MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139775/FO/2024
Date registered valid:	5 June 2024
Proposal:	Creation of additional dwelling by converting 1 No. apartment to form 1 No. one bedroom apartment and 1 No. two bedroom apartment (Class C3), together with roof alterations.
Address:	2 & 2A Melton Road, Manchester, M8 4HG
Ward(s):	Crumpsall Ward
Applicant:	Corn
Agent (if any):	Sam Golding Gold Sketch Studios Ltd
Case officer:	Katie Raw Tel: 0161 234 4164 Email: katie.raw@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**31 July 2024**

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 15 May 2024

Standard consultations:
Printed: 12 June 2024 Expired: 3 July 2024

Neighbour notifications
Printed: 12 June 2024 Expired: 3 July 2024

Site notice
Posted: 17 June 2024 Expired: 8 July 2024
Posted: 15 May 2024 Expired: 6 June 2024

Press advert
Published: 18 June 2024 Expired: 2 July 2024
Published: 7 May 2024 Expired: 21 May 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: No

Description of area

The application site relates to 2 and 2A Melton Road within the north Manchester ward of Crumpsall. The application site relates to two attached properties- 2A relates to a two storey property and 2 Melton Road currently relates to no.2 on the ground floor and no.2b first and second floor flat. Access from no.2 and no.2b is accessible from entrance doors within the side elevation of the property facing onto Catherine Road and access to 2a from Melton Road. The property is characterised by a three storey dwellinghouse constructed in brick with varying roof forms with gable pitches and the valley gutters are evident from both Melton Road and Catherine Road.

The property sits within the Crumpsall Lane Conservation Area. The area developed at the turn of the 19th century as a residential suburb for the middle and upper classes, dominated by spacious late Victorian and Edwardian brick villas and terraces set at three-storeys in a verdant setting. These are constructed in high-quality traditional materials, including brickwork, stone, timber, slates and clay tiles.

Description of development

The planning application seeks consent for the creation of additional dwelling by converting 1 No. apartment to form 1 No. one bedroom apartment and 1 No. two bedroom apartment (Class C3), together with roof alterations.

No.2 Melton Road would not be impacted by the creation of the additional flat.

The flat works would impact no.2A side of the property. The previous no.2b flat (at first and second floor level) would be split into 2 flats- no.1A and No.1B.
Flat no.1A would consist of a 1 bed, 1 person flat with an internal floor space of 39.5m2.
Flat no.1B would consist of a 2 bedroom, 2 person flat over two storeys with an internal floor space of 70m2.

Roof alterations would consist of the re-roofing of no.2 and no.2A Melton Road and would be replaced with cedral thrutone textured fibre cement slat roof tiles. The existing fascia boards and gutters were also be replaced.

A site plan was submitted as a result of the proposal and shows additional bin storage for the additional flat and proposed bike store with a bike store reference image of a timber store.

Negotiations during the course of the Application

The initial plans showed the removal of the valley gutter and creation of mansard roof for both properties, however the location plan and address for the application was incorrect as the roof works covered both no.2 and no.2A Melton Road, but only no.2 was sited as the development address. As such, the application was made invalid and a correct location plan and application form was supplied to change the application to cover both properties.

Concern was raised to the agent during the course of the application that the changes to the roof and creation of a mansard roof could not be supported given it would create a visually intrusive feature and not positively enhance the aesthetics of the property. The works would be visible from various viewpoints within the Conservation Area and so fails to preserve or enhance the Crumpsall Lane Conservation Area.

As such, the proposal was changed to the re-roofing of the roof instead of the creation of the mansard roof. This needs consent given there is no permitted development fallback given the application site contains flats.

Planning History

023661- 2-10 Melton Road - Erection of a corridor link extension with two bedrooms at first floor level to existing properties used as service flats and conversion into a 28 bedroom residential hotel.
Refused 24 April 1985.

F13818- 2 Melton Road- Conversion of house let in multi-occupation into 2 self-contained flats.
Approved 17 September 1980.

Consultations & Notification Responses

Local Residents

Local residents were consulted and one response was received. The response raised concerns in regard to not being informed about the proposed works and concern over how it would impact the tenant living at the property.

Environmental Health

Environmental Health were consulted and requested the following condition be attached to any approval granted:

Construction hours:
Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
●Monday - Friday: 7.30am - 6pm
●Saturday: 8.30am - 2pm
●Sunday / Bank holidays: No work
Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Based on the application only creating one additional apartment, the refuse storage (which is for the extra apartment) is satisfactory.

No new comments were received during the re-notification period.

Highway Services

Highway Services were consulted on the application and provided the following response:

Trip generation and junction capacity:
Given that the proposed development is resultant in one additional residential, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

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

Off site highway works:
No off-site highways works are proposed.

Parking and access:
It is understood that there is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street.

Cycle parking:
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.
It is requested that details on cycle parking are provided.

Refuse and servicing:
A bin store is noted within the curtilage of the site. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.
The bin collection point will remain as existing, with bins collected from Catherine Road.

Construction Management:
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.

Further response 18 June 2024:
All previous Highways comments remain applicable.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
a) an economic objective
b) a social objective
c) an environmental objective

The following specific policies are considered to be particularly relevant to the proposed development:
Chapter 5. Delivering a sufficient supply of homes
Chapter 8. Promoting healthy and communities
Chapter 9. Promoting sustainable transport
Chapter 11. Making effective use of land
Chapter 12. Achieving well-designed and beautiful places
Chapter 16. Conserving and enhancing the historic environment

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:
Policy DM1 (Development Management);
Policy SP1 (Spatial Principles);
Policy EN19 (Waste);
Policy H1 (Overall Housing Provision);
Policy EN3 (Heritage);
Policy T1 (Sustainable Transport).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC7.1 states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

DC26.1 states 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.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following
a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or non-critical rooms within a building; and
c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.
Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide 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. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Manchester Residential Quality Guidance 2016

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester. 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.

Listed Building Act

Section 72 provides an exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

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 full weight in the planning balance.

The following policies are relevant:
JP- S1- Sustainable development
JP- H1- Scale, distribution and phasing of new housing
JP- H2- Affordability of new housing
JP-P2- Heritage

ISSUES

Principle of Development

The submitted development application is for the creation of additional dwelling by converting 1 No. apartment to form 1 No. one bedroom apartment and 1 No. two bedroom apartment (Class C3), together with roof alterations.

The creation of additional dwelling by converting 1 No. apartment to form 1 No. one bedroom apartment and 1 No. two bedroom apartment (Class C3) would create an additional flat and is considered acceptable to help overcome the current housing shortage across Manchester and would be pursuant to Policy H1 and H3 within the Core Strategy (2012). Given the rest of the building is used for a C3 purpose, the precedent for residential dwellings is already established within no.2 and no.2A Melton Road and the proposal would therefore be commensurate with the

current use of the property. As such, the proposed use is considered acceptable for this location.

The principle of development for the roof alterations- to re-roof the property is considered acceptable given the re-roofing would improve the condition of the existing roof in a way that is sympathetic to the roof as existing, as opposed to the original mansard roof that was proposed for the site.

However, consideration must be given to the impact on residential amenity, impact on the visual amenity of the area and impact on the Crumpsall Lane conservation area, the proposal's appearance, highway considerations and environmental considerations.

Residential Amenity

Creation of additional flat:
The proposed accommodation would afford future residents a decent quality of living accommodation. Future residents would be provided with a good level of amenity with all habitable rooms served by windows, which is especially important given flat B would be on the third floor and within the gable roof space of the existing property.

The entrance to the additional flat would be available externally through the doors at the property off Catherine Road and the front doors to the flats would be accessed from level 1 of no.2 Melton Road. As such, the entrance into the property is considered acceptable in terms of residential amenity.

Although it is acknowledged that the creation of an additional flat would result in the intensification of the property and an additional number of residents in the space, the proposed internal floor space is considered acceptable.
Flat no.1A would consist of a 1 bed, 1 person flat with an internal floor space of 39.5m2. Given the flat is over 1 floor, the internal space would align with Manchester's emerging space standards.
Flat no.1B would consist of a 2 bedroom, 2 person flat over two storeys with an internal floor space of 70m2. As such, this would exceed Manchester's emerging space standards. As such, it is considered the internal space could accommodate the proposal to ensure a good standard of living for the residents.

Future residents of the proposal, in addition to other residents within the building have access to surrounding amenity space at the property. Whilst it is acknowledged the amenity space is not expansive, it is in keeping with the amount of amenity space afforded to other flat complexes locally. As proposed, the amenity space would result in additional bins for the property and a proposed bike store, as per Highways' request. Although an image has been provided of the bike store, no specification or dimensions have been provided and as such, a condition would be attached to any approval granted for additional information in relation to the appearance and design specifics of the bike store. Both Highway Services and Environmental Health accepted the proposed bin store arrangements and the waste proforma supplied would be conditioned within any approval granted.

As such, the proposed residential accommodation is compatible with neighbouring uses and would not have any adverse impact on the amenity of the surrounding land-uses.

Roof alterations:
Given the roof alterations involving the re-roofing of the property would improve the condition of the roof to ensure the roof does not leak in, it would improve living standards for the residents and therefore is acceptable in terms of residential amenity.

Visual Amenity and Design

Creation of additional flat:
There would be no adverse visual implications as a result of the creation of an additional flat, as it would not result in any external works.

Roof alterations:
The roof alterations would ensure the roof is kept in a good condition and therefore is hoped to improve the visual amenity for occupiers and surrounding residents, as well as the aesthetics of the Crumpsall Lane Conservation Area. The roof tiles would be replaced with cedral thrutone textured fibre cement slate roof tiles. The existing fascia boards and gutters would also be replaced. Although a replacement roof tile has been proposed, it is uncertain whether this would match the existing roof tiles in terms of materials and colouration. As such, a condition would be attached to any approval granted requesting further details be submitted in relation to the materials for the roof alterations. This is considered necessary to ensure the physical appearance of the proposal positively contributes to the setting of the Conservation Area.

On the basis of the above, the proposed development would not give rise to any adverse residential or visual amenity impacts nor design impacts and is consistent with Core Strategy policies SP1, DM1 and EN1, the Guide to Development in Manchester SPD, and provisions of the NPPF relating to achieving a good standard of amenity.

Highways Considerations

Highway Services were consulted on the application and were happy that the additional residential dwelling would not give rise to any adverse operational capacity demands to the highway. Highways were happy that the site is in an established residential area and there are regular bus services and Metrolink services available within walking distance of the site.

Although there is no on-site car parking associated with the development and the creation of an additional flat would contribute to the level of vehicles parked on street, Highways did not raise any concern with this.

Highways requested bike storage be provided and whilst a bike store was indicated on the site plan, insufficient information is provided to the specifics of the bike store and a condition requesting further information would be attached to any approval granted.

Highways accepted the bin store arrangements as a result of the proposal.

Highways also requested a construction management informative be attached to any approval granted and is considered acceptable.

Environmental Considerations

Environmental Health raised no concern with the application. Although they requested a construction hours condition be attached to any approval granted, given the small scale of works this is considered onerous and would not be attached to any decision notice of any approval granted.

Environmental Health accepted the refuse proposed for the application and the refuse strategy would be conditioned within any approval granted.

Impact to the Crumpsall Lane Conservation Area

The application site sits within the Crumpsall Lane Conservation Area. The property is characterised by three storey dwellinghouses constructed in brick, with varying roof forms with gable pitches and the valley gutters are evident from both Melton Road and Catherine Road.

The property sits within the Crumpsall Lane Conservation Area. The area developed at the turn of the 19th century as a residential suburb for the middle and upper classes, dominated by spacious late Victorian and Edwardian brick villas and terraces set at three-storeys in a verdant setting. These are constructed in high-quality traditional materials, including brickwork, stone, timber, slates and clay tiles.

The property is sited against a western boundary of the conservation area and looks onto the Cricket grounds which sit outside of the designated area.

Policy EN3 of Manchester's Core Strategy requires that 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 including conservation areas. Saved UDP Policy 18 considers the relationship of new structures to neighbouring buildings, in relation to conservation areas.

Creation of additional flat:
The works involved with the creation of an additional flat would be limited to internal works only and would not give rise to any external alterations. Given the property is not listed, the works are considered acceptable and cause limited harm to the Conservation Area. Flats are common place within the Conservation Area including the flats at the existing property and the flats to south of Catherine Road and so the form of development proposed is commensurate to the existing uses within the Conservation Area and so would not harm the designated area.

Roof alterations:
The roof alterations (re-roofing and replacement of fascia boards and gutters) would ensure the roof is kept in a good condition and therefore is hoped to improve the visual amenity for occupiers and surrounding residents, as well as the aesthetics of the Crumpsall Lane Conservation Area. The roof tiles would be replaced with cedral thrutone textured fibre cement slate roof tiles. The existing fascia boards and gutters were also be replaced. As discussed above, there is uncertainty with the suitability of the products chosen and the materials condition to be attached to any approval granted would ensure the materials chosen for the re-roofing are appropriate to ensure a sympathetic addition to the conservation area.

In short, it is not considered that the development would undermine the residential character of the Crumpsall Lane Conservation Area given much of the works would be internal and the re-roofing would be controlled by condition to ensure the aesthetics of the Conservation Area are not harmed. On balance, it is considered that the proposed development would cause the lower end of less than substantial harm to the conservation area and therefore would be in accordance with, relevant policies and the tests within the NPPF with public benefits outweighing any harm.

In line with paragraph 202 of the NPPF, where less than substantial harm occurs, public benefits are required to mitigate against that harm. The character of this part of the conservation area contains recent and more modern additions and interventions, and the roofing works would be replacement roof works only. On reflection, the current proposal being assessed is

considered necessary for maintenance purposes and would not drastically alter the character of the Conservation Area.

Conclusion

The proposed use is one that is compatible with the surrounding area and creates a new flat for residential use whilst ensuring a decent level of residential amenity. The re-roofing of the property is considered necessary to ensure the property is kept in a good condition and so will not adversely impact the Conservation Area. Given this, it is not considered that the proposal would have a detrimental impact upon residential or visual amenity. Any changes in design are sympathetic to the surrounding residential area.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner and issues arising during the course of the application have been addressed. Appropriate conditions have been attached to any approval granted.

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- Proposed- Floor Plan, numbered 004, stamped as received by the City Council as Local Planning Authority on 11 April 2024.
-Waste Management Proforma, stamped as received by the City Council as Local Planning Authority on 25 April 2024.
-Application Form, stamped as received by the City Council as Local Planning Authority on 5 June 2024.
-Drawing- Site Plan- Existing & Proposed, numbered 502 Rev 2, stamped as received by the City Council as Local Planning Authority on 17 July 2024.
-Drawing- Proposed- Plans and Elevations, numbered 005 Rev 2, stamped as received by the City Council as Local Planning Authority on 22 July 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) Notwithstanding details shown within the approved 'Drawing- Proposed- Plans and Elevations, numbered 005 Rev 2', before the commencement of roof works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - 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, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4a) The development shall be implemented in accordance with the approved details as shown in 'Waste Management Proforma', stamped as received by the City Council as Local Planning Authority on 25 April 2024 and 'Drawing- Site Plan- Existing & Proposed, numbered 502 Rev 2', stamped as received by the City Council as Local Planning Authority on 17 July 2024, in relation to a scheme for the storage and disposal of refuse.

b) 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.

5) Notwithstanding the details shown within the approved details 'Drawing- Site Plan- Existing & Proposed, numbered 502 Rev 2', stamped as received by the City Council as Local Planning

Authority on 17 July 2024, prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs 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 the provision of accommodation that is suitable for people living as families pursuant to paragraph 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 Core Strategy for the City of Manchester.

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

Environmental Health
Highway Services
Highway Services
Environmental Health
Highway Services
Environmental Health

Cheetham Cricket Club, Catherine Road, Manchester, M8 4HF
25 Moxley Road, Manchester, M8 4HJ
37 Catherine Road, Manchester, M8 4HF
154A Bury Old Road, Manchester, M7 4QY
154 Bury Old Road, Manchester, M7 4QY
152 Bury Old Road, Manchester, M7 4QY
24 Catherine Road, Manchester, M8 4HA
35 Catherine Road, Manchester, M8 4HF
8 - 10 Melton Road, Manchester, M8 4HG
20 Catherine Road, Manchester, M8 4HA
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
21 Moxley Road, Manchester, M8 4HJ
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
14 Catherine Road, Manchester, M8 4HA
Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
6 Melton Road, Manchester, M8 4HG
4 Melton Road, Manchester, M8 4HG
18 Catherine Road, Manchester, M8 4HA
27 Moxley Road, Manchester, M8 4HJ
Flat 2, 6 Melton Road, Manchester, M8 4HG
Flat 1, 6 Melton Road, Manchester, M8 4HG
22 Catherine Road, Manchester, M8 4HA
2A Melton Road, Manchester, M8 4HG
23 Moxley Road, Manchester, M8 4HJ
19 Moxley Road, Manchester, M8 4HJ
17 Moxley Road, Manchester, M8 4HJ
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
Upper Flat, 2 Melton Road, Manchester, M8 4HG
Lower Flat, 2 Melton Road, Manchester, M8 4HG

16 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

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Crumpsall Lane Conservation Area 2004
Area Team Boundary - Name: NORTH AREA