MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	138698/FO/2023
Date registered valid:	15 February 2024
Proposal:	Change of use of upper floor offices to form 4no self-contained flats (Class C3) including ground floor, first floor and second floor extensions, installation of dormer extension and external cycle store
Address:	50 Bury New Road, Manchester, M8 8EL
Ward(s):	Cheetham Ward
Applicant:	Arora, Lucky Singh Properties Ltd
Agent (if any):	David Ormesher, Holborow + Ormesher
Case officer:	Carl Glennon Tel: 0161 234 4530 Email: carl.glennon@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	23 September 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 24 January 2024

Standard consultations:
Printed: 27 February 2024 Expired: 19 March 2024

Neighbour notifications
Printed: 27 February 2024 Expired: 19 March 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 lies on the eastern side of Bury New Road and forms part of a radial route to the city centre. The surrounding area comprises a mix of retail, commercial, warehousing and industrial uses, with retained potential for residential use above units fronting Bury New Road. The application property forms part of a 3-storey terrace of four units of brick construction and grey slate roofs. The terrace extends from the junction of Sagar Street and is adjoined by a two storey flat roof building terminating at the junction of Howard Street.
The rear part of the application property is screened by a two storey section of 52 Bury New Road that returns along the back of pavement to Howard Street before terminating at an alleyway adjacent to a car park serving a neighbouring warehouse unit. Access to the alleyway is currently obstructed by overgrown vegetation and fencing. The application property incorporates a two storey mono pitched roof extension and retained yard area. To the south the application property is screened by a large 3-storey hipped pitched rood extension to the rear of 48 – 50 Bury New Road. The ground floor of 50 Bury New Road has a Class E retail use.



Fig.1 – Views of the application site from neighbouring car park and Howard Street and adjoining alleyway

Description of development

The proposed development would involve:
i. The formation of a part two, part three storey rear flat roof extension with a maximum height of 8.6 metres (reducing to 6 metres at first floor level0.
ii. At ground floor level the extension would form a secured internal 4 space cycle store for use by residents and rear access doors to the retained shop unit.

iii. The extension would have a maximum rearward projection of 7 metres at ground and first floor level.
iv. The first floor element of the extension would incorporate a pair of double doors with integrated Juliet balconies (to Flat 2).
iv. The proposed rear elevation would be stepped back at first floor level to 5.5 metres again with two pairs of double doors in the rear elevation leading to a balustrade enclosed balcony to Flat 3.
v. Flat 1 would be formed within the existing building (at first floor level). Flats 2 and 3 would be entirely formed within the proposed rear extension. Flat 4 would be form a duplex flat with the existing roof space supplemented by a flat roof extension to the rear.
vi. No elevations changes are proposed to the building.
vii. Existing separate ground floor access to the flats via Bury New Road.
viii. The development would involve the formation of 3 x one bedroom, one person flats and 1 two bedroom, three person flats.
ix. Bin storage would be located in the rear yard serving the proposed flats and retained shop unit.
x. The proposal includes measures to reinstate access to the rear yard via the adjacent alleyway. The submission indicated the provision of gates to the alleyway as it terminates at Howard Street.

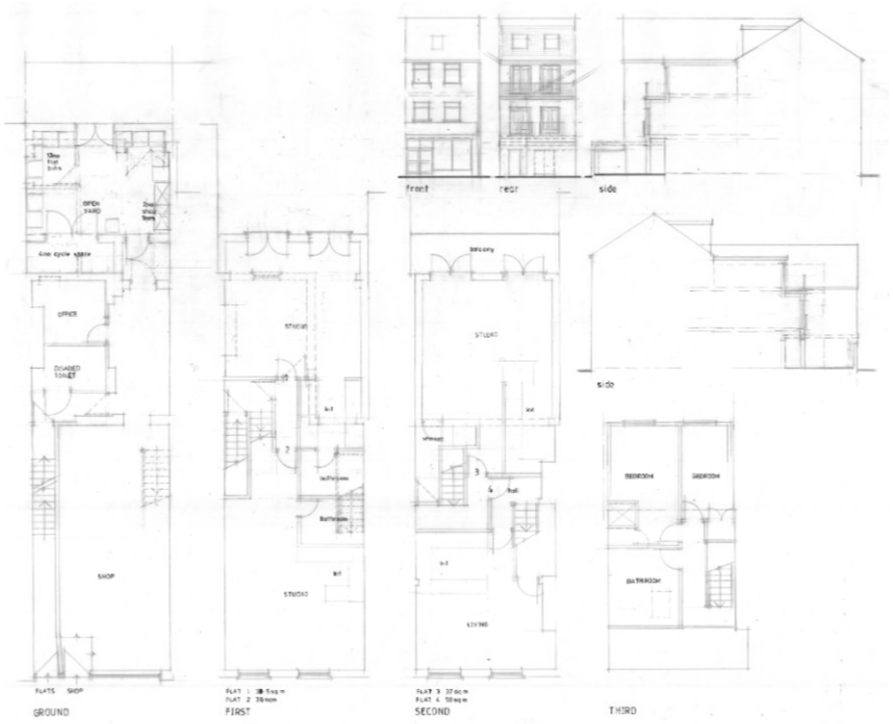


Fig.2 - Proposed layout plans and elevations

Site history

i. 087269/FO/2008/N1- Application Approved - 01.12.2008
46-50 Bury New Road And 1-5 Sagar Street, Strangeways, Manchester, M8 8EL, Erection of a four storey warehouse for cash and carry with ground floor show room and associated car parking following the demolition of existing building

ii. F17952 - Application Approved - 01.09.1982
50 Bury New Road, Strangeways.
Change of use from a wholesale warehouse to a shop for the sale of hot food.

iii. F/AD03631 - Application Approved - 30.03.1982

46-50 Bury New Road, Strangeways.
Illuminated fascia sign on front elevation of shop.

Consultations & Notification Responses

Local residents / businesses – No comments received.

Environmental Health – The following comments have been received:

i. Noise attenuation (Apartments) – A condition is requested to ensure the submission, approval and implementation of attenuation to safeguard the amenity of future residents of the apartments. Potential noise from Bury New Road and Waterloo Road. The condition includes a requirement for the verification of the implemented scheme.
ii. Noise attenuation (External equipment) – A condition is requested relating to a noise attenuation scheme for any externally mounted is attenuated against noise.
iii. Waste and recycling management – A condition is requested relating to the provision of a comprehensive scheme for the storage and collection of bins.
iv. A further condition is requested to safeguard air quality to the proposed apartments, including the provision of a clean air intake.

Highway Services – The following comments have been received:

i. The development would not be supported with car parking and the development would potentially generate additional on street car parking.
ii. The development would provide four cycle storage spaces for residents, which should be located in a secure and weatherproof enclosure.
iii. The proposed arrangements for waste storage would be acceptable, including collection from Howard Street.

Flood Risk Management Team – No objection following confirmation of the acceptability of the FRA assessment. An informative has been requested (and included) detailing measures to be undertaken should culverts be encountered following the implementation of the development.

Greater Manchester Police Design for Security – No comments received.

Environment Agency – No objection to the development subject the development being undertaken and maintained in accordance with the recommendations of the submitted FRA, including specified finished floor level.

Issues

National Planning Policy Framework (NPPF) – This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in December 2023. 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 are relevant to the consideration of the current application and are identified below. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. 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. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

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 Framework 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. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are relevant.

i. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to:

- Promote social interaction;
- Achieve healthy, inclusive, accessible and safe places;
- Enable and support healthy lifestyles, including layouts that encourage walking and cycling.

The development would lead to the efficient use of an existing building and would incorporate measures that would safeguard residential amenity and encourage sustained occupation. The application site is with walking distance to the city centres and cycle storage would be provided. Chapter 8 would be positively responded to.

ii. Chapter 9: Promoting sustainable transport - States that applications for development should be ensure:

- The promotion of sustainable transport modes in relation to the proposed type of development and its location;
- Provide 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.

Notwithstanding the above, chapter 9 also 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. However, the surrounding area is supported with local shops. The site is also located on a bus route and within walking / cycling distance of the city centre. The development would be supported with cycle storage. As highways impacts could be mitigated and sustainable transport options delivered, it is considered that the development would thereby positively respond to chapter 9.

iii. Chapter 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 Zones 2 and 3, the development has been related to a flood-risk assessment. It has been appropriately assessed and satisfactorily demonstrates that potential flooding risks and their affect the occupation of the development could be managed, and Chapter 14 complied with.

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;
ii. Health and well-being;
iii. Noise.

Necessary local consultation has been undertaken. It is considered that the development accord with the above guidance as any harmful impact would be capable of being managed through the operational conditions set out below.

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:

Objective 2: Create neighbourhoods of choice – with specific reference to ensuring that there is no increase in the number of homes and premises at a high risk of flooding;
Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
Policy JP-H3: Type, Size and Design of New Housing
Policy JP-P1: Sustainable Places
Policy JP-P6: Health
Policy JP-S1: Sustainable Development
Policy JP-S4: Flood Risk and the Water Environment

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 accord with policy SP1 due to its contribution to local housing provision in a sustainable location. It would lead to the efficient use of an existing building. Policy SP1 would thereby be accorded with.

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 Zones 2 and 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 if the applicant has satisfactorily demonstrated how:
i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
ii. The sustainable waste management needs of the end user will be met.

The site incorporates an enclosed yard area and area for bin storage has been identified with collection via the adjacent alleyway. A condition has been included to ensure the provision of a bin enclosure with agreed capacities. Policy EN19 would thereby be accorded with.

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 cycle routes. The site is accessible by foot (to and from the city centre) and the development would be supported with staff cycle storage. Policies T1 and T2 would thereby be accorded with in terms its accessibility via multiple transportation modes and the potential for the site to be accessed without the use of cars.

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 informed by 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. However, as the works solely relate to the rear of the property there would be no impact on Bury New Road.

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 authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. Officers engaged in discussions with the applicant's agent, which resulted in the submission of revised drawings that improved access arrangements to the rear of the site and secured a more proportionate arrangement of new built form. Supplementary details also ensured the appropriate assessment of flood risk. Following the completion of negotiations, the application was assessed on the basis of the submitted details.

Principle of the development - The use of the upper floor accommodation for residential use would be appropriate and would deliver a contribution to local housing supply. The flats would utilise a separate access form Bury New Road, which would be beneficial to the security of future residents. The scale and massing of the new extension would be appropriate in the context of extensively extended buildings that would screen the new development form the streetscene. The development would improve access to a rear alleyway. The principle of the development would be acceptable.

Management of the future use of the premises – The retained retail use has been historically established and cannot be reasonably related to additional conditions. Appropriate occupational conditions have been included, including measures to ensure the use of the upper floors as 3 x one bedroom, one person flats and 1 two bedroom, three person flat.

Flood Risk Management – As stated the lies within Flood Zones 2 and 3 and is classified as highly vulnerable in relation to residential occupation. The submitted FRA notes that the location residential accommodation within upper floors would reduce the potential impact of flooding. The FRA makes recommendations that are related to the development by condition, including measures to ensure that emergency procedures to secure evacuation or rescue are in place upon occupation of the residential accommodation and maintained in situ thereafter. Based on these measures appropriate the flood risk management measures would be delivered. The informative requested by the FRMT has been included.

Scale and massing – The highest part of the extension would be relocated to the eaves of the existing and neighbouring properties. The resulting visual impact to the street scene would be reduced by the screening afforded by the projection of the extended elevations to the adjoining buildings. The scale and massing of the development would be reduced by the stepped arrangement of the component parts of the rear elevation and its containment within the height parameters of the existing building.

Siting – The application has been amended to reduce the extent of the rear extension and increase to depth of the retained yard. The ground floor and first floor would be extended by 6.9 metres, which is significant but less than the projection to the adjoining No 52 (i.e., 11 metres) and less than the 8.6 metre projection of the extended elevation of No 46 to 48. The rear elevation at second floor level would be set back to produce a rearward projection of 5.6 metres. Views of the extensions from the rear (via Howard Street) would be limited due to the position of adjoining built form. The impact of the flat roof dormer extension would also be reduced by its position within the roofscape formed by 46 – 52 Bury New Road and is setting below the main ridge line and above the eaves (of No 50).

Design and impact on the street scene – The surrounding area included building with flat or shallow pitched roofs. Whilst not and entirely different characteristic, it is acknowledged that the introduction of a flat roof extension would depart from the pitched roof composition of the application property. However, the resulting visual impact would be significantly reduced by the relationship of the application property to the adjoining buildings. The stepped arrangement of the rear elevation and its relationship to the roof extension would secure appropriate to the composition of ne built form. It is not considered that the characteristics of the application property would be unduly harmed subject to the conditioned use of approved materials.

Residential amenity – The achieved floorspace (of 38.5, 38, 37 and 59 sq. metres) would be appropriate as the development would relate to the conversion and extension of existing floor space. The siting of the proposed extension not project beyond the rear wall of adjoining properties there would be not impact on windows in the rear elevation (relating to rooms that may be brought into residential use). There are no residential uses to the east of the site that would be affected by overlooking from the proposed windows or internal / external balconies. Conditions have been included to ensure appropriate noise attenuation and waste management.

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

Crime and security – The flats would be supported with a separate entrance via Bury New Road, thereby maximising natural surveillance of residents accessing and egressing the property. The rear yard would continue to be secured and the alleyway would be gated to improve site security. Cycle storage would be delivered within the extension. An informative has been included to ensure that new windows, doors, locks and fittings meet Secured by Design standards. Appropriate site security is capable of being delivered as part of the development.

Highway and servicing issues – The development is in a retail / commercial area and within walking distance of the city centre. The site is alco situated on a bus route. The development is therefore within a sustainable location, which would reduce the need for private car ownership. Cycle storage for residents would also be provided. It is not considered that the development would unduly impact on existing highway capacity.

Cycle parking – The application has been amended to incorporate four secured residents cycle storage spaces the ground floor of the proposed extension. A condition has been included to ensure that details of secured enclosure are implemented and maintained as cycle storage.

Construction management – The development site benefits from a yard, which would reduce disruption during the construction phase. In these circumstances and given the limited scale of the development, it is not considered that a construction management plan condition would be necessary. An informative has been included advising that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements should be agreed with the Council as local highway authority.

Waste Management - The applicant has demonstrated that the retained yard area is capable of accommodating bins in relation to the proposed residential and existing Class E uses. However, the applicant has included a full set of bins for the residential uses and retained Class E uses. To aid bin storage and collection the number of residential bins should be rationalised and shared bins provided within appropriate enclosures. A related condition has therefore been included.

Opening and servicing hours – The ground floor retail use has been historically established and is not subject to operation conditions, including restriction to opening and servicing hours.

Reinstated alleyway and related gating – A condition has been included to ensure that the design and specification of gates to the alleyway adjacent to Howard Street are submitted, approved and implemented prior to the occupation of the development.

Accessibility - Access to the building has been informed by the existing configuration of the host building. The existing entrance from Bury New Road is stepped and access to the upper floor residential use would be via a staircase. Given the configuration of the site and building it would not be possible to provide inclusive access in this case.

Conclusion – The development would be acceptable within the context of neighbouring built form and its relationship to the streetscene.

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 polices 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. Officers engaged in discussions with the applicant's agent, which resulted in the submission of revised drawings that improved access arrangements to the rear of the site and secured a more proportionate arrangement of new built form. Supplementary details also ensured the appropriate assessment of flood risk. Following the completion of negotiations, the application was assessed on the basis of the submitted details.

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 30 November 2023, 16 January 2024, 31 January 2024, 11 February 2024, 14 February 2024 and 5 April 2024:

Planning application forms amended by revised Certificate B received 14 February 2024
Location plan with a red edge
Plans and elevations as proposed Ref: 2321/23/02 Rev C
Proposed gated entrance attached to email from Holborrow Ormesher dated 31 January 2024
Flood Risk Assessment for 50 Bury New Road Cheetham Hill Manchester M8 8EL Report Number: QA24/051 dated July 2024 by Peak Associates.

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, samples and specifications of all materials to be used on all external elevations of the development, including balcony balustrades, have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved materials 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) The development hereby approved relates to the formation of 3 x one bedroom, one person flats and 1 two bedroom, three person flats (Class C3) as shown on drawings referenced: Plans and elevations as proposed Ref: 2321/23/02 Rev C.

Reason – For the avoidance of doubt and in the interests of residential amenity pursuant to policies DM1 and SP1 of the Core Strategy for the City of Manchester.

5) a) Before the occupation of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from Bury New Road and Waterloo Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise, which require consideration on or near the site, including any local commercial / industrial premises. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also 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 and Unitary Development Plan saved policy DC26.

6) 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 and Unitary Development Plan saved policy DC26.

7) Notwithstanding the detail of drawing referenced: Proposed ground and first floor plans and site plan Ref: Plans and elevations as proposed Ref: 2321/23/02 Rev C and before the occupation of the authorised development, details of the siting, capacity, design and appearance of the bin stores to be located in the retained service yard shall be submitted to and approved in writing by the City Council and local planning authority. The bin storage enclosures should relate to the residential (Class C3) and retail (Class E) uses. The approved details shall be implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of bins and management of waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

8) Before the first occupation of the development, the secure cycle enclosures for use by residents, as shown on drawing referenced: Plans and elevations as proposed Ref: 2321/23/02 Rev C, shall be implemented in full and maintained in situ (with a four cycle capacity) thereafter.

Reason - To ensure that adequate provision is made for cycle storage and to provide staff with a range of options in relation to mode of transport pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) a) Prior to commencement of the development, a scheme for a clean air intake shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the authorised flats, any agreed mitigation measures shall be implemented and verified in writing by the City Council as local planning authority and shall remain in situ thereafter.

Reason: To secure a reduction on in air pollution from traffic c 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 for the City of Manchester.

10) Notwithstanding the detail of drawing referenced Proposed gated entrance attached to email from Holborrow Ormesher dated 31 January 2024 and before the occupation of the authorised flats, details of the design and specification of gates to the alleyway adjacent to Howard Street, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before occupation of the development and maintained in situ thereafter.

Reason – In the interests of residential amenity, to maintain site security and reduce the risk of crime pursuant to policies DM1 and SP1 of the Core Strategy for the City of Manchester.

11) The development shall be implemented in accordance with document referenced: Flood Risk Assessment for 50 Bury New Road Cheetham Hill Manchester M8 8EL Report Number: QA24/051 dated July 2024 by Peak Associates, including the following detailed mitigation measures:

• Finished floor levels shall be set no lower than 27.50 metres (current ground level) above Ordnance Datum (AOD).

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements of the scheme. 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 of the Places for Everyone Plan (2022– 2039) and the guidance within National Planning Policy Framework.

Informatives

1) Information for Developers guidance documents can be downloaded using the following link:

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

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

3) It is recommended that any new windows, doors, locks and fittings meet Secured by Design standards.

4) Environment Agency advice

Flood mitigation - The developer may wish to include measures to mitigate the impact of more extreme future flood events. Measures could include raising ground or finished floor levels and/ or incorporating flood proofing measures. Further guidance on preparing properties for flooding can be found at https://www.gov.uk/government/publications/prepare-your-property-for-flooding.

The applicant/occupants should phone Floodline on 0345 988 1188 to 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 do after a flood, visit https://www.gov.uk/after-flood.

5) Flood Risk Management Team advice

Council records indicate that the underground River Irwell Tributary is located in close proximity to the site (approximately 40 m to the East of the site). While records are frequently updated to ensure the highest level of accuracy, 100% accuracy cannot be guaranteed for all culverted assets. Therefore, it is requested that the applicant advises the on-site 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

52 Bury New Road, Manchester, M8 8EL

52A Bury New Road, Manchester, M8 8EL
Topstyles Ltd, Sagar Street, Manchester, M8 8EU
Second Floor, 7 Sagar Street, Manchester, M8 8EU
Vacant Area Ground Floor, 57 - 59 Bury New Road, Manchester, M8 8FX
Vacant Area Second Floor, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit H, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit G, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit F, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit E, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit D, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit C, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit B, 57 - 59 Bury New Road, Manchester, M8 8FX
Unit A, 57 - 59 Bury New Road, Manchester, M8 8FX
First Floor, 7 Sagar Street, Manchester, M8 8EU
48 Bury New Road, Manchester, M8 8EL
Ground Floor, 7 Sagar Street, Manchester, M8 8EU
46 Bury New Road, Manchester, M8 8EL
First And Second Floor Offices, 46 - 48 Bury New Road, Manchester, M8 8EL
Ground Floor And Basement, 61 Bury New Road, Manchester, M8 8FX
First Floor, 61 Bury New Road, Manchester, M8 8FQ
50A Bury New Road, Manchester, M8 8EL
7 Sagar Street, Manchester, M8 8EU
Al Maidah Banquet Hall And Restaurant, Sagar Street, Manchester, M8 8EU
Michelle House, 2 Howard Street, Manchester, M8 8EN
61 Bury New Road, Manchester, M8 8FQ
57 - 59 Bury New Road, Manchester, M8 8FX

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Benefitting From Flood Defences -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA