

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128238/FU/2020
Date registered valid: 21 October 2020
Proposal: Change of use of building to a gymnasium (Class E)
Address: 13A Barlow Place, Manchester, M13 9UG,
Ward(s): Ardwick Ward

Applicant: Amy Wakeman 646 Liverpool Road, Manchester, M30 7WA
Agent (if any):
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 6 January 2021

Application details

Type of application: Change of use Consent

Development type: Change of use

Date of site visit: 3 December 2020

Standard consultations:

Printed: 10 November 2020

Expired: 1 December 2020

Neighbour notifications

Printed: 18 November 2020

Expired: 9 December 2020

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

Barlow Place is accessed via Hamsell Road and has an L-shaped configuration. It comprises of 2 blocks of industrial and commercial floorspace located in its western and northern sections. The proposals relate to a double height end unit at the eastern terminus of Barlow Place (where it forms a cul-de-sac). The application building has a pitched slate roof with a parapet. The elevations are constructed in red / brown brick. The principle elevation incorporates 2 roller shutter openings separated by a central brick column. The application property adjoins 22-24 Ardwick Green South, which presents principal elevations to the street (Ardwick Green South) and accommodates Halfords Autocentres, Westwood Security Shutters and Dianese D-Store. The application building is sited at the back of pavement and there is no car parking provision. The application property has no planning history but has the appearance of an industrial building and the applicant has referenced its use for commercial purposes albeit without planning permission.

Notwithstanding, the immediately adjoining uses, 2, 3 and 4 storey apartments' blocks are located to the north, east and south of the application site. Hamsell Court and external gardens are located to the immediate south of the site and 9-17 City Edge and its respective gardens separating the site from residential uses to the north of the site.



Figure 1 – Views of the site from Barlow Place



Fig. 2 – Views of the site from Hamsell Road.

Description of development

The proposed gym would provide 1 to 1 training and physical rehabilitation. Two members of staff would operate the gym. The internal layout would comprise of:

- i. Ground floor – Main training area with equipment, kitchen, WC, 2 x changing rooms and ancillary room;
- ii. First floor (Mezzanine) – Office.

The development would utilise the following equipment:

- i. A supervised dumbbell lifting area over a noise dampened floor;
- ii. Isometric leg press;
- iii. Rowing machine;
- iv. Bench and chest press;
- v. Leg extension / curl;
- vi. Squat frame and lifting platform;
- vii. Padded glute bridge.

Refurbishment works have been undertaken within the building, but the use has not commenced.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – Given that it is likely that there will be a maximum of 3 people on site (2 staff and 1 client) at any one time, Highways Services do not object to the proposals. Whilst reliance on on-street car parking is not ideal, it is accepted that a marginal increase in on-street car parking is unlikely to generate any significant highway impact.

Environmental Health – The following comments have been received:

- i. A condition is requested to address potential noise outbreak from the building;
- ii. the operation of any required external equipment should also be related to a noise attenuation condition;
- iii. The development should be related to the submitted waste management details;
- iv. The proposed opening hours should be conditioned to the development;
- v. Deliveries and collections should be related to hours of 7.30 am to 8.00 pm with no deliveries / waste collections on Sunday and Bank Holidays;
- vi. A condition to control glare from lighting should be applied.

Flood Risk Management Team – The site is within Flood Zone 1 and at a very low risk of surface water flooding. The change of use results in the development being classed as less vulnerable in the Flood Risk Vulnerability Classification as it relates to a leisure use. Additional drainage mitigation measures are not required in case.

GM Police Design for Security – Have made recommendations regarding security improvements to the building, which have been forwarded to the applicant and related to the development as an informative.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should 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 or specific policies in this Framework indicate development should be restricted.

The Framework has been related to the proposed development, with particular emphasis given to the following:

Chapter 7: Ensuring the vitality of town centres – Identifies leisure uses as being appropriate in town centres with a potential need for an assessment of potential harm when such development is located outside such centres. In this case the development is small-scale (140sq.m) and below the criteria for a sequential assessment of potential qualitative and quantitative impact. The development would thereby accord with Chapter 7.

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 (paragraph 91). These considerations have been related to the layout of the proposed development and the applicant has been made aware of the importance of incorporating measures to address issues of security and potential opportunities for criminal and anti-social behaviour. It is considered the development would respond positively to Chapter 8.

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

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

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 in a sustainable location, in terms of access to public transport. The development would thereby positively related to Chapter 9.

iv. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land. It is considered that chapter 11 has been positively responded to as it

would relate to currently under used land and provides the opportunity for business expansion and adaptation. It is also considered that the development would be appropriately related to the character of the development in the surrounding area. It would also bring a previously vacant building back into active use. Chapter 11 would thereby be positively related to.

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 consideration has been given to the following aspects of the PPG:

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

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 provide a appropriate use for a building that would otherwise either remain vacant or used for a purpose that may have a greater impact on neighbouring residential uses. The development would be a small-scale operation that would contribute to health and well-being. The development would be appropriately related to the area with a mix of residential and commercial uses. Potential harm caused by noise can be appropriately attenuated through the attached condition. On balance it its considered that the development would be appropriately related to policy SP1.

Policy DM1 - 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:

- 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 to ensure that development has regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

The proposed scale of the development is acceptable. Appropriate consideration has been given to the potential impact of the development on residential uses and measures to mitigate against potential harm, including noise attenuation. The development would positively contribute to health and well-being. The development is capable of achieving appropriate security measures. Satisfactory waste management would be provided. Policy DM1 would thereby be accorded with.

Policy EC 1 - Relates to employment and economic growth in Manchester and identifies the need to manage the provision of employment land within the city.

Policy EC 2 - Has been related to the loss of the application site for business purposes and the potential do the proposed use to be a consequential generator of employment. This policy states that Council will seek to retain and enhance existing employment space and sites.

The development would be appropriately related to policies EC1 and EC2 as it would return a commercial building to active use and provide a small-scale employment opportunity.

Policy EN19 Waste - Requires consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

- Both construction and demolition waste will be minimised and recycled on site wherever possible;
- How the sustainable waste management needs of the end user will be met.

Appropriately provision has been made to secure compliance with policy EN19.

Policy C 2 - States that development should support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. This policy states that development will be supported provides employment opportunities for local people and promotes the efficient use of land. It states that new development should positively contribute to the reuse and regeneration of land and premises and contributes positively to the diversity and mix of uses within centres without undermining their primary retail function.

Policy C 9 - Relates to out-of-centre development: Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres.

In this case the scale of the development through the provision of 1 to 1 personal training would have no discernible impact on the city centre or the operation of gyms and sport facilities within it or the wider use. It is also considered that the development offers the benefit of providing a manageable use for a building which otherwise would be otherwise difficult to return to active use. It is therefore considered that the development would be appropriately related to policies C2 and C9.

Policy T1 - 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. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Furthermore, development should take account of the needs of road users according to a broad hierarchy consisting of (in the following priority):

- i. Pedestrians and disabled people;
- ii. Cyclists, public transport;
- iii. Commercial access;
- iv. General off-peak traffic;
- v. General peak time traffic.

The development would have very limited traffic generation due to the conditioned operational arrangements. The adjacent highway has the capacity to accommodate visiting and staff cars. The site does not benefit from an external yard area but there is potential for cycles to be accommodated in the building. On this building it is considered that policies T1 and T2 would be positively responded to.

Unitary Development Plan - The following saved policies are relevant:

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment and the impact of existing noise sources on the development has been assessed, particularly in relation to the proposed residential units.

Policy DC26.5 - Has been related to the assessment of the development, in terms of measures to control noise, including the provision of noise insulation

As previously discussed, the impact of noise from both the operation of the development and active around the site has been assessed and is capable of being managed by appropriate condition Policy DC26 would thereby be accorded with.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The proposed development has been assessed with the Guide in mind.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1 December 2012, requires every decision notice relating 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. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes.

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. In this case, a dialogue was undertaken with the applicant to clarify the nature of the proposed use and the facilities to be provided. Issue relating to noise attenuation were discussed and agreement reached regarding its future implementation. On this basis appropriate information was made available to allow the proposal to be assessed.

Principle of the development – The development would secure an active and managed use for a previously vacant building. The proposed operational conditions would also ensure that the impact of the development would be potential less harmful to residential amenity than might be experienced if a commercial use with more intensive noise and activity were to be brought forward. On balance, the principle of the development is subject to the attached conditions, including the implementation and maintenance of a scheme of noise attenuation.

Limitations within Class E – In order to maintain an appropriate relationship to neighbouring residential uses, it has been necessary to limited remove the potential for the premises to be used for any other use within Class E, including retail and restaurant uses, including retail and restaurant uses.

Siting of the application premises – The application site is separated from neighbouring uses to the north by a 19 metre deep garden relating to the City Edge residential development. It is considered that this distance would significantly reduce the potential for noise transfer from the site. The development would not have any impact on the commercial and industrial uses the west of the application site. The potential impact of the development in relation to the neighbouring residential uses and Hamsell Court and more significant City Edge have been carefully considered and related to the mitigation and noise attenuation measures set out below.

Management plan – In order to ensure an appropriate relationship to neighbouring residential uses, and condition has been included requiring that the development is undertaken in accordance with the following:

- i. The operation of the gym in accordance with arrangements set out in the applicant's submitted management strategy, including the operation of specified equipment and the undertaking of pre-booked appointments for personal training only with a maximum of one client per session;
- ii. External doors remain closed for the duration of all training sessions, except in the event of an emergency.

Opening and servicing hours – To further reduced any potential harmful impact on residential amenity and condition has been included to ensure that the premises shall not be open, or servicing undertaken outside the following hours:

Monday to Friday: 7.30 am to 8.00 pm;
Saturday, Sunday and Bank Holidays: 10.00 am to 2pm;

In addition to the above, deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Monday to Saturday - 7:30 am to 8.00 pm;

Sundays / Bank Holidays: No deliveries/waste collections.

Noise attenuation – The building has a brick built construction, which would afford some noise attenuation based on 1to 1 training sessions and the operational arrangements set out above. It is also noted that noise generating uses operate in the local area, including the undertaking of car repairs and servicing and manufacturing units. However, in response to the comments of Environmental Health and to further safeguard the amenity of neighbouring residential properties, a pre-commencement condition has been included to ensure the approval of suitable noises attenuation measures. These measures would be required to be implemented before the commencement of the development and maintained in situ thereafter. The applicant has confirmed that no external equipment is to be proposed and existing domestic extraction fans would be retained.

Waste management – A condition has been included to ensure that the development is undertaken in accordance with the submitted waste management plan.

Crime reduction and security – The comments of GM Police Design for Security have been related to the applicant and the recommendations have been included as an informative.

Highways issues- The small-scale nature of the development would be maintained by the operational conditions and it is not considered that the development would result in significant traffic generation of on-street car parking.

Access – The building has level threshold and access for people with mobility issues can gain access to the premises and its facilities.

Conclusion – It is considered that the appropriate measures can be put in place to allow the appropriate and limited operation to be appropriately related to neighbouring residential uses. The development is therefore considered to be acceptable.

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. In this case, a dialogue was undertaken with the applicant to clarify the nature of the proposed use and the facilities to be provided. Issues relating to noise attenuation were discussed and agreement reached regarding its future implementation of appropriate measures. On this basis satisfactory appropriate information has been available to allow the proposal to be assessed.

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 stamped as received by the City Council on the specified dates:

Planning application forms received 5 October 2020

Location plan with a red edge received 5 October 2020

Ground floor plan received 20 October 2020

First floor plan received 20 October 2020

Emails from SoCal Gym detailing operational arrangements and dated 7 December 2020 and 15 December 2020.

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) 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 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 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 a personal training gym.

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.

4) The development shall be fully implemented in accordance with the operational details set out in the emails from SoCal Gym dated 7 December 2020 and 15 December 2020, including its operation using the specified equipment and the undertaking of pre-booked appointments for personal training only with a maximum of one client per session. The agreed operational arrangements shall be implemented upon commencement of the development and maintained in situ thereafter.

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.

5) External doors shall be closed for the duration of all training sessions, except in the event of an emergency.

Reason – In the interests of residential amenity and to reduce the risk of undue noise and disturbance, pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester and save policy DC26 of the Unitary Development Plan for the City of Manchester.

6) The premises shall not be open outside the following hours:

Monday to Friday: 7.30 am to 8.00 pm;
Saturday, Sunday and Bank Holidays: 10.00 am to 2pm.

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

7) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Monday to Saturday - 7:30 am to 8.00 pm;
Sundays / Bank Holidays: No deliveries/waste collections.

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

8) The premises shall be acoustically insulated and treated to limit the breakout of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that shall be 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 and maintained in situ thereafter.

Upon completion of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to confirm 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 has 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 to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

9) The development shall be implemented in accordance with the waste management plan comprising Waste Management proforma received 7 December 2020 and drawing referenced Ground floor plan received 20 October 2020. The approved detail shall be in place upon commencement of the use and maintained in situ thereafter.

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

10) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1. Environmental guidance for developer can be found via the following link:

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

2. It is recommended that the following security measures are considered as part of the development:

- i. Any new external doors should be compliant with and certified to BS PAS 24, STS 202 or LPS 1175 SR2;
- ii. Any new windows should be compliant with and certified to BS PAS 24 where possible;
- iii. Any new glazing should incorporate at least one pane of glass with a 1.5mm PVB interlayer (e.g. 7.5mm laminated glass), or a glass rated as P4A under EN 356. The remaining pane in a double glazed unit may be toughened glass;
- iv. If any new shutters are to be installed, they should be tested and certified to LPS 1175 SR2 (or SR1 if perforated laths are required) and installed in accordance with manufacturer's instructions. Ideally, any shutters should have shutter-boxes and guides built into the fabric of the building;
- iv. The main entrance to the gym should be controlled by a portal/airlock system (allowing one person to gain access at a time, eliminating the potential for tailgating), operated by membership card;
- v. To mitigate the risk of theft, lockers should be provided for the use of gym users;
- vi. All back-of-house/staff areas should not be publicly accessible and there should be a secure area for staff to store their belongings whilst at work;
- vii. An alarm should be installed to cover the whole building, linked to contacts on all doors and PIR detectors;
- viii. Any CCTV system that may be used within this proposal will require certain specifications and intelligent placement of cameras to compliment the design of the development.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Room C Flat 7, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room B Flat 7, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room C Flat 4, City Edge, 30 Ardwick Green South, Manchester, M13 9XE

[illegible]

Flat 14, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 13, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 10, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 8, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 4, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
28 Ardwick Green South, Manchester, M13 9XE
Tyre And Exhaust Depot, Kale Street, Manchester, M13 9XE
29A Wadeson Road, Manchester, M13 9UG
29 Wadeson Road, Manchester, M13 9UG
Halfords Autocentre, 22 Ardwick Green South, Manchester, M13 9XE
Flat 2A, 28 Ardwick Green South, Manchester, M13 9XE
Flat 1A, 28 Ardwick Green South, Manchester, M13 9XE
Flat 10, 28 Ardwick Green South, Manchester, M13 9XE
Flat 5, 28 Ardwick Green South, Manchester, M13 9XE
Flat 2, 28 Ardwick Green South, Manchester, M13 9XE
Flat 8, 28 Ardwick Green South, Manchester, M13 9XE
Flat 3, 28 Ardwick Green South, Manchester, M13 9XE
Flat 1, 28 Ardwick Green South, Manchester, M13 9XE
Flat 7, 28 Ardwick Green South, Manchester, M13 9XE
Flat 12, 28 Ardwick Green South, Manchester, M13 9XE
Flat 11, 28 Ardwick Green South, Manchester, M13 9XE
Flat 9, 28 Ardwick Green South, Manchester, M13 9XE
Flat 6, 28 Ardwick Green South, Manchester, M13 9XE
Flat 4, 28 Ardwick Green South, Manchester, M13 9XE
24 Ardwick Green South, Manchester, M13 9XE
22 - 24 Ardwick Green South, Manchester, M13 9XE
Flat 3, 1 Hamsell Road, Manchester, M13 9YP
Flat 4, 1 Hamsell Road, Manchester, M13 9YP
8 - 10 Ardwick Green South, Manchester, M13 9XE
Room A Flat 4 Hamsell Court, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room B Flat 2 Hamsell Court, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 1 Hamsell Court, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room C Flat 17, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room C Flat 14, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room D Flat 11, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room B Flat 8, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 8, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 2, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 15, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 11, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 2, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 1, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room D Flat 3 Hamsell Court, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 3 Hamsell Court, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room C Flat 10, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room C Flat 2 Hamsell Court, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 15, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room D Flat 13, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room B Flat 10, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 9, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room A Flat 6, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room B Flat 5, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Flat 6, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Room C Flat 16, City Edge, 30 Ardwick Green South, Manchester, M13 9XE

Room B Flat 15, City Edge, 30 Ardwick Green South, Manchester, M13 9XE
Westwood Security Shutters Ltd, 24 Ardwick Green South , Manchester, M13 9XE
Halfords Autocentre Manchester (Ardwick Green) , 22-24 Ardwick Green South, Manchester ,
M13 9XE
Dainese D-Store Manchester, 22 Ardwick Green South, Manchester, M13 9XE

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: NORTH2