

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126473/JO/2020

Date registered valid: 11 March 2020

Proposal: Variation of conditions 2 (specified plans), 6 (cycle store) and 12 (glazing) attached to planning permission referenced 122018/FO/2018 to all retention of existing stairway and ground floor entrance together with amendment to the elevations and site plan

Address: 16 North Road, Manchester, M11 4WE

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Kehoe MTM Enterprises Ltd 121A Lord Lane, Manchester, M35 0SH

Agent (if any): Mr Paul Judge Paul Judge Design 49 Bideford Road, Stockport, SK2 5AX

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

Recommendation: Approve

Date of recommendation: 11 June 2020

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 18 March 2020 Expired: 8 April 2020

Neighbour notifications

Printed: 18 March 2020 Expired: 8 April 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

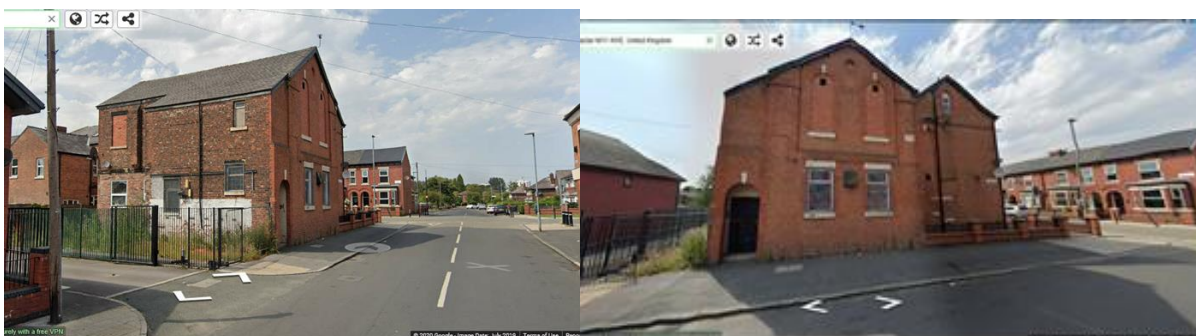
Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located on the south-west junction of North Road and Canberra Street in an area characterised by a variety of terrace and semi-detached houses. The application relates to a detached 3-storey building (there is roof- space accommodation), with gable elevations and twin pitched roofs with a valley running east to west between the two. The building was formerly used as a social club and is characterised by its red brick construction and slate roofs. The rear part of the building project forward to form of staggered elevation to the eastern elevation. A 2-storey, pitched roof extension and single storey flat roof extension is formed to the west elevation.





Description of development

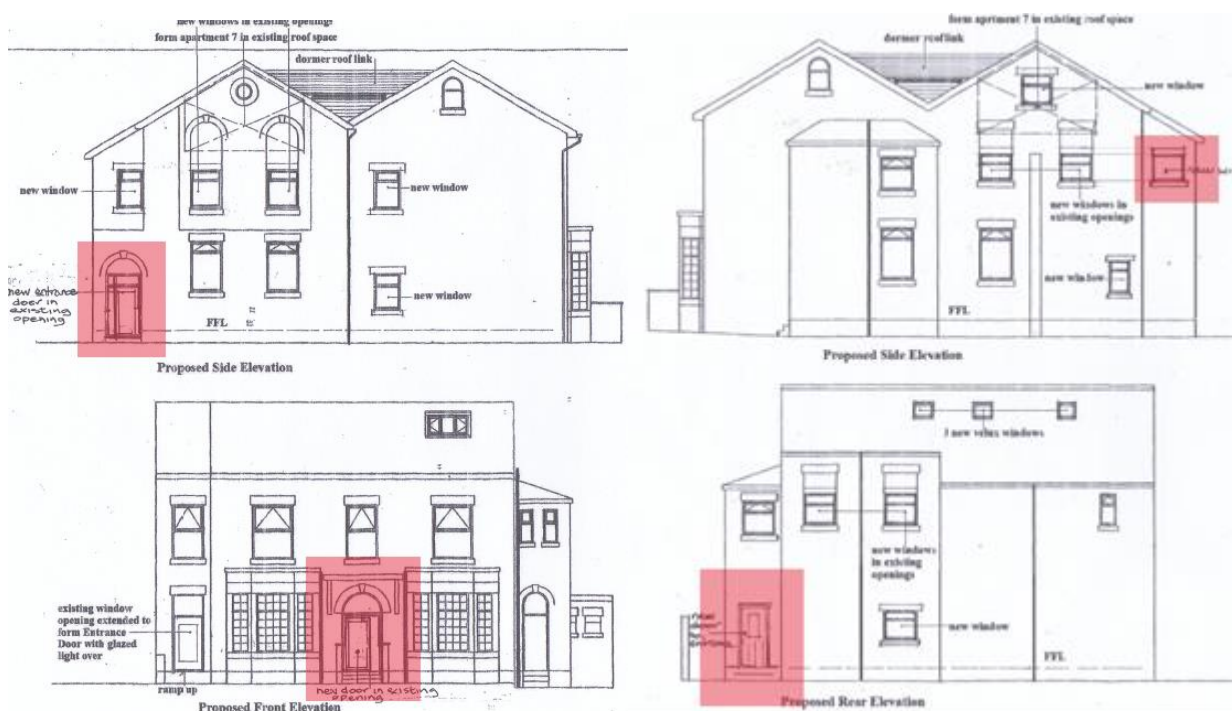
The amendments relate to planning permission ref: 122018/FO/2018 - Proposed change of use of former Labour Club (Class A4) to residential to create 8 no. self contained apartments including roof extension, demolition of existing single storey side extension and formation of 4 car parking spaces

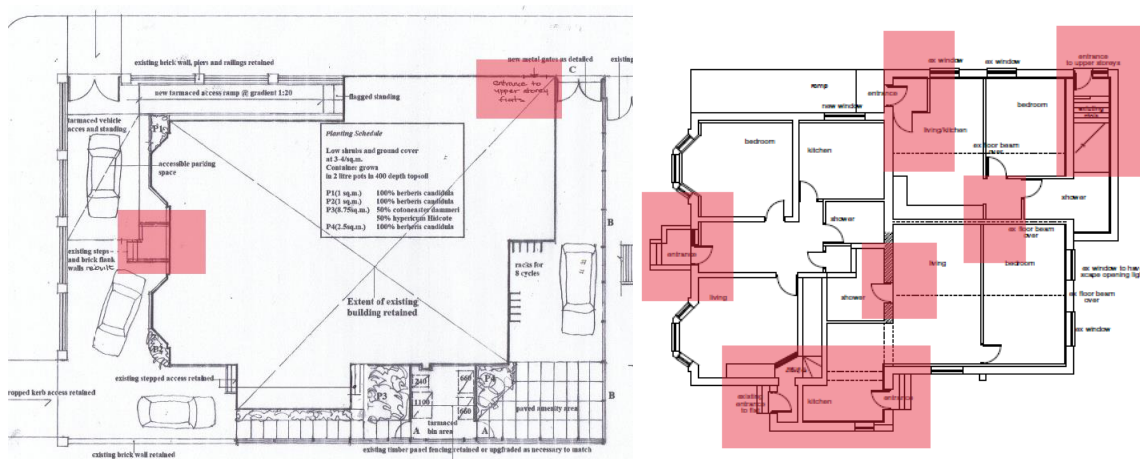
Approved: 7 May 2019

The authorised development involves the formation of the following accommodation:

- i. Ground and first floor - 3 x one-bedroom apartments;
- ii. Second floor - 1 x one-bedroom apartments.

Each apartment would also incorporate a lounge / kitchen / dining rooms and shower room. An existing duplex apartment would be retained forming 3 bedrooms in a reconfigured space. The amendments to the development are highlighted below:





Ground floor



First and second floors

The proposed amendments involve:

- i. The reconfiguration of the doorway to the main (north) elevation and related minor alterations to the adjoining steps to facilitate access to the adjacent car parking space;
- ii. The reinstatement of a doorway the Canberra Street (east) elevation. This doorway relates to a retained staircase providing access to apartments 4, 5 and 6 with a separate staircase providing access to second floor apartments;
- iii. The retained staircase would facilitate the reconfiguration of apartment layouts with the previously approved number of apartments maintained;
- iv. A new doorway to a rear (southern) outrigger with steps would provide access to a ground floor apartment;
- v. A new window to a second floor landing would be formed to the rear elevation of a 2-storey outrigger.

The applicant has confirmed that works have commenced on site.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services - No objection to the proposed variation of conditions. The revised cycle store is located within the site's perimeter and offers 8 spaces as previously approved. All other amendments to the approved plans generate no impact on highway safety or operation and are considered acceptable.

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'.

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 (paragraph 11). The statutory status of the development plan therefore remains as the starting point for decision making.

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

i. Chapter 2: Achieving sustainable development - Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development by: meeting the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 states that in achieving sustainable development, the planning system has three overarching objectives, namely: economic, social and environmental. Paragraph 9 states that 'these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.' Paragraph 10 states that 'sustainable development is pursued in a positive way, the heart of the Framework is a presumption in favour of sustainable development'

The planning application has been assessed with the objectives of chapter 2 in mind. It is considered that these objective have been accorded with for the reasons set out below, i.e., the development would secure the active use of a building with some character and positively contribute toward the local housing supply.

ii. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59). This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 61). It further requires that local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (paragraph 71). In this case, it is considered that the size and tenure of the proposed development would positively contribute to the quality, mix and supply of housing in the local area, secure the development of a brownfield site and thereby responds to an identified local housing need. Chapter 5 would thereby be complied with.

iii. 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 and design of the proposed development and the incorporation of measures to address issues of security and potential

opportunities for criminal and anti-social behaviour. It is considered that the development would secure a development that would be suitably related to its context. Chapter 8 has therefore been satisfactorily responded to.

iv. Chapter 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 124). It is considered that the development would contribute to the maintenance of the character of original building and the streetscene. The development would thereby accord with chapter 12.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

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

The core principles and policy guidance contained within the NPPF and PPG has been directly related to the assessment of the potential impact of the development on residential amenity. It is considered that the proposed development would deliver sustainable housing and introduce a use would have a lesser impact than the previous operation of a social club, in terms of noise, disturbance and activity. The development would thereby be appropriately related to relevant sections of PPG.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to existing and future residents through the provision of an improved housing offer. On this basis, policy SP1 would be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the City should be fully realised. In this case it is considered that the applicant has positively responded to the requirements of policy EN1 through limitation interventions to the original building that maintains its relationship to the character of the streetscene and neighbouring buildings.

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.

Policy EN19 has been related to the proposed waste management arrangements, which are considered to be acceptable, related to the development by condition and consistent with the previous approval. These arrangements would comply with policy EN19.

Policy H1 (Overall Housing Provision) - Sets the objectives for the delivery of new houses in Manchester. It encourages the re-use of previously developed sites, secure high quality urban design and secure an appropriate mix of housing tenure. It is considered that the development would appropriately relate to these objectives.

Policy H 2 (Strategic Housing Location) - Identifies east Manchester as a key location for new residential development. It discusses the need to diversify the housing offer and to ensure that development contributes to the creation of sustainable neighbourhoods. It is considered that the development would positively to the above objectives.

Policy H 4 (East Manchester) - States that in East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. In this case, the principle of the residential use has been established through a previous appeal decision and it is considered that the proposal would help to diversify housing provision and utilise an existing building. The development would thereby positively respond to the increased housing objectives of policy H4.

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 proposed development is located in a sustainable location, in terms relationship to proximity to local services and access to public transport thereby reducing reliance on private car usage. Some car parking would be provided (up to 4 spaces) and further car parking requirements could be accommodated on-street. This car parking provision is consistent with the previous planning permission and is considered to be appropriate in this location. The development would be appropriately related to policy T1.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. 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;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a - h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the site to the local built environment.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is 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 and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the proximity of the site to established residential uses.

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.

It is not considered that the proposed amendments would materially affect noise generation or necessitate any further noise attenuation measures. The amended development would thereby be appropriately related to policy DC26.

Guide to Development in Manchester: 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 following paragraphs are of particular relevance:

- i. Section 2 Design
- ii. Section 3 Accessibility
- iii. Section 6 Parking Guidelines
- iv. Section 7 Housing Density and Mix
- v. Section 8 Community Safety and Crime Prevention
- vi. Section 10 Internal Design Principles and the Provision of Space within Housing

The amended development would present a design response that would maximise accessibility within the constraints of the building and appropriately utilises external spaces to achieve a

satisfactory balance of amenity space, car parking and waste storage. The development is considered to be proportionate in relation to the proposed number of units and achieves an appropriate quality of accommodation. The development would be capable of achieving an enhanced level of security through the incorporation of appropriate locks and fittings. On this basis, it is considered that the development would related satisfactorily to the above sections of the guide.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. It is considered that the development would contribute towards the supply and mix of housing provision in the City and therefore responds positively to the above guidance.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

Officers 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, the application has been supported with sufficient information to allow its assessment without requiring further negotiation.

Principle of the development – The principle residential conversion of the building has been established through planning appeal decision ref: APP/B4215/A/11/2166340 and planning permission ref: 122018/FO/2018. The amendments would not affect the character of the use or its relationship to the surrounding residential context. The proposal would maintain the previous number of apartments (8) in a more specious and appropriate configuration. The amendments would thereby improve the quality of the residential accommodation.

Residential amenity – The proposed layout would improve the quality of the accommodation to thereby improving the amenity of future residents. Elevational changes would predominantly relate to external doors with no apparent harm to residential amenity or the appearance of the building. A condition has been included to ensure that windows in the western elevations are obscurely glazed, including the additional window to the second floor stairway.

Design – It is not considered that the proposals would result in limited interventions to the building and would not, therefore, unduly affect its character. A condition has recommended to ensure that brick, roofing materials and mortar matches the existing and incorporates previously proposed upvc windows frames.

Crime and security - The proposed development would bring the building back into active use, thereby reducing the risk of illegal entry and/or vandalism. The external areas would be satisfactory overlooked and secluded areas at the side of the building and vehicular access from Canberra Street would be gated, thereby enhancing site security. An informative has been included recommending that new locks and fittings to windows and doors shall meet secured by design specifications. It is not considered that the proposed amendments would present any new security issues.

Accessibility – The previously approved access arrangements would be maintained. Previously included conditions relating to the submission balustrade details to an external access ramp and a demarcated car parking space have been replicated with an amendment to reference the

revised site layout plan. These arrangements are considered to be acceptable. The new rear doorway would incorporate steps, which is considered to be a necessary approach given the changes in ground to floor levels and the limited space available to secure a ramp with a suitable gradient.

The agent has confirmed that the door accessing the rear ground floor flat (No 2) via kitchen would accord with Building Regulations Approved Document B1 for flats with a floor level not more than 4.5 metres above ground level, The living room and bedroom would also have windows with escape opening lights.

Boundary treatment - The development would involve the retention of the existing brick wall and railings to North Road and Canberra Street. Timber close boarded fencing to height of 1800 mm would be formed along the western boundary and returning along the southern boundary, which is considered to be acceptable. A new metal gate is proposed to Canberra Street. The detail of this gate and its colour treatment requires clarification. Submission of these details would be secured through the replicated external works plan condition 7, which has been amended to reference the amended site layout drawing.

Car parking and highways issues - The previously approved car parking provision (4 spaces) has been replicated. A previous condition has been included, which requires the approval of a scheme securing the demarcation of the car parking spaces, including the identification of an accessible space. Although the parking arrangements remain unchanged, the drawing number has been amended to relate other changes to the associated site layout drawing.

Cycle storage - The applicant has replicated the provision of 8 secured cycle spaces (racks) with a gated area of the site adjacent to the southern elevation. This would provide 100 % provision for residents, which is considered to be acceptable. A condition has been recommended to ensure the installation of the cycle racks before occupation of any of the apartments and maintained in situ thereafter.

Glazing - In the interests of residential amenity and to avoid undue loss of privacy a condition has been replicated included to ensure that the lower sections of windows to the western are obscurely glazed upon first occupation of any apartment with the glazing maintained in situ thereafter. This condition has been supplemented with a requirement to ensure that the additional second floor staircase window is maintained with obscured glazing.

Waste management - The proposal replicates the previously approved waste management scheme that comprises of:

- 1 x 1100 litre general waste container;
- 1 x 660 litre pulvable waste container;
- 1 x 660 litre glass / plastic container;
- 1 x 240 litre organic waste.

A condition has been included to ensure the implementation of these details upon occupation of the apartments. For the avoidance of doubt the condition has been amended to make reference to the revised site layout drawing.

Noise - Environmental Health have not previously requested specific noise insulation as part of the development. It is not considered that the proposals would present any new issues with regard to noise generation.

Landscaping - The revised proposals replicate 3 areas of landscaping in relation to the north elevation and a larger area to the south of the building. A planting schedule has also been

provided, which is considered to be satisfactory. A replicated condition has been recommended to ensure that undertaking of landscaping within the first full planting season following the implementation of the development and maintained in situ thereafter. The landscaping condition has been amended to reference to relate to the revised site layout drawing, which details the previously approved planting details.

Conclusion - It is considered that the overall development would bring an existing building back into active use and contribute to local housing provision. The amendments to the development would thereby be appropriately related to the surrounding residential context.

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, the application has been supported with sufficient information to allow its assessment without requiring further negotiation.

Condition(s) to be attached to decision for approval

1) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 3 December 2018, 18 April 2019, 11 March 2020 and 2 June 2020:

Planning application forms
Location plan with a red edge
Existing ground floor plan MK01/1018/01
Existing elevations 1 MK01/1018/03
Existing elevations 2 MK01/1018/04
Proposed ground floor plan MK01/1018/05 Rev B
Proposed first and second floor plan MK01/1018/06
Proposed elevations 1 MK01/1018/07
Proposed elevations 2 MK01/1018/08

Proposed site layout revised MK01/0419/09C

Planning, design and access statement by Chorlton Planning Ref: A:1981 (as amended by revised drawings)

Email from agent dated 2 June 2020 confirming access arrangements to the rear ground floor flat (No 2).

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 City of Manchester.

2) The development shall be implemented in accordance with the materials and specifications as set out in the submitted planning application forms and shall include the use of matching new and replacement brickwork, mortar, roof tiles and window frames. These materials shall be maintained in situ upon completion of the development and thereafter.

Reason - In the interests of residential amenity and the character of the building pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) The development hereby approved relates to the formation of a total of 8 apartments (Class C3).

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) Before the occupation of the authorised apartments, a plan showing the demarcation and setting out of car parking spaces as shown on referenced: Proposed site layout revised MK01/0419/09C shall be submitted to and approved in writing by the City Council as local planning authority. The submitted plan shall include details of the provision of an accessible space and shall be fully implemented prior to the occupation of the authorised apartments and maintained in situ thereafter.

Reason - In the interests of residential amenity, to ensure the provision of adequate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

5) The arrangements for the storage of cycles shall be implemented in accordance with the details and specifications of drawing referenced: Proposed site layout revised MK01/0419/09C, as hereby authorised, shall be implemented prior to the occupation of any of the apartments and maintained in situ thereafter.

Reason - In the interests of residential amenity, to ensure the provision of adequate facilities for secure cycle storage pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

6) Notwithstanding the detail of drawing referenced: Proposed site layout revised MK01/0419/09C and before the occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, relating to cross sections of the ramp and details of a related balustrade railing and the colour treatment of fencing, gates and bin enclosures. The agreed scheme shall be implemented in accordance with the approved details prior to the occupation of the apartments and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure satisfactory access arrangements pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) The waste management strategy comprising: drawing referenced: Proposed site layout revised MK01/0419/09C and statement in relation to refuse storage received on 18 April 2019, as hereby authorised, shall be implemented prior to the occupation of any of the apartments hereby authorised and maintained in situ thereafter.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

8) The landscaping details and specifications of drawing referenced: Proposed site layout revised MK01/0419/09C, as hereby authorised, shall be implemented during the first planting season following the completion of the development and maintained in situ thereafter.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

9) The wheels of contractor vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy for the City of Manchester.

10) All construction vehicles used for the removal and transportation of debris and other loose materials shall be enclosed or satisfactorily sheeted to avoid the dispersal of material on the highway.

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy for the City of Manchester.

11) Before the occupation of the authorised apartments, the lower sections of all windows shown on drawings referenced: Proposed ground floor plan MK01/1018/05; Proposed first and second floor plan MK01/1018/06; Proposed elevations 2 MK01/1018/08 relating to the western elevation of the building shall be glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent. Following the implementation of the proposed details, the window design specification and glazing shall be maintained in situ in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) It is recommended that all new doors, windows, locks, fittings and related security measures meet secured by design standards.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services

12 Vale Street, Manchester, M11 4WG
20 North Road, Clayton, Manchester, M11 4NG
211 North Road, Clayton, Manchester, M11 4WQ
199 North Road, Clayton, Manchester, M11 4NF
195 North Road, Clayton, Manchester, M11 4NF
193 North Road, Clayton, Manchester, M11 4NF
189 North Road, Clayton, Manchester, M11 4NF
Flat 2, 16A North Road, Clayton, Manchester, M11 4WE
Flat 1, 16A North Road, Clayton, Manchester, M11 4WE
22A North Road, Clayton, Manchester, M11 4NG
22B North Road, Clayton, Manchester, M11 4NG
12C North Road, Clayton, Manchester, M11 4WE
21 Hackle Street, Manchester, M11 4WF
209 North Road, Clayton, Manchester, M11 4WQ
Heath Lea, 12A North Road, Clayton, Manchester, M11 4WE
Inglenook, 12B North Road, Clayton, Manchester, M11 4WE
207 North Road, Clayton, Manchester, M11 4NF
205 North Road, Clayton, Manchester, M11 4NF
203 North Road, Clayton, Manchester, M11 4NF
201 North Road, Clayton, Manchester, M11 4NF
197 North Road, Clayton, Manchester, M11 4NF
191 North Road, Clayton, Manchester, M11 4NF
187 North Road, Clayton, Manchester, M11 4NF
81 Canberra Street, Manchester, M11 4WP
79 Canberra Street, Manchester, M11 4WP
77 Canberra Street, Manchester, M11 4WP
75 Canberra Street, Manchester, M11 4WP
73 Canberra Street, Manchester, M11 4WP
18 North Road, Clayton, Manchester, M11 4NG
Brightholme, 14 North Road, Clayton, Manchester, M11 4WE
6 Vale Street, Manchester, M11 4WG
5 Vale Street, Manchester, M11 4NR
22 Hackle Street, Manchester, M11 4WF
8 Vale Street, Manchester, M11 4WG
10 Vale Street, Manchester, M11 4WG
3 Vale Street, Manchester, M11 4NR
1 Vale Street, Manchester, M11 4NR

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 Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH2