MANCHESTER CITY COUNCIL

# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 131574/FO/2021 |
| **Date registered valid:** | 5 October 2021 |
| **Proposal:** | Change of use of part of the ground floor to a religious venue (Use Class F1(f)) from restaurant / bar (Use Class E(b)) |
| **Address:** | The Sheridan Suite , 371 Oldham Road, Manchester, M40 8RR |
| **Ward(s):** | Miles Platting & Newton Heath Ward |
| **Applicant:** | Mr Anjum Majid C/o Agent |
| **Agent (if any):** | Mr Aaron Johal WSP 8 First Street, Manchester, M15 4RP |
| **Case officer:** | Janine Renshaw-Livesey<br>Tel: 0161 234 4555<br>Email: janine.renshaw-livesey@manchester.gov.uk |
| **Recommendation:** | APPROVE |
| **Date of recommendation:** | 29 November 2021 |

**Application details**

**Type of application:** Full Application Consent

**Development type:** Change of use

**Date of site visit:**

**Standard consultations:**
Printed: 14 October 2021 Expired: 4 November 2021

**Neighbour notifications**
Printed: 14 October 2021 Expired: 4 November 2021

**Site notice**
Posted: Expired: Posted: Expired:

**Press advert**
Published: 19 October 2021 Expired: 9 November 2021

**Departure from Development Plan:** No

**Environmental Statement:** Not required

**Description of site/building**

**Listed building:** Not applicable

**Conservation area:** No

**Tree Preservation Order: No**

The application site consists of a large two storey building on the corner of Oldham Road and Queens Road with a car park for 300 cars located to the western side with direct vehicular access from Oldham Road. The building is currently known as The Sheridan Suite and is mainly used as an exhibition and conference venue. The application site is within the Miles Platting area approximately 1 mile from the City Centre.

**Description of area**

The application site is located within a mixed use area of Miles Platting, which is characterised by residential properties to the south of Oldham Road and a mix of commercial and industrial uses to the north of Oldham Road. The site is also bounded to the north by a railway line leading out of the City Centre.

**Description of development**

This application seeks consent for the change of use of part of the ground floor to a religious venue (Use Class F1(f)) from restaurant / bar (Sui Generis).

The Sheridan Suite comprises a large leisure facility with the ground floor consent for restaurant use. A local religious congregation has outgrown their current premises and wish to relocate to a nearby property on Varley Street with a larger capacity.

The building measures approximately 36m x 90m and is largely constructed of brick with additional detailing surrounding the roofline.

The site extends to 1.64 Ha and comprises a 300-space car park and landscaping. Two-way access is taken from Oldham Road, with barrier control.

The changes being proposed seek to convert half of the ground floor of the building, which currently has permission to operate as a restaurant / bar, to a place of worship for the Mountain of Fire Church organisation. The restaurant / bar has been vacant due to the coronavirus pandemic, with the previous use of the space being as warehouse storage related to the textile trade.

The Church currently operates from 39 Varley Street, Manchester very nearby, but have outgrown the site.

The church will solely use that space on the ground floor with the main activity being a Sunday morning service for 300 to 500 people (circa 100 families). Outside of Sunday mornings, it would be used for general church activities (prayer meetings, training) throughout the week but this will be at a much lower intensity (20-50 people). The main Sunday service will operate when the banqueting suite is closed.

**Related Planning Application**

111699/FO/2016/N1: Approved for proposed change of use of ground floor of building from exhibition and conferencing (Sui Generis) to a restaurant and bar (Sui Generis) including a single storey extension to the front and side of the building and associated boundary treatments.

**Consultations & Notification Responses**

The occupiers of the surrounding properties were consulted, and one letter was received outlining issues of sporadic noise and late-night activity associated with some activities held at the venue. Therefore, less activity and noise would be welcomed by the church use. The local resident made a comment regarding the content of religious teaching, which is not a matter for planning consideration.

Highways Services requested a car park management plan be attached to the consent and travel plan details are required. Added to the travel plan condition is the alternative access that connects to an area suitable for pedestrian use will seek verification that this is the case and detail are required by means of the transport condition.

Environmental Health request a noise condition, air quality, delivery, EV charging points and Refuse condition.

Great Manchester Police recommended security measure to be incorporated into the proposal and an informative has been added to the consent.

The Flood Team recommended an informative to design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy. However, no physical works are required therefore the drainage informative has been appropriately wording.

The Works and Skills Team confirmed there is no requirement for a Local Labour condition to be attached to the consent.

Transport of Greater Manchester were consulted, and no representations were received.

Network Rail were consulted, and no representations were received.

## Issues

Policy Context

National Planning Policy Framework 2021

The updated National Planning Policy Framework (NPPF) was published by the government in July 2021 and is a material consideration in the determination of planning applications.

Paragraph 7: The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, 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 8: Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

b) 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

Paragraph 92: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other.

Paragraph 93: To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship)

Core Strategy
Policies SP1, DM1 and C9

Unitary Development Plan for the City of Manchester - Saved Policies

Saved policies DC10 and DC26

**Principle**

The principle of the development is considered to be acceptable in terms of its anticipated level of activity, along with the hours of operation and amount of comings and goings would not cause significant harm due to its location sited within the wider venue away from residential dwellings. Overall, the religious venue would not have no adverse impacts on neighbour amenity, highways and lies within a sustainable location.

**Issues**

**Residential Amenity**

There are residential properties on the opposite side of Oldham Road. These are both high rise flats and lower rise houses. It is acknowledged that the proposal includes the provision of a religious venue that is less likely to cause disamenity than the current venue. The application site is located across a main four lane highway and a substantial grass verge and there is a decent line of trees located between the application site and the properties and this will help to screen any visual impact and noise disturbance created from the current use and the proposed use would not exacerbate the current level of amenity. Relevant conditions have been included in relation to the insulation of the building and any externally mounted equipment, air quality and delivery. Therefore, it is not considered that this proposal will have a detrimental impact on the residential amenity currently enjoyed by the properties that surround this site and that the scheme is considered to be acceptable and in compliance with local planning policies.

**Car Parking and Highways**

Highways require an objective transport analysis to be undertaken to quantify the amount of parking which will be taken up by the development as well as determining the developments' impact on the vehicle access/highway network, and the submitted transport
note does not currently provide this.
In addition, whilst it is suggested that the operational times for the banqueting hall and religious venue are different it is noted that there is a potential crossover period at the end of the Sunday service when the banquet hall can be open from midday. Any revised transport note and analysis of parking demands should therefore also account for this scenario and a car park management condition has been added to the consent to ensure adequate car parking provision at the busiest times.

Highways commented that the primary vehicle access is taken from Oldham Road with offset fixed barrier control measures and this arrangement is acceptable from a highway perspective. Regarding the alternative pedestrian access for the religious venue, the plans provide insufficient detail to allow us to fully assess this. We expect that the alternative access connects to an area suitable for pedestrian use and seek verification that this is the case. Furthermore, refuse details are required and it is recommended that secure cycle storage is provided as part of any planning approval. Therefore, conditions relating to these matters have been attached to the consent.

Therefore, on the basis of the above, the scheme is considered to be acceptable in relation to car parking and associated highway matters.

**Noise**

The 700-cover restaurant is to be replaced by a religious venue which is less likely to generate more noise from the site and not increase comings and goings currently experienced at the building. The hours of operation for the religious venue is considerably less and ceases operation at 19.30 hrs at the latest. The application site is located on a busy radial route into the City Centre and a number of other commercial uses are located close by. Furthermore, the

application site is also located immediately adjacent to a main railway line and therefore, the current level of noise experienced within this area is therefore higher than in a normal residential area.  Therefore, it is not considered that this proposal would create a significant and unacceptable impact in relation to noise.

**Crime**

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention.  The planning application has been assessed by Greater Manchester Police, and it is recommended that a security measures be incorporated into the proposal. Therefore, an informative has been added to the consent.

**Boundary Treatment**

The application site bound by a quality boundary treatment; therefore, no further boundary improvements are required.

**Air Quality**

Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

**EV Charging Points**

Prior to the first use of the use of the development, electric car charging point shall be installed within the site. The applicant has confirm ed that currently the venue car oark has no electrical charging points. Therefore, a condition has been attached to promote alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

**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:**

**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. Further information was sought from officers during the application and amendments were made to the proposal.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

1513. EX03, the Planning Statement by WSP, the waste management strategy, stamped as received on the 22 September 202, and the Transport Statement by WASP, stamped as received on the 5 October 2021 and 001 Rev A, stamped as received on the 6 September 2021.

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.

3) 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.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The scheme proposed may need to include different measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure,

sound limiters linked to sound amplification equipment and specified maximum internal noise levels

b) Prior to occupation of the development a verification report will 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 nearby accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

4) a) Prior to commencement of the development mitigation measures to safeguard local air quality 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: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

5) The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:-

As applied for:

Monday - 18:00 to 19:00

Tuesday - 13:00 to 14:00

Wednesday - 18:00 to 19:30

Saturday - 10:00 to 13:00

Sunday - 10:00 to 12:30

Reason - In interests of residential amenity, in order to reduce noise and general disturbance, in accordance with policies H2.2 and DC26 of the adopted Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's emerging Core Strategy.

6) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In interests of residential amenity, in order to reduce noise and general disturbance, in accordance with policies H2.2 and DC26 of the adopted Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's emerging Core Strategy.

7) 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. 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.

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

*The proforma/ Waste Management Strategy must include the following information:

*Estimated volumes and types of waste produced by the development;

* Details of internal and external stores for both waste and recycling, including any plans and designs;

* Location of the proposed collection point and details of the route the collection vehicle will take;

* Details of how waste will be transferred between stores and to the collection location; and

* Details of number and capacity of bins proposed and collection frequency.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

8) The use hereby approved shall not commence unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and reserved for bicycle parking for as long as the use is in operation.

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 transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

9) Prior to the first use of the development as a religious venue , a car and event management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The car park and event management plan shall set out the arrangements for managing on and off site parking for the community facility shall include:

- How on site car parking will be managed as the operational times for the banqueting hall and
religious venue are different and there is a potential crossover period at the end of the Sunday service when the banquet hall can be open from midday.

The approved management of different activities shall be implemented in full from the first use of the site for as a religious venue. If any car parking, on or off site, as a result of the development hereby approved, when operating, causes any pedestrian or highway safety concerns which in the opinion of the City Council, as Local Planning Authority, are detrimental to adjoining and nearby residential properties, within 1 month of a written request, a scheme for the mitigation the car parking impacts shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be implemented and thereafter maintained.

Reason - In order to minimise the impacts from the demand for car parking at the community facility and to ensure that suitable arrangements are in place to meet demand for parking without having a detrimental impact on surrounding residents pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

10) 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 for the following purpose(s) of contained within Schedule 2, Part A, Class F of 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):

- F1(f) Religious Venue.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without separate approval, 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) Prior to the first use of the use of the development, electric car charging point shall be installed within the site, in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

12)Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development

ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car
(vi) We expect that the alternative access connects to an area suitable for pedestrian use and seek verification that this is the case.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

**Informatives**

1) Physical Security

Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards.

Any new glazing in external doors, ground floor or easily accessible windows should include at least one pane of laminated glass rated as P4A under EN 356.

A CCTV system should be included within these licensed premises and should be capable of monitoring the following areas: external doorways, all internal spaces including the bar and function room area.

Signage should be displayed to indicate the areas of the premises that are restricted to staff only.

Any staff areas that are to be included within the proposal should be access controlled and restricted to members of staff only.

Dusk till dawn lighting should be installed above all external doors.

2) The applicant should design and construct a drainage system to prevent the increased risk of flooding should any physical work be required, to improve and protect water quality and

ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

**Appendix 1 – List of consultees & neighbours notified**

Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Transport For Greater Manchester
Network Rail

Flat Above, 4 Hulme Hall Lane, Manchester, M40 8AZ
Top Flat, 622 Oldham Road, Manchester, M40 8BA
29 Alburn Court, Lifton Avenue, Manchester, M40 8DE
622 Oldham Road, Manchester, M40 8BA
640 - 642 Oldham Road, Manchester, M40 8BA
628 Oldham Road, Manchester, M40 8BA
630 - 632 Oldham Road, Manchester, M40 8BA
29 Droitwich Road, Manchester, M40 8ED
Johnson Square, Oldham Road, Manchester, M40 7PS
5 Falkland Avenue, Manchester, M40 8DJ
4 Hulme Hall Lane, Manchester, M40 8AZ
33 Alburn Court, Lifton Avenue, Manchester, M40 8DE
540 Oldham Road, Manchester, M40 8BS
Harden Works, Oldham Road, Manchester, M40 8AG
6 Hulme Hall Lane, Manchester, M40 8AZ
Ground Floor, 371 Oldham Road, Manchester, M40 8EA
2 Hulme Hall Lane, Manchester, M40 8AZ
624 - 626 Oldham Road, Manchester, M40 8BA
63 Sawley Road, Manchester, M40 7FW
61 Sawley Road, Manchester, M40 7FW
3 Keyworth Walk, Manchester, M40 8DQ
9 Keyworth Walk, Manchester, M40 8DQ
5 Keyworth Walk, Manchester, M40 8DQ
11 Keyworth Walk, Manchester, M40 8DQ
7 Keyworth Walk, Manchester, M40 8DQ
3 Giltbrook Avenue, Manchester, M40 8DS
1 Giltbrook Avenue, Manchester, M40 8DS
7 Falkland Avenue, Manchester, M40 8DJ
Flat 4, Johnson House, 327 Oldham Road, Manchester, M40 7PS
1 Johnson's Square, Manchester, M40 7QW
Flat 7, Johnson House, 327 Oldham Road, Manchester, M40 7PS
Flat 5, Johnson House, 327 Oldham Road, Manchester, M40 7PS
3 Johnson's Square, Manchester, M40 7QW
Flat 6, Johnson House, 327 Oldham Road, Manchester, M40 7PS
Flat 2, Johnson House, 327 Oldham Road, Manchester, M40 7PS
325 Oldham Road, Manchester, M40 7PS
Flat 3, Johnson House, 327 Oldham Road, Manchester, M40 7PS
Flat 1, Johnson House, 327 Oldham Road, Manchester, M40 7PS
27 Droitwich Road, Manchester, M40 8ED
33 Droitwich Road, Manchester, M40 8ED
43 Droitwich Road, Manchester, M40 8ED
39 Droitwich Road, Manchester, M40 8ED
31 Droitwich Road, Manchester, M40 8ED
25 Droitwich Road, Manchester, M40 8ED

37 Droitwich Road, Manchester, M40 8ED
45 Droitwich Road, Manchester, M40 8ED
11 Alburn Court, Lifton Avenue, Manchester, M40 8DE
31 Alburn Court, Lifton Avenue, Manchester, M40 8DE
42 Alburn Court, Lifton Avenue, Manchester, M40 8DE
6 Alburn Court, Lifton Avenue, Manchester, M40 8DE
61 Alburn Court, Lifton Avenue, Manchester, M40 8DE
9 Alburn Court, Lifton Avenue, Manchester, M40 8DE
12 Alburn Court, Lifton Avenue, Manchester, M40 8DE
36 Alburn Court, Lifton Avenue, Manchester, M40 8DE
19 Alburn Court, Lifton Avenue, Manchester, M40 8DE
3 Alburn Court, Lifton Avenue, Manchester, M40 8DE
37 Alburn Court, Lifton Avenue, Manchester, M40 8DE
49 Alburn Court, Lifton Avenue, Manchester, M40 8DE
54 Alburn Court, Lifton Avenue, Manchester, M40 8DE
47 Droitwich Road, Manchester, M40 8ED
44 Alburn Court, Lifton Avenue, Manchester, M40 8DE
50 Alburn Court, Lifton Avenue, Manchester, M40 8DE
8 Alburn Court, Lifton Avenue, Manchester, M40 8DE
14 Alburn Court, Lifton Avenue, Manchester, M40 8DE
10 Alburn Court, Lifton Avenue, Manchester, M40 8DE
13 Alburn Court, Lifton Avenue, Manchester, M40 8DE
15 Alburn Court, Lifton Avenue, Manchester, M40 8DE
23 Alburn Court, Lifton Avenue, Manchester, M40 8DE
43 Alburn Court, Lifton Avenue, Manchester, M40 8DE
16 Alburn Court, Lifton Avenue, Manchester, M40 8DE
57 Alburn Court, Lifton Avenue, Manchester, M40 8DE
40 Alburn Court, Lifton Avenue, Manchester, M40 8DE
7 Alburn Court, Lifton Avenue, Manchester, M40 8DE
22 Alburn Court, Lifton Avenue, Manchester, M40 8DE
46 Alburn Court, Lifton Avenue, Manchester, M40 8DE
5 Alburn Court, Lifton Avenue, Manchester, M40 8DE
58 Alburn Court, Lifton Avenue, Manchester, M40 8DE
62 Alburn Court, Lifton Avenue, Manchester, M40 8DE
1 Alburn Court, Lifton Avenue, Manchester, M40 8DE
17 Alburn Court, Lifton Avenue, Manchester, M40 8DE
27 Alburn Court, Lifton Avenue, Manchester, M40 8DE
30 Alburn Court, Lifton Avenue, Manchester, M40 8DE
32 Alburn Court, Lifton Avenue, Manchester, M40 8DE
39 Alburn Court, Lifton Avenue, Manchester, M40 8DE
56 Alburn Court, Lifton Avenue, Manchester, M40 8DE
59 Alburn Court, Lifton Avenue, Manchester, M40 8DE
60 Alburn Court, Lifton Avenue, Manchester, M40 8DE
4 Lifton Avenue, Manchester, M40 8DD
6 Lifton Avenue, Manchester, M40 8DD
Concrete Batching Plant, Queens Road, Manchester, M40 8AE
35 Droitwich Road, Manchester, M40 8ED
23 Droitwich Road, Manchester, M40 8ED
41 Droitwich Road, Manchester, M40 8ED
Baker House, 542 Oldham Road, Manchester, M40 8BS
Manchester Cabins Ltd, Harden Works, Oldham Road, Manchester, M40 8AG
26 Alburn Court, Lifton Avenue, Manchester, M40 8DE
34 Alburn Court, Lifton Avenue, Manchester, M40 8DE
35 Alburn Court, Lifton Avenue, Manchester, M40 8DE

38 Alburn Court, Lifton Avenue, Manchester, M40 8DE
41 Alburn Court, Lifton Avenue, Manchester, M40 8DE
45 Alburn Court, Lifton Avenue, Manchester, M40 8DE
25 Alburn Court, Lifton Avenue, Manchester, M40 8DE
28 Alburn Court, Lifton Avenue, Manchester, M40 8DE
4 Alburn Court, Lifton Avenue, Manchester, M40 8DE
47 Alburn Court, Lifton Avenue, Manchester, M40 8DE
2 Alburn Court, Lifton Avenue, Manchester, M40 8DE
24 Alburn Court, Lifton Avenue, Manchester, M40 8DE
55 Alburn Court, Lifton Avenue, Manchester, M40 8DE
21 Alburn Court, Lifton Avenue, Manchester, M40 8DE
20 Alburn Court, Lifton Avenue, Manchester, M40 8DE
51 Alburn Court, Lifton Avenue, Manchester, M40 8DE
53 Alburn Court, Lifton Avenue, Manchester, M40 8DE
48 Alburn Court, Lifton Avenue, Manchester, M40 8DE
8 Lifton Avenue, Manchester, M40 8DD
18 Alburn Court, Lifton Avenue, Manchester, M40 8DE
52 Alburn Court, Lifton Avenue, Manchester, M40 8DE
2 Lifton Avenue, Manchester, M40 8DD

## 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 - Not Affected
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1