

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143461/FO/2025

Date registered valid: 16 July 2025

Proposal: Change of use of the vacant former hotel to 11 No. Self-contained apartments (Class C3) together with associated elevational alterations, car parking and landscaping

Address: Fuldas Hotel, 144 Bury Old Road, Manchester, M7 4QY

Ward(s): Crumpsall Ward

Applicant: Fuldas Hotel

Agent (if any): Mr Sam Golding, Gold Sketch Studios Ltd

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 October 2025

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 5 September 2025

Standard consultations:

Printed: 29 July 2025 Expired: 19 August 2025

Neighbour notifications

Printed: 29 July 2025 Expired: 19 August 2025

Site notice

Posted: 5 September 2025 Expired: 26 September 2025

Press advert

Published: 5 August 2025 Expired: 27 August 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to 2 no. 4 storey terraced buildings (including basement and roof space) which form part of a terrace of 3 properties, built in the late 19th Century. The building is of predominantly of red brick construction with slate roofs. To the rear is a single storey extension.

The building, which is vacant and rather dilapidated, was formerly occupied by Fuldas Kosher Hotel, with two self-contained residential apartments at ground floor level. The hotel comprises 29 rooms with capacity for 48 people.

The site includes a single vehicular access and off-road parking for around five vehicles to the front yard area, partially enclosed by a stone wall. To the rear is an overgrown garden area which backs onto a separate, vacant plot (historically part of the hotel's curtilage) which has recent planning permission for six apartments.



View of application property frontage



View of existing front garden/parking area



View of application property rear

Listed building: Not applicable

Conservation area: Crumpsall Lane Conservation Area 2004

Tree Preservation Order: No

Description of area

The immediate area is largely residential in character, comprising a mixture of dwellinghouses, purposes-built flats and flat conversion of various architectural styles, ranging from 2-4 storeys in height.

The application property is adjoined by the remaining building within the terrace to the north, a more recent development of three storey townhouses to the south and a vacant development with planning permission for 6 residential apartments to the east. To the west on the opposite side of Bury Old Road, is a three-storey apartment building.

The site is situated adjacent to a busy, main arterial route of Bury Old Road and also within the Crumpsall Lane Conservation Area, characterised by various, interspersed period properties located along tree lined roads.

Cheetham Hill district centre lies a short distance to the south.

Description of development

Planning permission is sought for the conversion of the existing building into 11 residential apartments (Class C3) comprising 2 x 2 bedroom and 1 x 3-bedroom apartments to the basement, 3 x 2 bedroom and 1 x 1-bedroom apartments to the ground floor and 3 x 2 bedroom and 1 x 1-bedroom apartments to the second floor. All proposed apartments are accessed from the front via a communal entrance lobby, lift and stairwell.

To facilitate the proposal a small number of new windows are proposed to the rear, side and front elevations.

To the front garden area, the existing parking area is to be formalised to create 5 off road spaces along with a new bin storage area to the northern side of the building. Trees and the existing front boundary wall are to be retained.

To the rear, the garden area is to landscape for communal use with a new fence to create a boundary between the application site and vacant site with planning permission for apartments fronting Catherine Road.

The application as originally submitted proposed 14 apartments along with a roof extension and the creation of a rear car park area involving a shared access with a recently approved apartment building fronting Catherine Road. However, due to the Council's concerns regarding density, over intensification of use and the impact to amenity and the conservation area due to the rear car parking area with shared access, a revised proposal was submitted.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions are requested in relation to waste management, external equipment, acoustic insulation, electric vehicle charging and ground conditions (if applicable).

Highway Services

Overall, the level of anticipated trips is not considered to be significant and therefore the development is not considered to have a detrimental impact on the highway network. The proposed parking provision is acceptable. There are no concerns about highway safety issues within the vicinity of the site.

Conditions are recommended in relation to car park management, electric vehicle charging, construction management and cycle storage.

Consultation & Publicity

The proposal, by virtue of its location within a conservation area has been advertised in the local press (Manchester Evening News) and a site notice has been displayed at the application site.

Planning History

142214/FO/2025

Elevational alterations and basement conversion to facilitate 5 further bedrooms to existing hotel. *Approved 22 May 2025.*

E/18436

Change of use from self-contained flats and hotel to rest home for the elderly, together with associated car parking and construction of new vehicular access. Approved 15 May 1985.

Policy

The below policy and guidance is considered relevant to the consideration of this application:

- Saved policies DC18.1 and DC26 of the Unitary Development Plan for the City of Manchester.
- Policies DM1, T2, H1-3, EN3, EN14, EN16, EN19 and SP1 of the Manchester Core Strategy;
- Places for Everyone Joint Development Plan – policy JP-S1 (sustainable development), JP-P1 (sustainable places), JP-H4 (density of new housing), JP-G8 (A net enhancement of biodiversity and geodiversity), JP-P2 (Heritage).
- Residential Quality Guidance;
- National Planning Policy Framework (NPPF).
- National Planning Policy Guidance (March 2014).

Issues

Principle

The proposed development is considered acceptable in principle, as it would make efficient use of a previously site and an existing building in a poor condition which could otherwise be left to deteriorate. It would also contribute positively to both local and national housing growth targets.

Policy H1 sets out Manchester's strategic approach to housing growth, identifying a need for approximately 60,000 new homes between 2009 and 2027. This growth is primarily directed towards the north, east, city Centre, and central areas of Manchester, which fall within the Regional Centre and inner-city zones. This strategy responds to Manchester's expanding economy and a population expected to increase significantly over the next two decades.

New developments are therefore expected to support this growth strategy by being located in appropriate areas, meeting housing demand, and helping to create high-quality, desirable neighbourhoods.

Policies SP1 and H1 promote the redevelopment of previously used land, particularly in areas with poor-quality housing stock.

Policy H3, which applies specifically to this part of the city, prioritises family housing and other high-value, high-quality developments where viable. However, it also permits high-density housing within or near the Regional Centre, district centres or along routes served by frequent public transport such as that proposed in this case.

This proposal presents an opportunity to regenerate a neglected building/site and to diversify the local housing mix.

The site's highly sustainable and accessible location at the edge of Cheetham Hill District Centre ensures strong connections to amenities, employment, education, and retail facilities.

Further details regarding specific planning considerations, including the impact on the surrounding area, neighbouring properties and the operation of the local highway are discussed below.

Specific planning matters are outlined further below.

Site Layout

The proposed layout involves the retention and upgrade of the existing parking area to the site frontage to provide a formal parking area. Existing trees are to be retained and are afforded protection due to their location with Crumpsall Lane Conservation Area. The existing vehicular off Bury Old Road is also proposed to be retained.

To the rear, new planting is proposed to create a formal, communal garden.

Bin storage is proposed to northern side of the building.

The proposed layout is considered acceptable and represents a satisfactory balance between parking and landscaping.

Residential Amenity

Given the established residential character of the surrounding area, existing background activity, and the site's location adjacent to busy, main arterial route, the introduction of a new residential development is not anticipated to result in any significant or unacceptable impacts on the amenity of nearby occupiers in terms of noise, disturbance, or general activity. Further, given the authorised use of the building as a hotel, the proposed use is unlikely to lead to any material effects upon amenity as a consequence of levels of activity and any associated noise and disturbance.

In terms of the proposed external alterations, the proposed new windows continue the existing line and orientation of windows on the host building and as such, there would be no material impact in terms of any overlooking or loss of privacy to neighbouring occupiers.

Use and Amount

The proposed development seeks to create 11 residential units comprising apartments 1 x 3-bedroom, 8 x 2 bedroom and 2 x 1-bedroom apartments, representing a good mix of provision.

All apartments meet or exceed the Council's internal space standards and given the nature of the existing building and its location adjacent to main arterial route situated at the fringe of district centre, the density of the proposed accommodation is considered acceptable in this part of the city

The apartments themselves are of a decent size and offer satisfactory circulation space. A lift is proposed.

Visual Amenity

The refurbishment and reuse of the building would enhance its visual appearance, improving the overall amenity of the site. The proposed landscaping would significantly improve the currently neglected grounds, contributing positively to the character and appearance of the Crumpsall Lane Conservation Area.

The external changes include the installation of several new windows. The precise specifications of these windows will be agreed through a planning condition to ensure they are sympathetic to the character of the existing building and the wider conservation area. On this basis, the proposal is expected to have a positive impact on visual amenity.

Highway Impact

The site is considered to be suitably accessible via public transport, with services available along Bury Old Road, and is located on the edge of the Cheetham Hill District Centre.

The proposal includes five off-road parking spaces within the site boundary, representing a 44.5% provision. These spaces would be accessed via an existing entrance on Bury Old Road and swept path analysis confirms that access and manoeuvrability would be satisfactory.

Although a higher number of spaces was initially proposed by utilising the rear garden, the Council considers the retention of this garden to be more important in preserving the area's character and appearance, as well as protecting neighbouring residents from vehicle-related disturbance at the rear of the property.

Given the site's high level of accessibility, a reduced number of off-road parking spaces is considered acceptable, particularly as car ownership among flat residents tends to be lower than among house occupiers. Highway Services have not raised any concerns regarding trip generation or highway safety.

To mitigate potential impacts, a condition has been included requiring the submission and approval of cycle storage details, promoting sustainable travel options over private car use. On this basis, the proposal's impact on the highway network is considered acceptable.

Landscaping and Boundary Treatment

The rear of the site is currently overgrown and neglected. The proposed development introduces the opportunity to landscape the area to create a communal garden. This in turn would enhance the character and appearance of the area, whilst creating useable outdoor space for prospective occupiers.

To separate the rear garden from the neighbouring development site fronting Catherine Road, a new boundary fence is proposed.

The specification for the landscaping and boundary treatment requires agreement through an attached planning condition.

Heritage Impact

The site is situated within the Crumpsall Lane Conservation Area and therefore there is a need to preserve or enhance the character and appearance of this designated area.

The Crumpsall Lane Conservation Area is broadly focused around Crumpsall Lane and Bennett Road. The conservation area is partly bounded to the south by Bury Old Road, with Middleton Road running north-south through the centre of the conservation area. The Conservation Area does not include any Listed Buildings and instead its character is largely derived from its grouping of large Victorian Villas and tree lined roads.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 refers to the need for Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the revised NPPF, which underline the need consideration to be given to the impact of new developments on heritage assets.

In case of the application site, it is considered that due to the present overgrown and neglected condition of the site, it does little to enhance the appearance of the Conservation Area.

The proposed development would allow for the comprehensive refurbishment of the building to bring it back into beneficial use, therefore representing a positive contribution to the Conservation Area, leading to enhancements to the streetscape.

The redevelopment would also offer public benefits by creating visual and environmental improvements, contribute to local housing requirements and reintroduce vibrancy to a prominent, vacant building. It is considered that these benefits outweigh any less than substantial harm to the Conservation Area, including any impact to the building's character caused by the addition of new window which are required for improved light and ventilation.

On this basis, the impact upon the Conservation Area is considered acceptable and would be met with local policy objectives and national planning guidance.

Biodiversity Net Gain

Due to current site conditions and the nature of the proposal, the proposed development is exempt from legislative biodiversity net gain requirements. A condition is however included to allow for on-site enhancement.

Climate Change

As the proposal involves a modest increase in residential units within an area that is predominantly residential, and would remove an existing commercial residential use, its impact on climate change is considered minimal.

The site is situated near a busy main road and transport corridor and as such, it is unlikely that the development would result in any significant or harmful effects on air quality or climate change due to vehicle movements or ongoing activity.

A planning condition is included to secure the provision of electric vehicle charging points and to ensure that environmental standards are incorporated throughout the development. These measures would help to further minimise the scheme's impact on climate change.

Waste Management

Bin storage is proposed to the northern side of the existing building as opposed to the current ad hoc arrangement whereby bins are stored all over the front garden area.

A condition is included which require details full detail of a waste management strategy, transfer arrangements and bin store design.

Crime and Security

The proposal would introduce guardianship, rear boundary treatments, and natural surveillance to a currently neglected building, resulting in improved site security.

A planning condition will require the submission and approval of detailed security measures to be incorporated throughout the development. These measures would enhance safety beyond current levels and help ensure the well-being of future occupants.

Affordable Housing

Due to only 11 apartments being proposed, there is no policy requirement for affordable provision.

Impact to Climate Change

As the proposal involves a modest increase in residential units within an area that is predominantly residential, and would remove an existing commercial residential use, its impact on climate change is considered minimal.

The site is situated near a busy main road and transport corridor and as such, it is unlikely that the development would result in any significant or harmful effects on air quality or climate change due to vehicle movements or ongoing activity.

A planning condition is included to secure the provision of electric vehicle charging points and to ensure that environmental standards are incorporated throughout the development. These measures would help to further minimise the scheme's impact on climate change.

Whilst it is acknowledged that there will be some localised impact upon air quality during fit out works, this would be short lived and through appropriate mitigation via the submission and

agreement of a Construction Management Plan, any impact upon local air quality can be appropriately managed and minimised.

Construction Management

To ensure construction and/or fit-out of the building is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition of the associated approval requires the submission and approval of a construction management plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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:

Location Plan received by the City Council as Local Planning Authority on 16 July 2025.

003A (Level 0 proposed), 003B (Level 1 proposed), 003C (Level 2 proposed), 003E (proposed elevations) and 502/1 (Site - Existing and Proposed), received by the City Council as Local Planning Authority on 30 September 2025.

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

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

Location Plan received by the City Council as Local Planning Authority on 16 July 2025.

003A (Level 0 proposed), 003B (Level 1 proposed), 003C (Level 2 proposed), 003E (proposed elevations) and 502/2 (Site - Existing and Proposed), received by the City Council as Local Planning Authority on 30 September 2025 and 17 October 2025 respectively.

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

4) Prior to the commencement of development, a construction management plan outlining working practices during development works shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

5) Prior to first occupation of the residential units hereby approved, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by

the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

6) The car parking area indicated on drawing referenced 502/2 (Site - Existing and Proposed), received by the City Council as Local Planning Authority on 17 October 2025, shall be surfaced, demarcated and made available for use prior to the residential units hereby approved being occupied. The car parking shall be retained thereafter and for the sole use of occupiers.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

7) The residential units hereby approved shall not be occupied until space and facilities for bicycle parking have been provided in accordance with the details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan document.

8) Notwithstanding details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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 Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

9) Notwithstanding details submitted, none of the residential units hereby approved shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and specification of all new boundary treatment to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and to ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

10) Prior to the first use of the car parking spaces hereby approved, a scheme for electric vehicle charging together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

11) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

12) The residential units hereby approved shall not be occupied until details of the security measures to be incorporated into the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

13) Notwithstanding details submitted, the residential units hereby approved shall not be occupied until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, including details of a waste store, has been 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.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

14) Prior to residential units hereby approved becoming occupied, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and the approved measures shall be implemented in the conversion of the approved development.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

15) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone joint development plan.

17) The residential units hereby shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of Places for Everyone Development Plan.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Heritage & Urban Design

1 Fraser Road, Manchester, M8 4HH
3 Fraser Road, Manchester, M8 4HH
Flat 2, 4 Fraser Road, Manchester, M8 4HH
Flat 1, 4 Fraser Road, Manchester, M8 4HH
10 Catherine Road, Manchester, M8 4HA
148 Bury Old Road, Manchester, M7 4QY
First And Second Floor, 148 Bury Old Road, Manchester, M7 4SE
5 Copeland Close, Manchester, M8 4HW
4 Copeland Close, Manchester, M8 4HW
Flat 4, 6 Catherine Road, Manchester, M8 4HA
Flat 1, 6 Catherine Road, Manchester, M8 4HA
2 Copeland Close, Manchester, M8 4HW
1 Copeland Close, Manchester, M8 4HW
6 Copeland Close, Manchester, M8 4HW
3 Copeland Close, Manchester, M8 4HW
Flat 30, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 28, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 25, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 23, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 21, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 18, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 16, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 14, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 11, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 8, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 6, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 4, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 2, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 4, 146 Bury Old Road, Manchester, M7 4QY
Flat 3, 146 Bury Old Road, Manchester, M7 4QY
Flat 2, 146 Bury Old Road, Manchester, M7 4QY
148A Bury Old Road, Manchester, M7 4QY
Flat 1, 146 Bury Old Road, Manchester, M7 4QY
Flat 37, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 34, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 32, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 5, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 3, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
4 Catherine Road, Manchester, M8 4HA
2 Fraser Road, Manchester, M8 4HH
Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Catherine Court, 3 Catherine Road, Manchester, M8 4HA
6 Catherine Road, Manchester, M8 4HA
Flat 3, 6 Catherine Road, Manchester, M8 4HA
Flat 2, 6 Catherine Road, Manchester, M8 4HA
12 Catherine Road, Manchester, M8 4HA
2 Catherine Road, Manchester, M8 4HA

6 Fraser Road, Manchester, M8 4HH
9 Fraser Road, Manchester, M8 4HH
7 Fraser Road, Manchester, M8 4HH
5 Fraser Road, Manchester, M8 4HH
11 Fraser Road, Manchester, M8 4HH
Flat 6, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 4, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 2, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 36, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 35, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 33, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
8 Catherine Road, Manchester, M8 4HA
Flat 31, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 29, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 27, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 26, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 24, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 22, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 20, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 19, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 17, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 15, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 12, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 10, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 9, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 7, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 5, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 3, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 1, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 1, Catherine Court, 3 Catherine Road, Manchester, M8 4HA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Crumpsall Lane Conservation Area 2004
Area Team Boundary - Name: NORTH AREA