MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	141272/FO/2024
Date registered valid:	30 October 2024
Proposal:	Change of use of first and second floors to form apartment (Class C3) together with associated ground floor Class E use and elevational alterations
Address:	71 Middleton Road, Manchester, M8 4JY
Ward(s):	Crumpsall Ward
Applicant:	Syed Muhammad Adeel
Agent (if any):	Mr Clement Dirawu
Case officer:	Ian Jarvis Tel: 0161 234 4079 Email: ian.jarvis@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	19 December 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Standard consultations:
Printed: 4 November 2024 Expired: 25 November 2024

Neighbour notifications
Printed: 4 November 2024 Expired: 25 November 2024

Press advert
Published: 12 November 2024 Expired: 3 December 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Crumpsall Lane Conservation Area 2004

Tree Preservation Order: Not applicable

This application relates to a 2/3 storey mid terraced property (the upper floor is partially located in the roofspace) in a row of 5 retail/office ground floor operations located within the Crumpsall Lane conservation area. The use of the upper floors, of these 5 units, is unclear, but it appears to be a mixture of office, storage and residential uses. There are a further two commercial units, to the north, but otherwise the area is mostly residential. The property is part located within an Air Quality Management Area.

The premises appear to have historically been used as offices, until 2020, when the following permission was granted on the site:

126973/FO/2020 - Change of use of ground floor to specialist dental hygiene clinic and first floor to beauty clinic (sui generis)

The premises are now indicated to be vacant and it is proposed to change the use, of the property, to form a ground floor retail unit with a single two bedroom apartment on the upper two floors.

Although the 2020 permission indicates that the premises had sui generis use, a dental hygiene clinic would now fall within Class E (e) being the provision of medical services not attached to the residence of the practitioner. It is therefore considered that the premises has a ground floor Class E use, so a continued Class E use would not require planning permission.

It is also proposed to carry out elevational changes to the ground floor front elevation. There is a central single door, to the premises, with large windows on either side, and it is proposed to remove part of one of these windows and to install a new door to provide access to the upper floor flat. It was noted from the site visit that the proposed new entrance door for the upper floor

residential use had already taken place, as the roller shutter was down it was unclear whether the other works to the ground floor front elevation had also been undertaken.

The site has no car parking provision, and the refuse storage area is located at the rear of the property.

Consultations & Notification Responses

An advertisement was placed in the Manchester Evening News as a result of the properties location

Local residents/adjoining occupiers - No comments received.

Highway Services - Makes the following comments:

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

The site is well accessed by sustainable modes. Regular bus services and Metrolink services are available within walking distance of the site.

The site currently has no on-site parking and there are no proposals to provide on-site parking. Considering the site's location and proximity to sustainable travel offer, this is acceptable in principle. As such, no parking concerns are raised from a Highways perspective by the proposals. A reduced shutter roller will be provided. A new apartment entrance will be provided at the front of the property. It is noted that this is within the red line boundary of the site and will not impact the adopted highway.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

A refuse storage area is noted within the site. The proposed residential bin store and existing commercial bin store will be separated. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. Bins will be collected from Middleton Road and it should be ensured that bins are returned to the bin store after collection.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to acoustic controls, air quality, and approval of the submitted waste management arrangements.

Greater Manchester Police - No comments received

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:
a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So to is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-
- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents

- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

Policy C9 relates to Local Centres and states that Local centres meet local needs for small scale retail and services to meet day-day needs. There are 24 identified local centres, including new local centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.

Policy C9 make reference to the development outside the centre should not have unacceptable impacts individually or cumulatively with recently and approved schemes and should not have a detrimental impact on the vitality and viability of the city centre, district and local centres. The beauty type use is deemed appropriate as the salon use is not considered to take away any beauty salon provision either locally or from the district centre and are usually found within an area that is predominantly residential in nature.

Policy EN16 states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy EN3 states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 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:-
- 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. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC5 relates to flat conversions
DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:
a. the standard of accommodation for the intended occupiers of the premises;
b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
e. adequate private outdoor amenity space;
f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:
a. do not provide accommodation to the Council's current approved standards;
b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
c. involve conversion schemes without adequate private external amenity space;
d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Policy DC18.1– relates to development proposals within conservation
areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Saved Development Control policy DC26, of the Unitary Development Plan, relates to development and noise and states that the council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both:
a. the effect of new development proposals which are likely to be generators of noise; and
b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.
The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Policies JP-P2 Heritage, JP-H1 'Scale, Distribution and Phasing of New Housing Development' and JP-H3 'Type, size and design of new housing', JP-S5 'Clean Air' are of relevance.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be

informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:
- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses. In relation to two bedroom, three person, units, over 2 floors the minimum standard of accommodation is set at 70 square metres, increasing to 83 square metres if it is a four person unit.

Principle - The ground floor of the premises has historically been used as offices although the 2020 planning permission changed this to a sui generis clinic use. A ground floor retail use, however, is considered to be compatible with the adjoining uses, on this row of properties. Also, parades of this nature would regularly see residential uses, on the upper floors, and which appears to be the case with other properties on the row, The principle of the use is therefore considered to be acceptable.

Residential amenity - The ground floor, of the property, is currently vacant, although the previous commercial use would have attracted a significant level of comings and goings. Compared to the former situation, it is considered that the level of activity, associated with the proposed use would be of a similar level. Although a new residential use is being introduced, it is replacing commercial floorspace and no significant increases in noise, or general activity, would be expected. It is also an overall use(s) that is compatible with the general character of the area, and it is not therefore considered that the proposal would impact upon the amenity of surrounding residents.

Amenity space/waste - The proposed upper floor flat does not have direct access to the rear yard/garden area, and they would have to exit the front door, go around one property and access the rear gate. Whilst this is not an ideal arrangement, the rear yard/garden is quite large with adequate dedicated space in which bins can be stored This arrangement is considered to be acceptable to Environmental Health and the bins, provided at the front of the property, would be screened by the proposed brick wall.

Standard of accommodation - The proposed apartment would have a floor area of approximately 95 square metres, which is significantly higher than the minimum requirement for a two bedroom property.

Car/cycle parking - No dedicated car parking is proposed, although it appears that some communal/ad-hoc parking is available, for the 5 terraced properties, at both the front and rear of the unit. The site is also in a very sustainable location, in terms of public transport provision, and Highways Services have not identified the lack of parking as a concern. The site also has a large rear yard/garden area, which can accommodate cycle parking.

External appearance - A small change is proposed, which comprises reducing the size of one, of two, large shop windows with a smaller window and a door, to provide access to the upper floor flat. It is considered that the appearance of the property would remain compatible, with the row of properties, on which it is situated, and the proposed external change is considered to be acceptable. The introduction of a separate

Impact on the Crumpsall Lane conservation area – The property is located within the Crumpsall Lane conservation area. The proposed commercial and residential uses are considered to be compatible in general with the conservation area and this parade of premises more specifically. Elevational alterations are limited to the ground floor frontage where there would be an additional entrance door provided to the upper floor apartment and a reduction in size of the window to the commercial unit. This arrangement reflects many others in this parade of premises and the retention of the chamfered entrance window and door arrangement, and stall riser will assist in reducing potential impacts to the street scene and conservation area. The proposals are considered to have a less than substantial impact on the conservation area and this would be at the lower end of harm. The efficient use of the premises upper floors for a residential apartment are considered to be of a public benefit that outweigh the less than substantial harm to the conservation area.

Air Quality – As the property is located within an air quality management area it has been recommended that a clean air intake be provided at the property and the upper floor residential use. An appropriately worded condition is proposed.

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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, no negotiations were necessary as the scheme is considered to be in accordance with City Council policy. The applicant has also accepted proposed pre-commencement conditions.

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

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

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

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

Drawing titled 'Proposed Floor Plans and Elevations' dated 11 October 2024 and stamped as received by the City Council, as Local Planning Authority, on 17 October 2024.

Site location plan and waste Management strategy, stamped as received by the City Council, as Local Planning Authority, on 30 October 2024.

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 shall be carried out in accordance with the site location plan and waste management strategy, stamped as received by the City Council, as Local Planning Authority, on 30 October 2024. 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 amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

4) 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 exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

5) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Middleton Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to first occupation of the residential units to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Core Strategy.

6) a) Prior to first occupation of the residential accommodation hereby approved details of a scheme for a clean air intake into the residential apartment, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development the agreed scheme approved under part a) of this condition shall be implemented and shall remain in situ whilst the use is in operation.

Reason: In the interests of the air quality and in order to safeguard the amenity of residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding 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) Email -highwaylicences@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

75A Middleton Road, Manchester, M8 4JY
Flat At, Landridge, 32 Middleton Road, Manchester, M8 4JX
Flat At, Middleton Road Post Office, 73 Middleton Road, Manchester, M8 4JY
Flat 5, Hazelwood, 30 Middleton Road, Manchester, M8 4JX
69 Middleton Road, Manchester, M8 4JY
1 Edilom Road, Manchester, M8 4HX
Middleton Road Post Office, 73 Middleton Road, Manchester, M8 4JY
75 Middleton Road, Manchester, M8 4JY
77 Melton Road, Manchester, M8 4HR
75 Melton Road, Manchester, M8 4HR
73 Melton Road, Manchester, M8 4HR
71 Melton Road, Manchester, M8 4HR
69 Melton Road, Manchester, M8 4HR
67 Melton Road, Manchester, M8 4HR
77 Middleton Road, Manchester, M8 4JY
Flat 6, Hazelwood, 30 Middleton Road, Manchester, M8 4JX
Flat 4, Hazelwood, 30 Middleton Road, Manchester, M8 4JX
Landridge, 32 Middleton Road, Manchester, M8 4JX
Flat 3, Hazelwood, 30 Middleton Road, Manchester, M8 4JX
Flat 2, Hazelwood, 30 Middleton Road, Manchester, M8 4JX
Flat 1, Hazelwood, 30 Middleton Road, Manchester, M8 4JX

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