door within the front elevation and a door and window within the rear elevation. The side extension would have a flat roof and would be rendered and finished in a colouration to match the existing facing brick painted colouration of the primary elevation of the host property.

Materials to be used for the extension would be:

- brickwork painted to match existing for brickwork below DPC
- pastel green K render RAL 6019
- rubber membrane with dark grey parapet capping
- doors and windows- UPVC
- soffits and fascias- UPVC
- rainwater goods- black UPVC.

Rear off road parking would be located off Cudworth Road and would accommodate 4no. parking spaces, one of which would be accessible parking and one accommodate an EV charging bay. The rear of the site would also accommodate secure bike storage of 8 bikes and a bin store. The car park would be made of porous tarmac with line markings.

2 metre boundary treatment along Cudworth Road and the rear external space of the site would be installed to secure the proposed parking. Along the road of Cudworth Road, a new 2 metre high security fence would be installed. Around the rear amenity space, 2 metre high post and panel fencing would be installed.

Negotiations during the Course of the Application

During the course of the application, further information was provided in relation to the materials of the side extension, inaccuracies within the submitted D&A and potential extraction arrangements for the proposed food preparation area.

The installation of the boundary treatment to the rear of the site was included within the description of development.

Highway Services requested sight of swept path analysis and amendments to the proposed parking/ further information to ensure the spaces could be properly accommodated. Initially 5 parking spaces were provided, this was reduced to 4 to ensure highway requirements could be adhered to.

The initial proposal involved a servery window within the front elevation of the side extension to serve the private forecourt. Concern was raised that such outside formalised seating could give rise to adverse noise implications to the surrounding neighbouring properties that are sited in

such close proximity. Concern was also raised that the opening server window would lead to a break out in noise leading to unacceptable noise implications and would adversely impact the quietness the surrounding properties could reasonably expect to enjoy. Such element of development was removed from the proposal.

Further information was supplied in relation to trees and hedges to be lost as a result of the proposal.

The boundary treatment type to be installed along the shared elevation with no.2 Cudworth Road was amended to better mitigate noise that may arise as a result of the proposed car park.

Planning History

The current application is a re-submission of the previously withdrawn scheme. The current application omits the community room that was previously proposed:

141200/FO/2024- Erection of a single storey side extension to form extended shop and tearoom with associated external areas (Class E) following demolition of existing side extension, together with the erection of a single storey detached building to the rear to form community room (use class F2 (b))

Withdrawn 24.12.2024.

Consultations & Notification Responses

Local Residents

Local residents were consulted and one response was received. The neighbour requested confirmation as to the proposed off street parking and advised that as existing they struggle to exit their driveway due to cars parking in close proximity.

Highway Services

Highway Services do not raise any objections to the proposals on highway and pedestrian safety grounds or in terms of impacts on highway capacity.

Environmental Health

Environmental Health were consulted on the application and requested the following conditions be attached to any approval granted:

- Fumes (Extraction of fumes, vapours and odours)
- Demolition/ Construction Management Plan
- Construction/ demolition work hours
- Hours of opening
- Deliveries, servicing and collection hours
- Use of external areas - In line with premises opening hours would be acceptable.
- Acoustic insulation of externally mounted ancillary plant, equipment and servicing
- Waste condition for implementation of submitted details.
- Watching brief – contaminated land

Cadent Gas

Cadent Gas requested an informative note be attached to any approval granted in relation to Cadent Gas owning and operating gas infrastructure within the area of the development.

MCC Neighbourhood Trees

During the course of the application, MCC Neighbourhood Trees reviewed the scheme in relation to the removal of the tree and hedges to be removed along the shared boundary with no.2 Cudworth Road.

The Team reviewed the proposal and confirmed the trees/shrubbery are in poor condition and have low amenity value due to their location. The Team confirmed they do not have any objections with the proposed work in the subject application.

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 EC 2 (Existing Employment Space);

Policy EN1 (Design Principles and Strategic Character Areas);

Policy EN9 (Green Infrastructure);

Policy EN18 (Contaminated Land and Ground Stability);

Policy EN19 (Waste);

Policy T1 (Sustainable Transport).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

Policy DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Policy DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

Policy DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

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

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods. Of relevance are paragraphs 2.3, 2.7, 2.14 and 2.16.

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 permission of the erection of single storey side extension to form entrance to florist and new tea room (Class E) and rear off road parking following demolition of existing front entrance and side storage/flower preparation area of florist, and installation of 2 metre boundary treatment along Cudworth Road and the rear external space of the site.

The Class E of the florist (retail) is well established over the years when considering the previous use by historic Google Maps imagery. Further, the use has been accepted to be retail use as per the details submitted within the application of 141200/FO/2024.

The proposal would replace the existing lean to side extension and but would be for the use of a café. The introduction of a café would also fall within class E (a) and the café would have 12 covers. The introduction of such café would be considered acceptable given the minimal size of such café and would be considered to support the viability of the existing florist.

The created parking is considered acceptable in principle to offer customer parking and to reduce the build-up of on street parking. The proposed boundary treatment would upgrade the existing boundary treatment at the site and secure the proposed parking, also considered acceptable in principle.

However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity. Such issues will now be discussed in turn.

Residential/ Visual Amenity

The existing lean to extension to the side of the proposal would be replaced. Given the quality of the existing development at the site, the creation of the rendered extension would be considered to improve the aesthetic qualities of the site.

The main concern in relation to residential amenity would be the potential harm from the proposed tea room and associated activities.

The tea room would offer a 12 cover café, with food order/serverly, food preparation area and disabled/ unisex WC. To ensure the privacy of the proposed toilet, a condition would be attached to any approval granted to ensure such bathroom window is conditioned as being obscure glazed.

Given the small nature of the 12 cover café and the property's existing use as a florist and given both uses sit within Class E (so such change could be achieved through Permitted Development), there is not considered to be an intensification of the existing use to lead to detrimental residential implications.

The front external seating area proposed was omitted during the course of the application as the element gave rise to concern with adverse noise implications to the surrounding

neighbouring properties that are sited in such close proximity. Concern was also raised that the opening servery window would lead to a break out in noise leading to unacceptable noise implications and would adversely impact the quietness the surrounding properties could reasonably expect to enjoy. Such element of development was removed from the proposal, and the window for the servery has been changed to a standard window.

To ensure the café operates at sensible and normal hours, a condition would be attached to any approval granted to restrict the opening hours to those identified within the submitted application form. Further, a second hours condition would restrict the timings of deliveries, servicing and collections, including waste collections to ensure such activities are undertaken at an appropriate time.

During the course of the application, the agent was unable to confirm the extraction arrangements for the proposed food area. Environmental Health requested a fumes extraction condition be attached to any approval granted. With the inclusion of such condition, it is considered that any adverse fumes from the kitchen are appropriately dealt with, so to not give rise to adverse fume and smell implications.

The agent also confirmed there wouldn't be a need for any externally mounted equipment, as the food preparation room would not be for making hot food, just toasties and some items reheated in an oven. However, given the agent was unsure on the proposed extraction arrangements and so external plant arrangements, this condition would be attached to any approval granted to ensure no harm would occur to the surrounding residential properties if such requirements were needed.

During the course of the application, one neighbour raised concern about existing issues with surrounding on street parking. The proposed 4 space customer parking would help to reduce on street parking build up. MCC Highway Services raise no objections to the proposals in this regards and the proposals are not considered to give rise to any adverse residential amenity implications.

Due to the nature of the boundary treatment to be inserted in the rear amenity space, it is not anticipated that the introduction of the formal car parking would give rise to any adverse residential amenity implications. The boundary treatment type has been amended to post and panel fencing to reduce noise from the proposed car park to the neighbouring property of no.2 Cudworth Road.

Given the inclusion of such conditions within the decision notice of any approval granted, and the removal of the formalised front seating area, 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 Appearance

The existing lean to extension would be demolished to allow the new side extension to be built. Given the poor quality of the existing development, the proposed extension is welcomed. As the proposed extension would have similar dimensions to that of the existing, the proposal is considered to be sympathetic to the existing form of development at the site.

The colour pallet of the rendered extension of pastel green K render RAL 6019 is considered to match the green painted brickwork of the primary elevation of the existing florist and therefore considered appropriate. The proposed flat roof would match the parapet roof of the main unit and so not be considered to give rise to adverse design implications. The other materials listed as part of the application are considered acceptable and a materials condition to such effect would be attached to any approval granted.

The proposed boundary treatment would involve a 2 metre boundary treatment along Cudworth Road and the rear external space of the site would be installed to secure the proposed parking. Along the road of Cudworth Road, a new 2 metre high security fence would be installed. Around the rear amenity space, 2 metre high post and panel fencing would be installed. The proposed security fencing against Cudworth Road would replace the existing. Given the existing circumstances and given the proposal would improve the quality of the existing fencing, the proposed height and materiality is considered acceptable and the boundary treatment would be conditioned accordingly within any approval granted.

In short, the design and appearance of this element is considered pursuant to Policy DM1 and EN1 of the Core Strategy.

Further Environmental Considerations

Environmental Health reviewed the submitted waste proforma and proposed site plan showing the proposed collection point for bins. Whilst requesting a refuse condition be attached to any approval granted, Environmental Health were happy with the information submitted to satisfy part A and a condition to this effect would be attached to any approval granted.

Environmental Health also requested a construction management plan be attached to any approval granted. Given the level of development proposed, this is not considered necessary and instead construction hours would be placed as an informative within any approval granted.

Environmental Health requested a contaminated land watching brief condition to be attached to any approval granted and this would be reflected within the decision notice accordingly.

As such, this proposal is not considered to give rise to any issues in relation to waste or contaminated land pursuant to Policy DM1, EN18 and EN19 of the Core Strategy.

Highways Considerations

Highway Services reviewed the proposal and did not raise any objections.

Highway Services do not raise any concerns relating to trip generation as a result of the proposal or site accessibility.

Discussions took place between Highways and the agent in regard to the proposed parking and access. This involved the supply and review of a swept path analysis and amendments to the parking spaces formation to accommodate highway requirements. The number of parking spaces reduced from 5 to 4.

Highways requested an EV charging point be made available and such provision is shown within the site plan and a product specification has been provided for review. Highways are happy with such provision and such EV charging details would be conditioned accordingly.

Highways recommended that the TROs at the Victoria Avenue/Cudworth Road junction are refreshed to ensure on-street parking does not impact the junction. Given the junction and such marking would be sited a distance from the entrance of the proposed car park, such request is considered onerous.

Highways requested cycle parking be available. Such location and details were provided as part of the application and Highways were happy with the proposals. Such details would be conditioned accordingly within any approval granted.

Highways reviewed the proposed boundary treatment at the site and accepted such proposal in principle.

Highways accepted the proposed refuse storage area and collection point.

As such, due to amendments within the proposed car park, the proposal does not give rise to any adverse implications in relation to highway and pedestrian safety, pursuant to Policy T1 and DM1 of the Core Strategy.

Access

The submitted design and access statement confirms the tea room proposed would offer level access and have a disabled toilet. Such arrangement is welcomed to ensure suitable access to all visitors, pursuant to policy DM1 of the Core Strategy.

Trees

During the course of the application, concern was raised that the creation of the 4no. car parking spaces would result in the loss of the trees and hedges along the shared boundary with no.2 Cudworth Road. A new existing site plan was provided showing the location of such existing greenery. During the course of the application, the agent confirmed that the applicant would build the fence inboard of the mesh fence by about 200mm and then remove the mesh fence once the new fence is in place. As such, only the tree would be removed. The agent explained the existing rear space had previous issues with damp and rats in the overgrown weeds etc in the garden.

MCC Neighbourhood Trees reviewed the proposal and confirmed the trees/shrubbery are in poor condition and have low amenity value due to their location. The Team confirmed they do not have any objections with the proposed work in the subject application.

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. In this instance officers have worked with the applicant in a proactive and positive manner and appropriate conditions would be attached to any 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, stamped as received by the City Council as Local Planning Authority on 10 March 2025.

-Application Form- Updated Question 15 (Trees and Hedges), stamped as received by the City Council as Local Planning Authority on 4 June 2025.

-Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 10 March 2025.

-Drawing- Proposed- Roof Plan, numbered 874-07, stamped as received by the City Council as Local Planning Authority on 10 March 2025.

-Waste Management Proforma, stamped as received by the City Council as Local Planning Authority on 10 March 2025.

-Drawing- Proposed- Elevations, numbered 874-08C, stamped as received by the City Council as Local Planning Authority on 24 April 2025.

-Supporting Information- Cycle Storage Specification, stamped as received by the City Council as Local Planning Authority on 1 May 2025.

-Supporting Information- EV Charger Specification, stamped as received by the City Council as Local Planning Authority on 1 May 2025.

-Drawing- Site Plan- Proposed, numbered 874-05G, stamped as received by the City Council as Local Planning Authority on 4 June 2025.

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) Before first occupation, the unisex/ disabled WC as shown on the approved 'Drawing- Site Plan- Proposed, numbered 874-05G', stamped as received by the City Council as Local Planning Authority on 4 June 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.

In addition, the window shall be top opening only and shall remain 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 proposal hereby permitted shall be implemented in accordance with the approved details as set out in the 'Drawing- Proposed- Elevations, numbered 874-08C' 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 a) The development shall be carried out in accordance with 'Waste Management Proforma', stamped as received by the City Council as Local Planning Authority on 10 March 2025 and 'Drawing- Site Plan- Proposed, numbered 874-05G', stamped as received by the City Council as Local Planning Authority on 4 June 2025, in relation to a scheme for the storage and disposal of refuse.

b) The details of the approved scheme shall be implemented prior to the first use of the development hereby approved and shall remain in situ whilst the use or development is in operation.

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

6a) The development shall be carried out in accordance with 'Drawing- Site Plan- Proposed, numbered 874-05G', stamped as received by the City Council as Local Planning Authority on 4 June 2025 and 'Supporting Information- EV Charger Specification', stamped as received by the City Council as Local Planning Authority on 1 May 2025, in relation to a scheme for electric vehicle charging.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason- To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

7a) The development shall be carried out in accordance with 'Drawing- Site Plan- Proposed, numbered 874-05G', stamped as received by the City Council as Local Planning Authority on 4 June 2025 and 'Supporting Information- Cycle Storage Specification', stamped as received by the City Council as Local Planning Authority on 1 May 2025, in relation to secure cycle storage.

b)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.

8) The development shall be carried out in accordance with 'Drawing- Site Plan- Proposed, numbered 874-05G', stamped as received by the City Council as Local Planning Authority on 4 June 2025, in relation to boundary treatment details.

The details of the approved scheme shall be implemented prior to the first use of the development hereby approved and shall be retained in accordance with the details and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

9 a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

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

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

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

b) Prior to the first operation of the agreed scheme, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) The premises shall not be open outside the following hours:
09:00 to 17:00 Monday to Friday,
10:00 to 16:00 Saturday,
10:00 to 16:00 Sunday/ Bank Holiday.

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

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

07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

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

Informatives

- 1) Contaminated Land - Watching Brief- In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.
- 2) 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
- 3) 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
- 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) Construction/demolition works shall be confined to the following hours:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Flat Above, 472 Victoria Avenue, Blackley, Manchester, M9 0PL
Glenbrook Chapel, 451 Victoria Avenue, Blackley, Manchester, M9 8PJ
Flat Above, 468 Victoria Avenue, Blackley, Manchester, M9 0PL
468 Victoria Avenue, Blackley, Manchester, M9 0PL
Top Flat, 466 Victoria Avenue, Blackley, Manchester, M9 0PL
484 Victoria Avenue, Blackley, Manchester, M9 0PL
480 Victoria Avenue, Blackley, Manchester, M9 0PL
476 Victoria Avenue, Blackley, Manchester, M9 0PL
443 Victoria Avenue, Blackley, Manchester, M9 8PJ
441 Victoria Avenue, Blackley, Manchester, M9 8PJ
439 Victoria Avenue, Blackley, Manchester, M9 8PJ
494 Victoria Avenue, Blackley, Manchester, M9 0PL
488 Victoria Avenue, Blackley, Manchester, M9 0PL
482 Victoria Avenue, Blackley, Manchester, M9 0PL
472 Victoria Avenue, Blackley, Manchester, M9 0PL
1 Cudworth Road, Manchester, M9 8PN
6 Cudworth Road, Manchester, M9 8PE
2 Cudworth Road, Manchester, M9 8PE
3 Cudworth Road, Manchester, M9 8PN
449 Victoria Avenue, Blackley, Manchester, M9 8PJ
492 Victoria Avenue, Blackley, Manchester, M9 0PL
490 Victoria Avenue, Blackley, Manchester, M9 0PL
486 Victoria Avenue, Blackley, Manchester, M9 0PL
478 Victoria Avenue, Blackley, Manchester, M9 0PL
474 Victoria Avenue, Blackley, Manchester, M9 0PL
470 Victoria Avenue, Blackley, Manchester, M9 0PL
466 Victoria Avenue, Blackley, Manchester, M9 0PL
445 Victoria Avenue, Blackley, Manchester, M9 8PJ
7 Cudworth Road, Manchester, M9 8PN
5 Cudworth Road, Manchester, M9 8PN
3 Ledsham Avenue, Manchester, M9 8PH
8 Cudworth Road, Manchester, M9 8PE
4 Cudworth Road, Manchester, M9 8PE
10 Cudworth Road, Manchester, M9 8PE
1 Ledsham Avenue, Manchester, M9 8PH
12 Cudworth Road, Manchester, M9 8PE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA