

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139954/FO/2024

Date registered valid: 21 June 2024

Proposal: Erection of single storey and two storey side extensions and upper floor rear extension

Address: 96 Bury Old Road, Manchester, M8 5BW

Ward(s): Crumpsall Ward

Applicant: Mr Khaser Ahmed

Agent (if any): CORE Architectural Studio

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 15 August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 3 July 2024 Expired: 24 July 2024

Neighbour notifications

Printed: 3 July 2024 Expired: 24 July 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:

Tree Preservation Order:

This application relates to a commercial property in use as a restaurant located at the junction of Bury Old Road and Seymour Road in the Cheetham area of North Manchester. The existing property faces onto Bury Old Road, which is a main north/south arterial route leading into and away from Manchester city centre. The site is situated at the heart of Cheetham Hill District Centre, in an area dominated by various commercial uses, including retail, food and drink, office uses. To the north of the site is King David High School, with commercial properties to the east and south and some residential properties on the opposite side of Bury Old Road, which lie outside the City of Manchester boundary.

The existing building appears to be fairly rectangular in shape, including some makeshift single storey wooden units on the rear side of the building. The site is wider at the front, than it is at the rear, so the open land, at the side of the building, adjoining Seymour Road, is somewhat triangular in shape, and is currently partially used as informal car parking.

On this part of the site, the following permission was granted in December 2023:

138296/FO/2023 - Erection of single storey side extensions to form enlarged restaurant (Class E)

This planning permission allowed for an increase in the floor space to allow the business to increase the amount of covers, and its kitchen areas. The approved extensions were in two parts, so the front side of the building had an extension, to form an extended restaurant, which

extended up to the Seymour Road boundary, and the rear side of the building had an extension to form an extended kitchen area. This element involved removing the makeshift wooden units and, in effect 'squaring-off' the rear ground floor part of the building. No works, relating to this permission, have begun on site.

The current application was made for an upper floor, rear extension, to form additional storage space, in connection with the restaurant use, but this included building above the previously approved rear side extension, not currently built, and the submitted plans also indicated the previously approved front side extension, also not built. The current application therefore seeks approval for the erection of single storey and two storey side extensions and an upper floor rear extension, with the new element, not previously approved, being the upper floor rear extension, including the upper floor element above the approved rear side extension.

At present, at the rear of the restaurant, there is a mixture of linked buildings with a single storey element with a sloping roof, and a higher flat roof element, with a further single storey flat roof addition allowed by planning permission ref:138296. This application seeks to erect a single two storey flat roof rectangular structure, to cover the majority of the rear of the site, attached to an existing single storey flat roof element, in which the chillers are housed. The new upper floor element, not allowed by the previous permission, would be used for storage purposes only with no increase in restaurant covers.

It is proposed that the two storey extension would be finished in a black render, with the front side extension finished in zinc cladding, as was the case with the previous permission.

As part of the proposals 4 cycle parking spaces will be provided within the existing car park.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments have been received.

Highway Services - Makes the following comments:

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Given that the proposed development will result in an increase of 121.97sqm of floorspace, it is accepted that no highway concerns in terms of safety or capacity are considered likely to arise.

The current on-site parking offering is to be retained and the parking spaces reconfigured and as such, Highways have no concerns regarding vehicular build up on- street. The existing vehicle access will be retained as part of the proposals.

As part of the proposals 4 cycle parking spaces will be provided within the car park, which is welcomed by Highways. It is requested that the cycle parking spaces are secure and sheltered.

The applicant has confirmed that the current waste storage and collection will remain as existing.

Given the minimal scale of construction works involved, the level of construction vehicles are unlikely to generate any significant on-street parking demands.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to fumes, construction hours, acoustic insulation, external equipment, refuse and air quality.

Issues

National Planning Policy Framework (December 2023) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy C3 relates to the North Manchester District Centres of Cheetham Hill and Harpurhey. It states that there is capacity for approximately 1,000 square metres convenience and 4,000 square metres comparison retail growth in North Manchester up to 2027. The focus for additional floorspace should be in Harpurhey.

There could be small increases in retail provision in Cheetham Hill, but development for other uses which promote vitality during the daytime will be supported. New development should improve connections between the centre and the existing large foodstore.

Development which brings a broader range of commercial and public uses to Cheetham Hill will be supported.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site lies within the Cheetham Hill District Centre boundary, as indicated in the plan, and was covered by policy CC17, which was replaced by policy C3 in the Core Strategy.

Saved policy E3.3 relates to sites along radial routes, which includes Bury Old Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Saved Development Control policy DC26, of the Unitary Development Plan, relates to development and noise and states that the council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and

context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Principle - The principle of the ground floor extensions has been established by the previous planning permission on this site (138296/FO/2023). All conditions have been discharged, so these single storey extensions could legitimately be built. The new application needs to be considered as a whole but, in effect, the only difference, from the previous permission, is the proposed upper floor rear extension, which would be used for storage purposes only, with no increase in restaurant covers, and which is considered to be acceptable in principle. Furthermore, the site lies within the Cheetham Hill District Centre where business development, which supports economic growth in the area, is generally welcomed.

Design, Scale and Appearance - The proposed single storey extensions are lesser in scale than the immediate surroundings. At the time of the previous application, they rationalised the existing ad hoc extensions currently on the side/rear of the site. The current situation has also resulted in a collection of roof types, at the side/rear of the site, which appear unrelated.

The main building is untypical of the area and it was viewed that the side extensions, due to their appearance and modern use of materials would allow the extensions to assimilate into the existing properties and surrounding area without any significant, adverse impact as a consequence of its siting, scale or design.

With regards to the proposed upper floor extension this is a flat roof structure, which would also help to regularise the side and rear roof elevations of the building. It extends no further sideways, than the approved side/rear extension, so from Seymour Road the ground floor appears as previous approved. but extended a further floor upwards. From the rear of the site a flat roof structure would be seen, with a blank gable, rather than a mixture of roof types which currently exists.

There are currently two flues, at the rear of the site, and these would be raised to sit on top of the proposed upper floor structure, so from Seymour Road they would be slightly higher than they are currently. From Bury Old Road, one of the flues would sit behind the highest point of the building, and would not be easily viewed. The second flue would be more open, but it would be positioned at the back of the proposed upper floor element, and approximately 12 metres from the front of the existing building, so would also not be easily viewed from Bury Old Road. Although the flues can be seen, to some degree, from various points, their position on site is such that it is not considered that they would cause any visual disamenity.

Residential Amenity - This part of Cheetham Hill is dominated by commercial operations and the adjoining high school, so the site is surrounded by non-residential uses on 3 sides. There are some residential properties, on the opposite side of Bury Old Road, but these are not on the

side where the upper floor extension is proposed, so their view of the site would be largely unaltered.

Due to the position of the nearest residential properties and the context of the site's immediate surroundings, it is not believed that there would be any significant, adverse effect upon the living conditions of nearby occupiers in terms of visual impact, and it is not considered that the provision of the additional upper floor storage space would give rise to any increased levels of activity and any associated noise and disturbance than if the single storey extensions alone were built. Conditions are also proposed in relation to matters such as hours of operation and acoustic insulation to ensure there is no adverse impact upon residents, particularly at unsocial hours.

Waste Management - The waste arrangement involves a store within the rear yard, which is as existing. Highways consider the arrangement acceptable, but Environmental health require further details . An appropriate condition is therefore proposed.

Car Parking/highways - The proposals will provide an additional floor area at the existing restaurant and submitted plans indicate that the seating capacity will not significantly increase. As such, Highways are satisfied that the proposed extension would not give rise to a significant increase in vehicle trips.

The area is well served by sustainable modes with regular bus services operating along both Bury Old Road and Seymour Road. The site is also located within walking distance of numerous residential areas.

Plans show that the existing on-site parking provision of 5no. car parking spaces will be retained together with the provision of 4 cycle spaces. Highways consider that this provision is acceptable.

Security - Although the views of GMP were not sought, about this application, at the time of the previous application, security measures were proposed to be incorporated into the development, which, shall be to secured by design specification and a condition was added to the consent. It is proposed to also apply such a condition to this scheme.

Climate Change -Given the modest increase in floorspace proposed, and the associated level of vehicular trips which are expected to remain similar to the existing use, it not considered that there would be significant change in air quality as a consequence of vehicular emissions, given the busy, commercial context of the site and existing, authorised operations. However, measures to help contribute to carbon reduction methods, such as the provision of an EV charging point are recommended and an appropriate condition is proposed.

Conditions - The applicant contends that, as they have successfully discharged the conditions attached to the previous permission on the site (138296/FO/2023), that this should suffice for this current application. However, this is now a different scheme, with additional floorspace/building works proposed, and all proposed conditions are considered to be relevant to this application.

Other Legislative Requirements **Equality Act 2010**

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality

Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

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

2) The development hereby approved shall be carried out in accordance with the drawings titled 'Proposed Plans 01', 'Proposed Plans 02' and 'Proposed Plans 03' dated 2 May 2024, and the site location plan all stamped as received by the City Council, as Local Planning Authority, on 12 June 2024, and the drawing titled 'Proposed Plans 04' dated 2 May 2024, and stamped as received by the City Council, as Local Planning Authority, on 15 August 2024.

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

3) Prior to the commencement of above ground works, samples and specifications of all materials to be used on all external elevations of the development, including the bollards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be constructed only using the approved materials.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant policy DM1 of the Manchester Core Strategy.

4) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy EN18 of the Manchester Core Strategy.

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

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Parking of construction vehicles;
- Wheel washing facilities; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

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

6) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1, EN19 and SP1 of the Manchester Core Strategy.

7) a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason: In the interests of the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

8) Prior to first use, of the approved extensions, a secure cycle shelter shall be installed on site in accordance with elevational details that shall be submitted to and approved in writing by the City Council, as Local planning Authority, and in the location indicated on drawing titled 'Proposed Plans 01', dated 2 May 2024 and stamped as received by the City Council, as Local Planning Authority, on 12 June 2024. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

9) Prior to first use, of the proposed extensions, details of the security measures to be incorporated into the development, which, shall be to secured by design specification, shall be submitted for approval in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details and shall be implemented prior to first use.

Reason - To reduce the risk of crime and safeguard the security of residential occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) The premises shall not be open outside the following hours:-
Monday to Friday 16:00 till 23:00 hrs
Saturday and Sunday, including Bank Holidays 14:00 till 23:00 hrs.

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

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of part (g)(i) of Class E (restaurant use) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior agreement, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

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

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

13) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

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

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding 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) Email -highwaylicences@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

2D Seymour Road, Manchester, M8 6BG
Nursery, King David High School, Eaton Road, Manchester, M8 5DY
90C Bury Old Road, Manchester, M8 5BW
2B Seymour Road, Manchester, M8 6BG
Flat Rear Of, 92 Bury Old Road, Manchester, M8 5BW
First Floor, 88 Bury Old Road, Manchester, M8 6BW
94 Bury Old Road, Manchester, M8 5BW
2C Seymour Road, Manchester, M8 6BG
King David Primary School, Wilton Polygon, Manchester, M8 5DJ
2A Seymour Road, Manchester, M8 6BG
2 Seymour Road, Manchester, M8 6BG
90B Bury Old Road, Manchester, M8 5BW
88 Bury Old Road, Manchester, M8 5BW
92 Bury Old Road, Manchester, M8 5BW
90A Bury Old Road, Manchester, M8 5BW
High Crumpsall Synagogue, Bury Old Road, Manchester, M7 4QJ
1 Bury Old Road, Manchester, M7 4QJ
3 Bury Old Road, Manchester, M7 4QJ
5 Bury Old Road, Manchester, M7 4QJ
7 Bury Old Road, Manchester, M7 4QJ
9 Bury Old Road, Manchester, M7 4QJ
11 Bury Old Road, Manchester, M7 4QJ
13 Bury Old Road, Manchester, M7 4QJ
15 Bury Old Road, Manchester, M7 4QJ
17 Bury Old Road, Manchester, M7 4QJ

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA