

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141434/FO/2024

Date registered valid: 19 November 2024

Proposal: Erection of four storey rear extension and installation of dormer, construction of single storey rear extension, installation of roof lights to front elevation and external alterations

Address: 3 Bury New Road, Manchester, M8 8FW

Ward(s): Cheetham Ward

Applicant: Mr Amir Salim

Agent (if any): Mr Darren Pomfret, Manchester Building Design Ltd

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 January 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 27 December 2024

Standard consultations:

Printed: 25 November 2024

Expired: 16 December 2024

Neighbour notifications

Printed: 25 November 2024

Expired: 16 December 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application property is currently vacant (along with a number of neighbouring properties) and is located in a parade of commercial and retail units with frontages to the western side of Bury New Road. The surrounding area has traditionally been characterised by cash and carry warehousing. There are incidences of Class E and hot food take away uses (sui generis). HM Prison Manchester is in close to site, i.e., it is located on the east side of Bury New Road. The adjacent section of Bury New Road incorporates lay-by car parking. The adjacent junctions of Bury New Road and Sherborne Street West and demarcated with double yellow lines (which continue along the north-side of Sherborne Street West).

The application property is currently vacant (along with several units in the adjoining and neighbouring parade. The application property forms part of a three storey parade with a pitched roof screened by a parapet incorporated into the red brick principal elevation to Bury New Road. The three storey block is positioned between two storey flat roof block terminating the wider terrace at the respective junctions with Irwell Street (north) and Sherbourne Street (south). At ground floor level, the principal elevation comprises of a roller shuttered shopfront with a pair of display windows separated by an entrance door. A separate entrance provided access to the upper floors. The rear of the site incorporates a three storey outrigger and a narrow yard area providing access to an alleyway running adjacent to the western boundary of the site.



Fig.1 – Views of the application site from Bury New Road



Fig.2- Views of the application site from Sherbourne Street



Fig. 4 – Aerial view of the application property

Description of development

The development involves:

- i. The formation of a single storey rear extension that in-fills the space formed between the existing 3 storey outrigger and the shared northern boundary. It would have a 5.75 metre projection, i.e., matching the projection of the existing outrigger.
- ii. An additional storey would be added to the outrigger through the formation of a flat roof extension that would be set beneath the ridge line and offset from the eaves. A window would be positioned with the flat roof plane of the extension (and a pair of windows positioned within the principal roof slope).
- iii. An adjoining flat roof extension would be formed with a flat roof. It would be set below the ridge line and offset from the eaves. A glazed balustrade would be formed at the edge of the roof to prevent unauthorised access.
- iv. Windows would be formed / retained in the rear (west) and side (northern) elevations. An existing first floor window to the side elevation would be converted into a doorway.
- v. The existing shopfront would be retained. The separate entrance the upper floor would also be retained with a new window formed above the doorway.

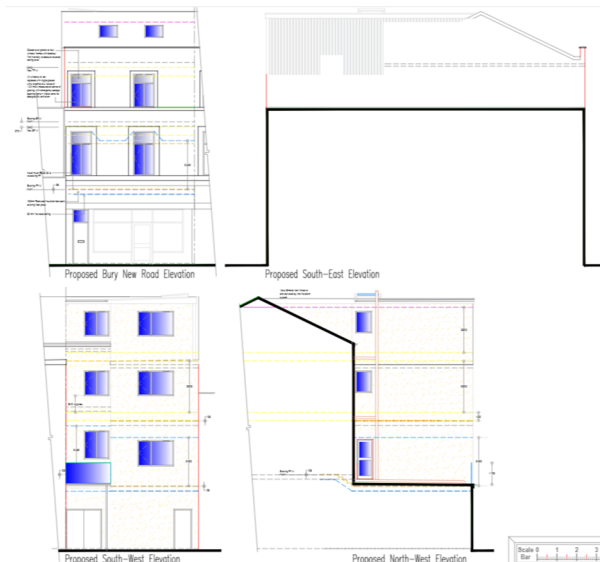


Fig.5 – Proposed elevations

Internally, the development would form:

- i. Ground floor – It has been satted that the ground floor provides retained Class E unit with an accessible WC and internal bin stores (for the ground and upper floor uses) serviced via the adjacent alley.
- ii. First floor – 3 separate offices and shower room.
- iii. Second floor - 3 separate offices and store room
- iv. Third floor – 4 store room.

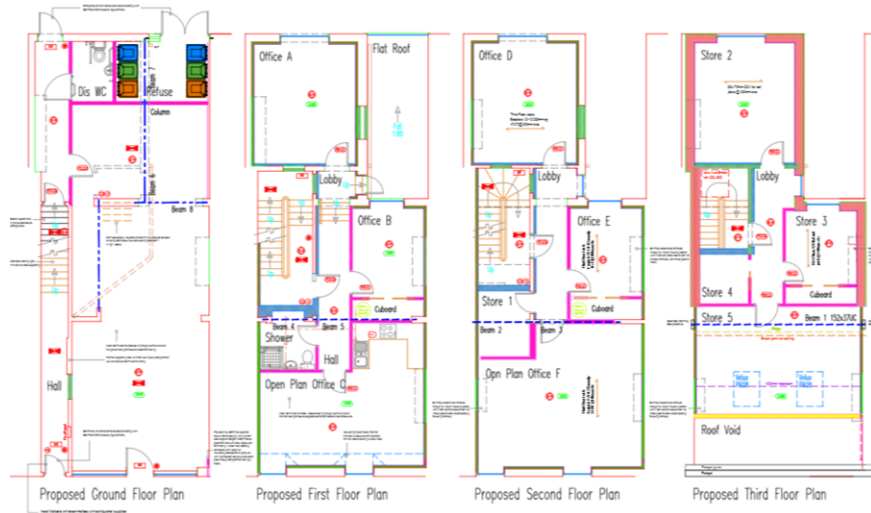


Fig.6 – Proposed layout

Site history

- i. 138252/P3GPA/2023 - Prior Approval for the conversion of the first and second floors to form 2 x 2 bedroom flats (Class C3) above ground floor retail unit
Approved 28 November 2023

Consultations & Notification Responses

Local residents and businesses – No comments received.

Highway Services – The following comments have been received:

- i. The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.
- ii. The level of vehicular trips generated by the site is expected to be minimal and does not present highway capacity concerns.
- iii. The site is located within a sustainable location and benefits from a GMAL Rating of 8 (Very Accessible). The site is served with regular bus services and is within walking distance of Victoria Train and Metrolink Stations.
- iv. There is no on-site car parking associated with the development and related vehicular demands would contribute to the level of vehicles parked on-street. It is noted that car parking is available on Sherbourne Street West.
- v. The development should be supported with secure and sheltered cycle storage (with a minimum capacity for two cycles).
- vi. All external doors, including those opening on the alleyway should be inward opening.
- vii. The proposed waste and recycling arrangements are acceptable, including collection via Sherbourne Street West. It is requested that collection is undertaken outside peak hours.
- viii. Servicing requirements for the ground floor retail unit should be clarified.
- ix. It is recommended that the development be related to a travel pack to encourage the adoption of sustainable modes of transportation and reduce private car usage.
- x. It is recommended that the development is related to a construction management plan condition.
- xi. Any requirements for licensing, hoarding, scaffolding and skips should be agreed with the City Council as local highways authority.

Environmental Health – The following comments have been received and are relevant should planning permission be granted.

- i. A construction management plan condition has been requested.
- ii. A condition has been requested to ensure that any externally mounted equipment (required as part of the development) is related to a scheme of acoustic attenuation.
- iii. The proposed waste management arrangements should be conditioned.
- iv. The development should be related to a condition requiring mitigation measures to safeguard local air quality.

Flood Risk Management Team - The development is in Flood Zone 3 with a vulnerability classification of 'More Vulnerable' and is a Minor Extension. In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities: the development has been assessed against standing advice and it has been confirmed that the submitted FRA can be approved without further comment. An informative providing advice relating works close to culverts has been recommended (and attached).

United Utilities Water PLC – No comments received.

Environment Agency – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. The NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually (as set out in paragraph 8):

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The NPPF re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (paragraph 2). The statutory status of the development plan remains as the starting point for decision making (paragraph 12). The following aspects of the Framework are relevant.

- i. Section 8: Promoting healthy and safe communities – Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which:
 - Promote social interaction;
 - Safe and accessible;
 - Enable and support healthy lives.

The development would lead to the efficient use of an existing building encourage its sustained occupation. The application site is with walking distance to the city centre and served by public transport. The applicant has indicated the provision of basement cycle storage, and the details would be finalised through a condition. On balance, section 8 would be positively responded to.

ii. Section 9: Promoting sustainable transport – Paragraph 115 states that applications for development should be ensure that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site for all users; and
- Any significant impacts from the development on the transport network and/or on highway safety, can be effectively mitigated to an acceptable degree.

Paragraph 116 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'.

The development would not be supported with on-site car parking and there is notable on-street on-street car parking in the locality. However, public car parking is available close to the site (on Sherbourne Street West) and, as discussed, the site is sustainable in relation to pedestrian access and via public transportation. However, it is considered that highways impacts could be mitigated and adoption sustainable transport encouraged through the included condition. The development would appropriately accord with section 9.

Section 11: Making effective use of land – Paragraph 125 states that planning decision should: promote and support the development of under-utilised land and buildings. It is considered that the development, through the implementation of the proposed extensions, would be consistent with this objective.

iii. Section 14: Meeting the challenge of climate change, flooding and coastal change - States that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. As the application site lies within Flood Zone 3, the development has been related to a flood-risk assessment, which demonstrates that the potential risk of flooding could be managed to secure compliance with section 14.

Planning Practice Guidance (PPG) - On 6 March 2014, the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. Appropriate local consultation has been undertaken.

It is considered that the development has been appropriately related to the following aspect of PPG for the reasons outlined below:

- ii. Design
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being

- vi. Land affected by contamination
- vii. Noise

The Places for Everyone Plan is a Joint Development Plan Document - Provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The following policies are relevant to the consideration of the development:

Policy JP-P6: Health - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. It is considered that the development would result in the proportionate use of the site.

JP-S1: Sustainable Development - In this case, the development would utilise an existing building limited extensions and external alterations, thereby minimising its environmental impact. Policy JP-S1 has therefore been positively responded to.

Policy JP-S4: Flood Risk and the Water Environment States that in locating and designing development to minimise the impacts of current and future flood risk. The site is in Flood Zone 3 and the development has been related to a flood risk assessment (FRA), which is appropriate and conditioned. JP-S4 has therefore been positively responded to

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

Policy SP 1 Spatial Principles - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs and services, education, whilst reducing the need to travel and maximising benefits of sustainable transport provision.

The development would refurbish a dilapidated building thereby facilitating its active use. The development would thereby positively contribute to the amenities of the area. The constraints of the site and configuration of the internal space would prevent the formation of inclusive access. The development would provide employment opportunities related to the proposed mix of uses.

Policy EN 14 Flood Risk – States that, as part of the assessment of new development, drainage impacts, and the potential increased risk of flooding should be considered. In response to the location of the site within Flood Zone 3, the development has been supported with a FRA, which demonstrates that these risks and impacts could be appropriately managed.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine how the sustainable waste management needs of the end user would be met. The applicant has indicated the formation of internal bin stores that would be appropriate and satisfactorily related with policy EN19.

Policy T1 Sustainable Transport - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport.

Policy T2 (Accessible areas of opportunity and need) - Discusses the relationship of development to transportation routes and the utilisation of sustainable transport modes. It states, amongst other things, that the Council will take account of the circumstances of each proposal to establish what level of parking is appropriate and whether proposals are likely to be access or transport issues.

The application site is located on a radial within access to the public transport links (bus and rail) and can be accessed by pedestrians. Public car parks are available in the locality and TROs help to manage on-street car parking. Given the amount of operational floorspace related to the development, it is considered that traffic generation can be accommodated with the surrounding highways networks. Policies T1 and T2 would thereby be accorded with.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues, which are relevant to the consideration of this application:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding area;
- Effects on amenity;
- The accessibility of the building and neighbourhood, in relation to inclusive access and sustainable transport modes.
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

The development would lead to the formation of a rear extension that has been appropriately related to the height, scale and proportions of neighbouring buildings. Operational conditions would secure the appropriate future management of the development and provide safeguards to local amenity. The development would have capacity to incorporate appropriate security measures as part to the development. The development would thereby accord with policy DM1.

Unitary Development Plan (UDP) saved policies -The following saved policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) requires that new development on major radial routes to the city centre, including Bury New Road, contributes to the improvement of the appearance of such routes. As the property frontage

relates to Bury New Road, policy E3.3 is relevant. The works predominantly relate to the rear of the property there would be limited intervention to the Bury New Road elevation. The development would be partially visible through views from the junction with Sherborne Street West and related the juxtaposition component parts of the existing roofscape. On balance, it is considered that the development would be appropriately related to the streetscene.

The following Area 2 – Cheetham and Crumpsall policy relating to industrial and commercial uses is relevant to the development:

Policy CC10 – States that the ‘Council will encourage the continued high level of economic activity in Strangeways and lower Cheetham Hill Road areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses (notably wholesale cash and carry and bulk distributive trades), by environmental improvements and better parking and servicing. Permission will be granted for the redevelopment of buildings or sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements contained in policies expressed elsewhere in the Plan’.

In this case, the application site does not incorporate car parking, and the configuration of the related buildings would present issues regarding its future use for delivery of distributive trades. It is also noted that prior approval application ref: 138252/P3GPA/2023 accepted that the ground floor of the property has been previously used for retail purposes (and this would continue as a part of the proposed development). The development would secure an active use for a property with a relative high incidence of vacant units in the locality without undermining the wider objectives of policy CC10.

Policy DC26 (Development and Noise) - Is relevant to the proposed development due to its potential to generate noise and disturbance through the operation of the proposed use and any external associated equipment. Based on the comments of Environmental Health, it is considered that additional noise impacts could be addressed through detailed design delivered through the included conditions. Policy DC26 would thereby be accorded with.

Positive and proactive engagement with the applicant – An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning engaged with the applicant. In this case, 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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

Principle of the development - The application property and a significant number of neighbouring properties are vacant. By securing an active and sustainable use, the development would positively contribute to the locality, including views of the application property from Bury New Road. The limited introduction of Class E (office) use, would not undermine the character of the area as a location for wholesale and distributive trades. The future operation of the application property would be managed through the attached operational conditions. The formation of proposed extension would relate appropriately to the composition of the existing building. On balance, the principle of the development would be acceptable.

Management of the future use – The application forms have indicated that the ground floor of the premises has been used for Class E retail purposes and this formed part of prior approval submission referenced - 138252/P3GPA/2023. The proposed development would introduce

Class E uses to the entire building. To ensure that the application property is suitably managed, a condition has been included restricting permissible uses to:

Ground floor – Shall only be used for the following uses in Class E -

- (a) For the display or retail sale of goods, other than hot food, principally to visiting members of the public,
- (b) For the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises,
- (c) For the provision of the following kinds of services principally to visiting members of the public:
 - (i) Financial services,
 - (ii) Professional services (other than health or medical services), or
 - (iii) Any other services which it is appropriate to provide in a commercial, business or service locality,

First, second and third floor – Shall only be used for the following uses in Class E

- (c) For the provision of the following kinds of services principally to visiting members of the public:
 - (i) Financial services,
 - (ii) Professional services (other than health or medical services), or
 - (iii) Any other services which it is appropriate to provide in a commercial, business or service locality,
- (g) (i) An office to carry out any operational or administrative functions,

A further condition has been included to prevent an otherwise permitted change of use of the upper floors to residential use under Class MA of the GDPO. The subsequent requirement for planning permission is necessary to ensure the assessment and delivery of appropriate residential accommodation should such a change of use be proposed in the future.

Flood Risk Management – A condition has been included relating the implementation of the development to the details of the submitted FRA, including the detail of section 8.5 Flood warning and evacuation plan. On this basis, it is considered that flood risk can be suitably managed. The informative requested by the FRMT has been included.

Scale and massing – The existing roofscape has an unusual configuration and partially incorporates a monopitched roof that rises above the eaves level. Notwithstanding its addition height and length, the introduction of the flat roof addition would not significantly depart from these circumstances. The proposed roof additions would not exceed the highest part of the roof. The smaller roof extension would be screened by the discussed larger addition and would be appropriately related to the eaves. It would not have an appreciable impact on the streetscene. Also, the single storey extension would not have an appreciable impact on the streetscene due to the screening afforded by neighbouring built form. On balance, the proposed extension would be appropriately related to the scale and proportions of the existing building.

Siting – The larger of the rear extensions would be related to the full extent of the rearward projection of the existing outrigger. It thereby reflects the characteristic arrangement of existing built form. The formation of the single storey extension would allow some retained space between the existing and neighbouring built form (unlike the more intensively developed neighbouring properties). On balance, the siting of the extensions would be acceptable.

Design and impact on the street scene – The development incorporates a simple elevational form that has been informed by the flat roofscapes to the rear of the application property and neighbouring units. The arrangement of windows would be satisfactory and requirement for obscured glazing have been included where appropriate. The extensions have also been

appropriately related to the ridge and eaves line of the existing roof. A materials condition has been included to ensure that the extensions are appropriately related to the existing building. On balance, the proposed design would be acceptable.

Noise – The conditions requested by Environmental Health relating to noise attenuation of any externally mounted equipment required in support of the development have been included.

Crime and security – The rear of the property is secured with gates and ground floor rear windows are not proposed as part of the development (thereby reducing the risk of unauthorised entry). A condition has been included to ensure the approval of measures to reduce the risk of crime and the incorporation of fixtures, fittings and the glazing to the proposed balustrade meet Secured by Design standards. A further condition has been included to ensure that the door in the first floor side elevation is only used for emergency access and egress and maintenance purposes.

Highway and servicing issues – The application site benefits from lay-by car parking on the adjacent section of Bury New Road and there are pay and display parking facilities in the locality. The site is sustainable in terms of access to public transport and the requested measures to encourage the adoption of sustainable modes of transport.

The comments of Highways regarding outward opening doors to the ground floor rear entrance and bin store. Given the arrangement of related internal space the formation of internal opening doors would potentially hinder access. The doors would open into a gated alleyway with limited pedestrian movement. In these circumstances the proposed door opening arrangements would be acceptable. The proposed bin capacities are acceptable.

On balance, it is considered that highways issues have been satisfactorily addressed.

Cycle parking – The applicant has indicated that cycle storage would be provided in the basement and would be available to occupants of the retail unit and offices. As these details have not been submitted a condition has been included requiring approval of cycle storage and its management.

Construction management – Given the magnitude of the proposed construction work, it is considered that the inclusion of a construction management plan condition would be an onerous requirement. The comments of Highways relating to the required licensing applications have been related to an attached informative.

Waste Management - The applicant has demonstrated that the retained yard area is capable of accommodating bins in relation to the respective uses. Separate bin storage has been provided for the respective uses. These details have been conditioned. A site management condition has been included to ensure the presentation of bins for collection and their subsequently return to storage areas (on the day of collection).

Opening and servicing hours – The use of the ground floor as a retail unit has been accepted and it has been undertaken without an opening hours condition. The implementation of a condition in respect of the retail use would thereby be an unreasonable requirement. As the proposed offices represent a new use within the application property, the inclusion of an opening and servicing hours condition would be an appropriate means of ensuring satisfactory site management.

Accessibility - Access to the building has been informed by the existing configuration of the host building. The existing shopfront to Bury New Road would be retained and incorporates a level threshold. The upper floors would not be accessible as entry could only be gained via steps.

The development would replicate the existing circumstances.

Air Quality – The development would not involve the provision of car parking, and the development would not involve the formation of residential accommodation requiring more intensive mitigation. It is not apparent that the development would unduly impact upon local air quality.

Conclusion – On balance the development would be acceptable and appropriate related to its context and operational management would be achieved through the attached conditions.

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

In this case, 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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

Condition(s) to be attached to decision for approval

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 received by the City Council as local planning authority on 4 November 2024:

Planning application forms

Proposed floor & roof plans Ref: 28/24-02 Rev B

Existing elevations & location plan Ref: 28/24-03 Rev A

Proposed elevations Ref: 28/24-04 Rev A

Proposed rear dormer to accommodate third floor, ground floor extension and external alterations 3 Bury New Road Cheetham Hill M8 8FW: Design and Access Statement

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) Before the commencement of above ground construction works, a scheme shall be submitted to and approved in writing by the City Council detailing samples and specifications of all materials to be used on all external elevations of the development. The development shall be implemented in accordance with the approved materials, which shall be maintained in situ thereafter.

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

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no parts of the development shall be used for any other purpose (including any purpose within Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended), 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 for the operation of

Ground floor – Class E (a), (b) and / or (c) (i) (ii) (iii)

First, second and third floor – Class E (c) (i) (ii) (iii) and / or (g) (i)

Reason - To safeguard the amenities of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

5) Before the commencement of above ground construction works, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to secure a reduction in the level of noise from any externally mounted ancillary plant and equipment required in support of the authorised development.

b) In the event that the acoustic attenuation of external equipment is required and before the operation of an approved scheme, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the implemented work to the recommendations and requirements in the approved acoustic report. The report shall also

include details of post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations shall be detailed in the report along with any measures required to ensure compliance with the agreed noise criteria. The agreed measures shall be maintained in situ thereafter.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

6) Before occupation of the development, the arrangements for the storage and collection of waste and recyclable materials shall be implemented in accordance with the following details: Proposed floor & roof plans Ref: 28/24-02 Rev B and waste management proforma. The approved scheme shall be implemented upon occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

7) Before the first occupation of the development, a scheme for on-site management shall be submitted to and approved in writing by the City Council as local planning authority. This scheme shall include details of arrangements for the presentation of bins to collection points and their return to the respective waste management enclosures. The details of the approved scheme shall be implemented upon the first occupation of the authorised extension and shall remain in situ whilst the use or development is in operation.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, EN19, DM1, T1 and T2 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

8) Upon first occupation, the development shall be implemented in accordance with document referenced Flood Risk Assessment 3 Bury New Road Manchester M8 8FW October 2024 Report Ref: 28/24-01 Rev, including the measures detailed in section 8.5 Flood Warning and Evacuation Plan. The implemented measures shall be maintained in situ thereafter.

Reason - To reduce the risk of flooding to the proposed development and to safeguard future residential occupants pursuant to policy EN14 of the Core Strategy for the City of Manchester, Objective 2 and policies JP-P6, JP-S1 and JP-S4 of Sustainable Development Joint Development Plan Document - Places for Everyone and the guidance within National Planning Policy Framework.

9) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating opening and servicing hours to be related to the operation of the upper floor office (Class E (c) (i) (ii) (iii) and / or (g) (i)) use hereby approved. The development shall upon first occupation of the authorised offices shall be implemented in accordance with the approved scheme, which shall be maintained in situ thereafter.

Reason - In interests of the amenity of the area and 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 Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

10) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of secure cycle storage and its management. The scheme shall include measures relating to the provision and management of cycle storage, including how it would be made available to the occupants of the respective parts of the development. The details shall be implemented upon occupation the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle 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 Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

11) Before the occupation of the development, scheme shall be submitted to and approved by the City Council as local planning authority detailing measures to encourage the adoption of sustainable modes of transport in relation to the operation of the offices hereby approved. The approved scheme shall include details for updating information available for occupants of the authorised offices and shall be implemented upon first occupation of the offices and maintained in situ thereafter.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

12) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of measures to improve on-site security and to reduce the risk of crime. The scheme shall include details of doors, windows, locks and other security fittings and the glazed balustrade to the roof of the single storey extension and shall confirm that Secured by Design standard specifications will be met. The approved scheme shall be implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

13) Before the occupation of the development, windows located in the side (northern) elevation of the enlarged rear extension as shown on drawings referenced: Proposed floor & roof plans Ref: 28/24-02 Rev B and Proposed elevations Ref: 28/24-04 Rev A shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

Informatives

1) Information for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) Culvert – Council records highlight that the underground River Irwell Tributary (Strangeways) is located within close proximity to the site (approximately 28 m to the South of the site) and Broughton Brook is located within close proximity to the site (approximately 86 m to the West of the site) , while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, it is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following

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

3) It is recommended that occupants of the development contact Floodline on telephone number 0345 988 1188 and register for a flood warning or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>.

To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what to do after a flood, visit <https://www.gov.uk/after-flood>.

4) The applicant should discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to:

highwaylicences@manchester.gov.uk

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Environment Agency

Unit 27, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 26, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 25, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 24, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 29, 2 - 14 Bury New Road, Manchester, M8 8FR
Units 34 And 38, 2 - 14 Bury New Road, Manchester, M8 8FR
Units 35 And 36, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 28, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 1 To 3, 18 Sherborne Street, Manchester, M3 1FE
Unit 33, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 32, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 31, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 30, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 23, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 22, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 21, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 20, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 19, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 18, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 17, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 16, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 15, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 14, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 13, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 12, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 11, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 10, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 9, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 8, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 7, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 6, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 5, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 4, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 3, 2 - 14 Bury New Road, Manchester, M8 8FR
Unit 2, 2 - 14 Bury New Road, Manchester, M8 8FR
2 - 14 Bury New Road, Manchester, M8 8FR
22B Sherborne Street, Manchester, M3 1EF
22A Sherborne Street, Manchester, M3 1EF
Unit 6C, 18 Sherborne Street, Manchester, M3 1FE
Unit 6B, 18 Sherborne Street, Manchester, M3 1FE
Unit 6A, 18 Sherborne Street, Manchester, M3 1FE
Unit 5, 18 Sherborne Street, Manchester, M3 1FE
Unit 4, 18 Sherborne Street, Manchester, M3 1FE
12 Sherborne Street, Manchester, M3 1FE
24 Sherborne Street, Manchester, M3 1EF
1B Bury New Road, Manchester, M8 8FW

1A Bury New Road, Manchester, M8 8FW
1 Bury New Road, Manchester, M8 8FW
18 Sherborne Street, Manchester, M3 1FE
181 Great Ducie Street, Manchester, M3 1FF
179 Great Ducie Street, Manchester, M3 1FF
First And Second Floors, 7 Bury New Road, Manchester, M8 8FW
7 Bury New Road, Manchester, M8 8FW
5 Bury New Road, Manchester, M8 8FW

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
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
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Benefitting From Flood Defences -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA