

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141378/FO/2024

Date registered valid: 12 November 2024

Proposal: Elevational alterations to facilitate the subdivision of ground floor retail unit into 2no. retail units together with the change of use of the first floor to form 3no. self-contained apartments with associated bin stores.

Address: 550 - 552 Stockport Road, Manchester, M12 4JJ

Ward(s): Longsight Ward

Applicant: Mr Fareed Primal Properties Ltd

Agent (if any): Mr Ceri Turner-Hill, Atelier Two

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

Recommendation: Approve

Date of recommendation: 6 January 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 12 December 2024 & 6 January 2025

Standard consultations:

Printed: 19 November 2024

Expired: 10 December 2024

Neighbour notifications

Printed: 19 November 2024

Expired: 10 December 2024

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 properties form part of a retail parade located on the western side of Stockport Road and within Longsight District Centre. The rear boundary of the site adjoins Dencombe Street, which provides separation from the neighbouring Longsight Market. Dencombe Street is characterised by shop frontages that have been formed to neighbouring units.

The application properties comprise of a ground floor, double fronted retail unit incorporating a separate doorway to the upper floor via a staircase (also accessible via a doorway within the shop unit). The upper floor is used as storage in connection with the retail unit. The properties have a pitched roofscape incorporating a pair of two storey outriggers projecting into a rear yard and separated by a flat roof ground floor extension.

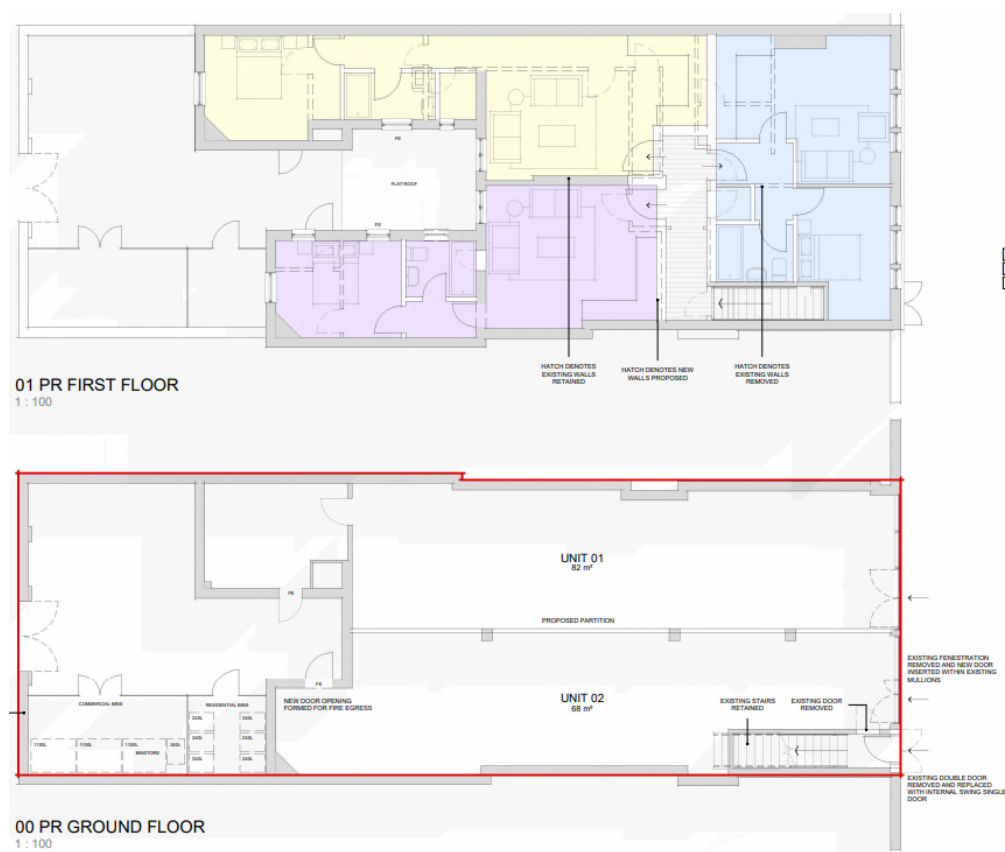
Fig.1 – Site visit

Description of development

The proposed development involves:

- i. The sub-division of the existing retail shop into units (retained in Class E use). The formed units 1 and 2 would provide 82 and 68 sq. metres of floorspace respectively. The sub-division would necessitate alterations to the existing shop front. Whilst the existing double doors to Unit 1 would be retained, a new double leaf door would be formed to Unit 2. The amendments to the shopfront would allow the maintenance of level thresholds to each of the Class E units.

ii. A doorway in the Stockport Road elevation would be retained to form access and egress to the proposed apartments via an existing staircase. The doorway linking the ground floor to the staircase would be removed. The proposed apartments would be related to the configuration of the first floor with each of the three apartments accessed via a centrally corridor. The development would involve the formation of two x 1 person, 1 bedroom apartments and one x 2 person, 1 bedroom apartment.



Consultations & Notification Responses

Highway Services - The following comments have been received:

- i. It is not anticipated that the development would increase the number trips to the application site.
- ii. The site is accessed by sustainable transportation modes, including public transport linkages.
- iii. Consideration was given to the originally proposed pair of parking spaces in the rear yard of the application site. Confirmation was expressed regarding the dimensions of the car parking spaces and the delivery of manoeuvring space to allow appropriate vehicular access and egress. The provision of the required electric vehicle charging points was not identified in association with these parking spaces.
- iv. To accord with Council policy, a minimum of three cycle spaces for use by residents should be provided.
- v. It is recommended that all new all fencing, walls and / or railings adjacent to the adopted highway are visually permeable from a height 600 mm above ground level upwards to ensure adequate visual permeability for child pedestrians. All access gated should be inward opening to prevent obstructions of the adopted footway / highway.
- v. Elevational works to the site frontage would not have apparent impacts on the highway. However, any requirement for scaffolding, hoardings etc, should be agreed with the Council as local highways authority.
- v. The submitted waste management arrangements should confirm arrangement for bin collection.

Environmental Health – The following comments have been received:

- i. A more comprehensive waste management scheme is required to ensure that bins with appropriate capacities for segregated waste and recycling are provided in segregated enclosures (for use by the respective Class E and C3 uses). Confirmation of bin collection arrangements should also be provided. [These details have been conditioned].
- ii. Conditions are also recommended in relation to:
 - Class E opening hours
 - Management of noise transfer from the Class E units and first floor apartments
 - Attenuation of externally mounted equipment required in support of the development
 - Measures to protect residents from air pollution.

Manchester Markets – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. The NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually (as set out in paragraph 8):

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.

- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

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 2). The statutory status of the development plan remains as the starting point for decision making (paragraph 12). The following aspects of the Framework are relevant.

Section 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. The development would maintain an appropriate separate entrance to the proposed apartments via Stockport Road and a secured boundary to the rear of the site would be maintained. The proposed mix of Class E and Class C3 residential uses would be appropriate and operational conditions would safeguard residential amenity. Section 8 would thereby be accorded with.

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

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use.

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport and cycle storage would be delivered by condition. The development would thereby be appropriately related to Section 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

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

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

The Places for Everyone Plan - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant:

Policy JP-P6 (Health) - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. It is considered that the development would result in the proportionate use of the site. It would generate levels of activity would be comparable to similar mixed Class E and Class C3 uses in the locality. The operation of the overall development is capable of being managed through the attached conditions. Policy JP-P6 would thereby be accorded with.

JP-S1 (Sustainable development) - In this case, the development would utilise an existing building without further extensions and limited external alterations, thereby minimising the environmental impact. The development would secure an active and viable use for the application property. Policy JP-S1 would thereby be accorded with.

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

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

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

The development would retain a ground floor commercial use that would continue to positively contribute to the commercial offer in the district centre. The appearance of the development would not adversely affect by changes to the shopfront. The proposed flats would also contribute to the quality of residential provision in the district centre. Policy SP1 would thereby be accorded with.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. It promotes the efficient use of land and housing where it supports the vitality and viability of the district centre. The development would accord with these objectives.

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.

The site has the capacity to provide satisfactory arrangements for the storage of waste and recycling. A condition has been included to ensure that the supplementary details are provided to secure the delivery of a comprehensive waste and recycling management plan to secure compliance with policy EN19.

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 development would not generate significant additional traffic associated with the Class E uses. Given the levels of occupancy visits generated by the apartments would be limited. The site is in Longsight District Centre and served by public transport. Cycle storage would be delivered through condition. In this context, future residents would not be reliant upon private car usage. The objectives of policy T1 would be accorded with.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

The development would involve limited external alterations and the characteristic relationship of the application buildings to the surrounding context would be maintained. The development would secure appropriate natural surveillance, and the development has the capacity to incorporate appropriate security arrangements. The site also has the capacity to accommodate satisfactory waste and recycling storage. The development would result in undue harm to the amenities of the area. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to the City Centre. The existing elevations to Stockport Road would not be substantially altered and there would not be a significant departure from the relationship of the principal frontage of the shopfront to the streetscene. Policy E3.3 would thereby be accorded with.

Policy DC26 (Development and noise) - Activity around the site would be absorbed into the noise environment that characterises Longsight District Centre. Conditions have been included to manage noise transfer from the ground floor Class E units to the apartments above. A separate condition has been included to ensure that any external ancillary equipment required in support of the development is subject to appropriate noise attenuation. On this basis, policy DC26 would be accorded with.

Manchester Residential Quality Guidance (MRQG) - 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. The guidance states that the delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. It is therefore essential for applicants to consider and integrate the design principles contained within the guidance into

all aspects of emerging residential schemes. The above is relevant to new build development but its space criteria have been referenced in the assessment of the quality of the achieved internal space. In this case the proposed one person, one bedroom apartments would marginally exceed the related criteria contained within the MRQG. The two person, one bedroom would be marginally below the related criteria. However, the proposed shortfall in floorspace is considered to be acceptable given the constraints and configuration of the existing building.

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 engaged with the applicant. In this case, 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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

Principle of the development – The formation of apartments above the established Class E units would add vitality to the district centre and contribute to the supply of local housing. The subdivision of the ground floor unit would maintain the retail and commercial offer in the district centre. The quality of the residential accommodation is considered to be acceptable.

Use – The proposed mix of uses would be acceptable in a district centre, subject to the implementation of the development in accordance with the attached conditions. This includes a condition managing the future occupation of the development as two x 1 person, 1 bedroom apartments and one x 2 person, 1 bedroom apartment. The condition also maintains the occupation of the ground floor as two separate Class E units. This approach would secure the appropriate and proportionate occupation of the application properties.

Internal layout and space – The respective flats would achieve an internal space of 41 sq. metres and 40 sq. metres for the proposed one person, one bedroom apartments. The two person, one bedroom apartment would achieve 48 sq. metres. The accommodation responds to the configuration of the existing building and would achieve a satisfactory quality of accommodation.

Residential amenity – The level of amenity would be commensurate with the characteristics of residential accommodation above retail and commercial premises in the locality. Access to the apartment would be satisfactorily separated from the Class E uses. Noise insulation conditions would provide suitable safeguards to residential amenity. A condition requiring obscured glazing to windows that would otherwise result in overlooking or loss of privacy (in the first floor side elevations to the rear outrigger) has been included.

Noise – Conditions have been included to address potential noise transfer between the ground floor Class E units and the apartments above. A separate condition has been included to ensure that any external plant and equipment is appropriately insulated against noise. These conditions are required to safeguard residential amenity.

Opening and servicing hours – The existing ground floor Class E unit has been historically established without an opening and servicing hours conditioned. As the development would not change the use of the ground floor, it would not be appropriate to introduce restriction to the opening and serving hours in this case.

Crime and security – The development would utilise an existing separate entrance to the proposed apartments via Stockport Road (thereby maximising natural surveillance for residents'.

when accessing and egressing the entrance. An informative has been included and recommends that all new windows, doors and external fittings be certified to Secured by Design standards. The development has been amended to secure the omission of previously proposed car parking spaces and the retention of boundary walls and gates. This approach has secured the appropriate demarcation of public and private space and reduces the risk of crime. The development has the capability to incorporate appropriate security measures.

Inclusive access – The development would maintain level thresholds to the respective ground floor Class E units thereby securing inclusive access. The apartments would be accessed via stairs and given the configuration of the application buildings the delivery of inclusive access would not be available. The absence of inclusive access would be offset by the contribution of the development to local housing supply.

Waste management – The applicant has demonstrated that there is sufficient space in the rear yard to accommodate segregated bin storage for the respective existing and proposed uses. To reduce the number of bins it is considered that separate enclosures should be provided but the bins should be shared and only accessed by the occupants of the respective uses. The attached condition would secure comprehensive arrangements for the storage and collection of waste and recycling as part of the development. The Class E uses would have direct access to bins in the communal rear yard. Future residents would be required to deposit waste and recycling via the front entrance on Stockport Road, following a route to the site access on Duncombe Street via either Mitre Road or Dickenson Road. This route would exceed the usually acceptable 35 metres distance for depositing waste and recycling in dedicated bins. However, in the absence of a rear access route there is no apparent alternative arrangement for the transfer of residential waste etc. Balanced against the benefits of delivering additional housing, the proposed waste management arrangements would be acceptable. The undertaking of bin collection can be undertaken via Duncombe Street, which would be appropriate.

Highways issues – The proposal originally incorporated two car parking spaces within the rear yard. The applicant omitted these spaces after the discussed concerns (expressed by the LPA): In this case, the site is in a sustainable location with access to public transport and residents' cycle storage delivered by condition. In these circumstances reliance on private car usage would be reduced. The formation of three apartments (with low levels of occupation) could be accommodated without a significant increase in traffic generation or otherwise harmful impact on the highway network. It is not considered that the sub-division of the existing Class E unit would result in a significant departure from the existing circumstances.

Cycle storage – There is sufficient space within the retained yard to facilitate the provision of cycle storage for use by residents. A related condition has been included to ensure the provision of three cycle storage spaces as part of the development. As to a range of sustainable transportation modes would thereby be delivered.

Conclusion - It is considered that the development would deliver a proportionate amount of residential accommodation. It would facilitate the continued operation of a Class E use, which contributes positively to the retail offer within Longsight District Centre. On balance, the development would be acceptable, and the appropriate future management of the development would be secured through the attached conditions.

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

In this case, 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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on 25 October 2024 and 3 January 2025:

Planning application forms
Location plan with a red edge
Existing site layout Ref: 2440 PL 100 Rev B
Proposed site layout Ref: 2440 PL 101 Rev D
Proposed layout Ref: 2440 PL 201 Rev D
Proposed elevations Ref: 2440 PL301 Rev D

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

3) The materials used in the construction of the proposed shall be implemented in accordance with the detail of drawing referenced: Proposed layout Ref: 2440 201 Rev D and Proposed elevations Ref: 2440 PL301 Rev D and match the appearance of the existing shopfront in relation to door and window frame specification and glazing. The implemented materials shall be maintained in situ thereafter.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The development hereby approved shall only be occupied as:

- i. Ground floor - Two commercial, business and service (Class E) units (with a maximum respective floorspace of 82 sq. metres (Unit 1) and 68 sq. metres (Unit 2);
- ii. First floor – Two x 1 person, 1 bedroom apartments and one x 2 person, 1 bedroom apartment

(in accordance with the detail of drawing Ref: Proposed Plans (layout and elevation) 2440 201 Rev D) and for no other purposes.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone and the guidance with the National Planning Policy Framework.

5) a) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the acoustic insulation of the two authorised flats against noise from Stockport Road and any other identified noise source, including the retained ground floor Class E use. The scheme should also consider and attenuated against potential for overheating. The approved noise insulation and ventilation scheme shall be implemented before the occupation of the authorised flats.

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 report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

6) Before its installation any externally mounted equipment required to facilitate the operation of the ground floor Class E units shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority to manage and reduce the level of noise from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to

policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

7) Before occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relation to the storage and collection of segregated waste and recycling. The scheme shall include details of the appearance and specification of separate storage enclosures for the respective Class E and Class C3 uses, confirmation of required bin capacities and identification of bin collection points. The approved scheme shall be implemented upon occupation of any part of the development and maintained in situ thereafter.

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

8) Before occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the appearance and specification of a storage enclosure with capacity for 3 cycles for use by the residents of the apartments hereby approved. The approved scheme shall confirm that related all security fittings and locks meet secured by design standards and shall be implemented in accordance with the approved scheme upon occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle storage and to ensure that residents of or visitors to the authorised apartments can utilise a range of transportation modes pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) Before first occupation the windows within the first floor, southern elevation of Unit 1 and the northern elevation of Unit 2 shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so 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 and policy JP-P6 contained within Sustainable Development Joint Development Plan Document - Places for Everyone.

Informatives

1) Guidance for developers can be found via the following link:

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

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need to be agreed with the council's Highways Applications and Network Resilience teams who can be contacted via email: highwaylicences@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Manchester Markets

Stall A16 And Stall A17, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A15, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A14, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A13, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A12, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A11, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stalls A9-A10, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A8, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A7, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A6, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A5, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A4, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A3, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A2, Longsight Market, Dickenson Road, Manchester, M13 0WG
Stall A1, Longsight Market, Dickenson Road, Manchester, M13 0WG
THE GOLD EMPORIUM LTD, 537A Stockport Road, Manchester, M12 4JH
Flat Above, 554 Stockport Road, Manchester, M12 4JJ
Longsight Market, Dickenson Road, Manchester, M13 0WG
541 Stockport Road, Manchester, M12 4JH
556 Stockport Road, Manchester, M12 4JJ
539 Stockport Road, Manchester, M12 4JH
Shop Rear Of 554, Stockport Road, Manchester, M12 4JJ
BARCLAYS, 537 Stockport Road, Manchester, M12 4JH
554 Stockport Road, Manchester, M12 4JJ
543 Stockport Road, Manchester, M12 4JH
550-552 Stockport Road, Manchester, M12 4JJ
544-548 Stockport Road, Manchester, M12 4JJ
548A Stockport Road, Manchester, M12 4JJ

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA