

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134266/FO/2022

Date registered valid: 21 November 2022

Proposal: Erection of a single storey infill extension and single storey side extension to form new retail unit and retained offices to ground and first floor (Class E) with associated elevational alterations, installation of roller shutters and formation of a two space car parking area accessed via Dencombe Street

Address: 4 Mitre Road, Manchester, M13 0NU

Ward(s): Longsight Ward

Applicant: Mr Shiraz Haider, 4 Mitre Road, Manchester, M13 0NU

Agent (if any): Dr Kanadi Jagafa, Mason and Marlowe Ltd Colony, 5 Piccadilly Place, Manchester, M1 3BR

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

Recommendation: Approve

Date of recommendation: 6 January 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 29 November 2022

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 6 December 2022 Expired: 27 December 2022

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 site is located with Longsight District Centre and situated at the corner of Mitre Road and Dencombe Street. The building is an addition to a returning terrace from Stockport Road. The adjoining uses include a desert shop and hairdressers. The ground floor of the existing building comprises of an estate agents with offices above. Beyond the western boundary is a car parking area that relates to a retail store. Neighbouring properties to the south of the site are constructed up to the respective boundaries to Dencombe Street. A medical centre is situated to the north of the site. Double yellow lines are located on Dencombe Street and terminating on Mitre Road. Car parking bays are located on each side of Mitre Road.

The existing building comprises of 2 storeys with red orange brick and a shallow pitched roof with a partially covered car parking and storage area; enclosed with walls, rising piers and in-fill railings. To the rear is steeply pitched lean-to extension that projects from the southern elevation, is incorporated into the boundary wall and set back from the (western) side elevation by 6.7 metres.



Fig.1 – Views of the site from Mitre Road and Dencombe Street

Description of development

The proposed development involves:

- i. The formation of a single storey extension and service yard in an area formerly intended for use as a car park.
- ii. A single storey, side extension would be formed with a hipped pitched lean-to roof with a ridge line at 4.2 metres and eaves at 3.4 metres. The extension would be formed by infilling the space between the retained brick piers with matching brickwork following the removal of existing railings. The extension would extend across the full depth of the western elevation. The front and rear elevations would comprise of blank brickwork with a pair of high level linear windows with the side elevation adjacent to Dencombe Street.
- iii. The existing railing gates to Mitre Road would be removed and replaced with a new glazed shopfront within a metal frame and comprising a single leaf door and level access as part of the sub-division of the yard and formation of the proposed Class E unit. An additional 56 sq. metres of Class E floorspace would be formed.
- iv. The reconfigured yard area would be shared with the existing office use. It would be accessed by gates to facilitate access for servicing purposes from Dencombe Street. The yard area would also facilitate bin and cycle storage.

Site history

129985/FO/2021 - Application Withdrawn - 28.04.2022: 4 Mitre Road, Manchester, M13 0NU
Erection of a 2-storey side and rear extension to form 2 ground floor retail units and offices above (Class E), installation of roller shutters and shopfronts and alterations to existing boundary treatments, including installation of new gates and formation of one car parking space

125190/FO/2019 - Application Approved - 27.01.2020: Le Ville Hotel , 4 Mitre Road, Manchester, M13 0NU
Proposed elevational alteration to install a commercial office frontage to existing offices (Class A2)

The application site formerly was part of 530 Stockport Road and the following planning permissions are of relevance:

F17470 Application Approved - 26.05.1982: Ground floor, 530 Stockport Road and land, at rear, Longsight. Change of use from furniture showroom to car showroom; and use of land at rear as a car park.

069435/FO/2003/N2 - Application Approved - 29.11.2004:530 Stockport Road, Longsight. Erection of part two storey/part single storey extension at rear to provide storage accommodation and laying out of car park.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. Confirmation has been received that indicates that the car parking area within the site has been used as a storage area for the last four years and is not used for car parking. From a Highways perspective we accept the proposals with no parking as it is an existing arrangement and the addition of the extension is unlikely to result in a large increase in vehicular trips.
- ii. The detail of the application has been amended and confirms that the dedication of existing on-street parking along Mitre Road for use solely by the development will not be pursued and the need to operate the development in accordance with existing car parking restrictions is acknowledged.
- iii. The proposed waste and recycling arrangements are appropriate, including confirmation of the return of bins to the storage area immediately following collection.
- iv. The proposed cycle storage arrangements are considered to be acceptable.
- v. All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- vi. Any requirements for licensing, hoarding / scaffolding and associated temporary traffic management arrangements should be agreed with MCC Highways Applications and Network Resilience Teams.

Environmental Health – The following comments have been received:

- i. Opening hours should be agreed and conditioned.
- ii. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours of 7:30 am to 8:00 pm, Monday to Saturday, with no deliveries/waste collections on Sundays / bank holidays.
- iii. Waste management arrangements are considered to be acceptable following confirmation of bin storage for both the existing and proposed business operations.

Flood Risk Management Team – The following comments have been received:

- i. The site is within Flood Zone 1 and low risk of surface water flooding. Although a drainage condition is not proposed, an informative is recommended to encourage the design

and and construction of a drainage system to prevent the increased risk of flooding and to improve and protect water quality with measures to ensure its future maintenance.

ii. The area of the hard surfacing is likely to exceed the 5 square metres. It is therefore recommended that, if feasible, the surfacing should be constructed of permeable materials where feasible and in accordance with government guidance.

Greater Manchester Police Design for Security – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, 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. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and suitable recommendations have been related to the development via an informative. The approval of roller shutter details have been related to a condition. The development would not significantly affect the security of the site perimeter. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport and public car parking is available in the vicinity of the site. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

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

The development would make a positive contribution to the commercial offer in the district centre and secure a sustainable development with a limited contribution to local employment. The development would draw advantage from its relationship to the district centre and secure a design that would be appropriately related to the character of the existing building. Policy SP1 would thereby be accorded with.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail and financial and legal services. The development would thereby appropriately related to the objectives of policy C2.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace within an existing building. The a marginal environmental impact.

Policy EN18 Contaminated Land and Ground Stability – The application relates to developed land and land contamination have not been identified by Environmental Health.

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.

Satisfactory arrangements have been submitted and policy EN19 would 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. In this case, the development would not generate significant traffic and the site is in a sustainable transport location. Policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its sustainable context. It would secure appropriate inclusive access. The development would not unduly harm residential amenity and provision can be made to provide appropriate security measures. Appropriate waste management would be provided. Policy DM1 would thereby be accorded with.

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

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate, including customers and traffic movements and the undertaking of servicing and deliveries. In this case, it is considered that noise disturbance would be absorbed into the surrounding noise environment. There are currently no residential uses above the proposed development. Conditions have been included to address noise from future external equipment required in support of the development. 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, which was submitted following the withdrawal of application ref: 129985/FO/2021. The application has sought to address previously expressed concerns regarding the design, height, scale and massing of the proposed extension. The submitted and supplementary details that respond to consultation comments have facilitated the appropriate assessment of the proposed development.

Principle of the development - It is considered that the overall development represents a proportionate addition to the building, would facilitate a modest expansion of an otherwise permissible residential use. The use of the property for a mix of Class E activity would contribute positively to the future viability and commercial offer of Longsight District Centre. The development is therefore considered to be acceptable.

Use – In response to the constraints of the site, a condition has been included to ensure that the development is only occupied as a Class E ground floor unit with a maximum floorspace of 56 sq metres. A further condition limits the authorised use within Class E to: (a) shop other than for the sale of hot food, (b) food and drink which is mostly consumed on the premises and (c) financial services, professional services (other than health or medical services) or any other services which it is appropriate to provide in a commercial, business or service locality. These conditions are required to ensure the appropriate future management of the development.

Height, scale and massing – The height of the extension would be limited to a single storey extension with its impact reduced through the incorporation of hipped pitched roof detailing and maintenance of space above its sloping plane. New brickwork would be articulated through the retention of vertical brick columns and the formation of a new shopfront and windows to the street elevations. The overall height, scale and massing of the development is considered to be proportionate and acceptable.

Siting – The proposed development would partially enclose the service yard beneath the existing building and the adjacent open space resulting in an appropriate continuation of the parade of built form relating to Mitre Road. The siting of the external extension would respond to the constraints of the adjoining building. The siting of external extension would respond to the constraints of the adjoining two storey building and the walls to the perimeter (into which it would be incorporated). There is no formal building line to Dencombe Street and the limited height of the extensions (single storey) would ensure that the development would not have an overly prominent impact on the streetscene. The siting to the development is therefore considered to be acceptable.

Highways issues, car parking and cycle storage – Given the limited magnitude of the development it is not considered that the development would raise significant concern regarding traffic generation. Any increase in activity would be absorbed into existing levels of activity in the district centre. Notwithstanding the above, any future traffic generation would be managed by the presence of double yellow lines at the adjacent junction of Mitre Road. Planning permission ref: 069435/FO/2003/N2 facilitated the formation of a car parking area, that would be partially covered by the infill part of the development and the formation of the service yard. The applicant has confirmed that the yard area has been used for storage and this appeared to be the circumstance at the time of the officer site visit. The access to the former car parking is narrow and not supported with a dropped crossing. Mitre Road is relatively heavily trafficked and the close proximity of on-street car parking spaces affect visibility, particularly when egressing the site. In these circumstances, the loss of potential on site car parking is not considered to be harmful, particularly given the close proximity of on street car parking bays and further parking within Longsight Market car park. The site is also in a sustainable location due the proximity of local bus routes. The development would be supported with five cycle spaces within a secured yard. A condition has been included to secure the approval and implementation of secure cycle racks. On this basis, it is considered that highways issues have been addressed.

Residential amenity – Existing office would be retained above the development site and the nearest residential uses are located above neighbouring shops and commercial uses. The development would not appear to present significant issues in relation to residential amenity. Any potential additional activity would be subsumed into existing activity within the district centre. The siting of the extension has been related to the enclosure to the perimeter of the service yard and the proposed works would improve the visual amenity of the area through the enclosure of exposed metal beams.

Design – The in-fill and external extensions would be related to the configuration of existing walls, including the retention of rising columns to give appropriate articulation to the enlarged building. The roof to the extension would reflect the characteristics of the existing building

through the formation of a hipped pitched roof. High level windows within the Dencombe Street elevation would be relieve the expanse of brickwork. A condition has been included to ensure that the materials used in the construction of the development match the existing, On this basis, the proposed design is considered to be acceptable.

Access - The development indicates that level access would be achieved to the entrance to the shop. A detailed layout relating to the shop unit has not been provided and accessibility, in terms of circulation space and WC configuration have not been provided. However, given the same amount of additional floorspace, the scope for inclusive access would be constrained.

Crime and security – Although comments have not been received from GM Police Design for Security, an informative has been included that recommends that all new door, locks, lighting CCTV cameras and other security measures fitted as part of the development should accord with Secured by Design standards.

Roller shutters – The applicant has demonstrated that the proposed roller shutter and housing boxes would be integrated into the shopfront without projection beyond the external face of the building. The roller shutters have also been identified as being perforated. A condition has been included relating the positioning details of the roller shutters and housing to the approved drawings but requiring the approval of the specification and colour specification of the roller shutters.

Gates - The applicant has indicated that new gates would be installed to the service yard entrance to Dencombe Street. The applicant has confirmed that the gates will comprise black metal railings. Condition has been included to ensure the approval of the colour and specification of the gates and confirmation of their fitting with an inward opening mechanism.

Waste management – The development has been related by condition to the submitted waste and recycling details, including its confirmation that bins will be returned to the storage area following collection.

Opening hours - The development is related to the following requested opening hours that are considered to be acceptable with the context of the district centre:

Monday to Saturday: 9.00 am to 8.00 pm;
Sunday and Bank holidays: 12.00 noon to 8.00 pm.

Servicing hours - A condition has been included to relate deliveries, servicing and collections to the following hours as a safeguard to residential amenity:

Monday to Saturday - 7:30 am to 8:00 pm
No deliveries / waste collections on Sundays and Bank Holidays.

External plant and equipment – Conditions have been included to ensures that any required external plant and equipment is appropriately insulated against noise and the detail of any required flue its approved prior to installation. These conditions are required to address potential issues arising from a permitted change of use to a restaurant (Class E(b)).

Flood risk – The site is in Flood Zone 1 and specific drainage condition is therefore not required. The informatives requested by FRMT, relating to drainage improvements and surfacing, have been included.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property. Its appropriate future management would be secured through the conditions set out below.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application, which was submitted following the withdrawal of application ref: 129985/FO/2021. The application has sought to address previously expressed concerns regarding the design, height, scale and massing of the proposed extension. The submitted and supplementary details that respond to consultation comments have facilitated the appropriate assessment of the proposed development.

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 on 21 November 2022, 22 December 2022 and 5 January 2023:

Planning application forms

Site location plan with a red edge

Proposed ground floor plan and existing first floor plan ref AR/CS/R4/01 dated 05/01/2023

Proposed elevations (west, east, south and north) Ref: AR/CS/R5/02 dated 05/01/2023

Proposed roof plan Ref: AR/CS/R3/03 dated 21/12/2022

Roller shutter detail Ref: AR/CS/R3/04 dated 21/12/2022

Proposed elevations (with open roller shutters) ref AR/CS/R2/05 dated 05/01/2023

Email from Mason and Marlowe dated 5 January 2023 confirming materials comprising the revised shopfront.

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) The materials to be used in the construction of the extension hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing building, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The development relates to the formation of one ground floor unit (Class E) with a maximum floorspace of 56 sq. metres.

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

5) 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 part of the ground floor of the premises shall be used for any other purpose (including any other purpose in 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 the authorised units for the purposes of: Class E(a) shop other than for the sale of hot food, (b) food and drink which is mostly consumed on the premises and (c) financial services, professional services (other than health or medical services) or any other services which it is appropriate to provide in a commercial, business or service locality.

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 and saved policy DC26 of the Unitary Development Plan.

6) Before the commencement of the use of the premises as a café / restaurant (permitted under Class E(b), a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the extraction of fumes, vapours and odours. The approved scheme shall be implemented prior to the commencement of the café or restaurant use and at all times thereafter whilst the use is in operation.

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

7) Before its installation any externally mounted equipment required to facilitate the ground floor operation of the authorised Class E use shall be related to a scheme to 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 from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

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 saved Unitary Development Plan policy DC26.

8) The development shall be fully implemented in accordance with the arrangements for the storage and collection of waste and recycling bins as specified in the following document and drawing:

- i. Waste Management Proforma attached to email from Mason and Marlowe dated 22 December 2022
- ii. Drawing ref: Proposed ground floor plan and existing first floor plan ref AR/CS/R301 dated 21/12/2022.

The approved details shall be implemented upon occupation of the development (including arrangements for the same day return of bins to the storage area following collection) and maintained in situ at all times 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.

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 to the specification of roller shutters and housing boxes, including perforation and colour treatment, in the position shown on drawing referenced: Roller shutter detail Ref: AR/CS/R3/04 dated 21/12/2022. The approved details shall be implemented upon first occupation of the development and maintained in situ at all times thereafter.

Reason- In the interests of the visual amenity and the character of Longsight District Centre and the wider streetscene, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

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 colour and specification of the gates to be formed to the service yard accessed via Dencombe Street as shown on drawings ref: Drawing ref: Proposed ground floor plan and existing first floor plan ref AR/CS/R3/01 dated 21/12/2022 and Proposed elevations ref AR/CS/R5/02 dated 05/01/2023, including confirmation of their fitting with an inward opening mechanism. The approved details shall be implemented upon first occupation of the development and maintained in situ at all times thereafter.

Reason- In the interests of the visual amenity and the character of Longsight District Centre and the wider streetscene and the security of the site pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) 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 specification of secure cycle racks to be located in the position shown on drawing ref: Proposed ground floor plan and existing first floor plan ref AR/CS/R3/01 dated 21/12/2022. The approved details shall be implemented in accordance with the approved details upon occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

- 1) It is recommended that the applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality with measures to ensure its future maintenance.
- 2) Hardstanding covering more than 5 square metres, should be constructed of permeable materials where feasible, in accordance with government guidance that can be accessed via:
<https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardensguidance>
- 3) It is recommended that all new door, locks, lighting CCTV cameras and other security measures fitted as part of the development should accord with Secured by Design standards.
- 4) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

538 Stockport Road, Manchester, , M12 4JJ
536 Stockport Road, Manchester,, M12 4JJ
Longsight Market, Dickenson Road, Manchester, , M13 0WG
DAVID PLUCK (NORTH WEST) LIMITED, 527 Stockport Road, Manchester, , M12 4NE
APPNA Cash & Carry 19 Mitre Road , Manchester , M13 0NU
Flat 1 Above 530B Stockport Road, Manchester, , M12 4JJ
Flat 2 Above 530B Stockport Road, Manchester, , M12 4JJ
Ourced Property 4 Mitre Road Manchester , M13 0NU
534 Stockport Road, Manchester, M12 4JJ
Flat Rear Of 534, Stockport Road, Manchester, M12 4JJ
530B Stockport Road, Manchester, M12 4JJ
525 Stockport Road, Manchester, M12 4NE
Longsight Medical Practice, 528 Stockport Road, Manchester, M13 0RR
Ground Floor, 521 Stockport Road, Manchester, M12 4NE
Flat 2, 2 Mitre Road, Manchester, M13 0NU
Flat 1, 2 Mitre Road, Manchester, M13 0NU
2 Mitre Road, Manchester, M13 0NU
526 - 528 Stockport Road, Manchester, M13 0RR
Longsight District Office, 523 Stockport Road, Manchester, M12 4LL
530A Stockport Road, Manchester, M12 4JJ
530 Stockport Road, Manchester, M12 4JJ
532 Stockport Road, Manchester, M12 4JJ
19 Mitre Road, Manchester, M13 0NU

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA