

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137536/FO/2023

Date registered valid: 11 September 2023

Proposal: Change of use of property to form 17 no. short-term let rooms (sui generis).

Address: 317 - 319 Dickenson Road, Manchester, M13 0NR

Ward(s): Rusholme Ward

Applicant: Mr Shahid Mansoor Meridian Properties and Investment Ltd

Agent (if any): Plande - Planning Consultants

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 3 April 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit:

Standard consultations:

Printed: 14 September 2023 Expired: 5 October 2023

Neighbour notifications

Printed: 14 September 2023 Expired: 5 October 2023

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:

Tree Preservation Order:

This application relates to a pair of large terraced properties fronting Dickenson Road. The properties are three stories high, with an additional basement area, and the applicant references the site as a double fronted property, rather than 2 separate properties. The property is part of a row of similar properties, on the north side of Dickenson Road. The frontage of the property is set-back, from Dickenson Road, with a hard-standing to the front, although there is no vehicular access point, so this is not a parking area. The surrounding area largely consists of residential and commercial uses.

The authorised use, of the property is unclear. The only planning permission, granted on the premises, was in 1999, for the change of use of a single 15 bed HMO into 2 no. 8 bed student accommodation units (055571/FO/CENTL2/98). However, this use appears to have been abandoned with the applicant stating that the premises currently have a mixture of uses including mainly office uses.

The application seeks to change the use, of the premises, to provide 17 short term rooms to let. The applicants state that 5 of the rooms would be able to accommodate up to 4 people, with the remaining 12 rooms being for single people and that the rooms would be for visitors to the area, being similar to an Airbnb setup. No external alterations are proposed. Six of the rooms would have access to a private WC/shower room, with the remainder having shared WC and shower facilities (2 on each of the 3 floors)

The site also includes a rear garden area and a cycle store for up to 17 cycles. No car parking spaces are proposed.

Consultations & Notification Responses

Local residents/adjoining occupiers - 5 objections have been received from nearby residents/occupiers, for the following reasons;

- The proposed conversion to an Airbnb or short-term rental property will significantly alter the character of the neighbourhood. It could lead to a transient population, increased noise, and a decrease in the sense of community that currently defines the area.
- The anticipated rise in the number of guests arriving at the property could exacerbate existing traffic and parking problems on the street. This may disrupt the flow of traffic and create safety hazards for pedestrians and residents. Finding parking in this residential area is extremely difficult already due to Longsight market and Dickenson Road medical centre visitors.
- Short-term rental properties often result in frequent turnover of guests, potentially leading to concerns about privacy and security for neighbouring properties. Increased turnover may also affect the stability of the neighbourhood.
- Airbnb accommodations can lead to noise disturbances caused by transient guests, parties, or late arrivals. This could disrupt the peace and quiet currently enjoyed in the area.
- These buildings were used for Airbnb in the past without planning permission and GM Fire and Rescue service came here in June 2022 and put notices on every door to prohibit these buildings from carrying out this business. During that time there was lots of noise disturbance to surrounding residents and anti social behaviour from the residents of the building.
- There is no health and safety in these buildings, with no reception alarms or fire exit at first and second floor level.

The ward members, for the adjoining Rusholme ward, object to the application for the following reasons:

- Several residents and businesses located within the two premises and neighbouring properties have approached them highlighting their concerns about this application.
- This neighbourhood already suffers from litter and commercial fly tipping due to its close proximity to Longsight District Centre and Longsight Market as well as chronic shortage of on street parking for residents due to visitors to the District Centre and the market. A further 17 Air B&B rooms will exacerbate the situation. One can foresee an adverse impact on the residential amenity of neighbours, through excessive noise, nighttime disturbance, loss of privacy as well as the overdevelopment having a negative impact on the character of the neighbourhood.
- The premises are already being rented out as Air B&B lets. Furthermore, the rooms are used for very short term lets (a few hours). Pungent repulsive odour, due to substance abuse, is not uncommon after the rooms have been let.

The ward members also attached a copy of a prohibition notice, served on the premises by Greater Manchester Fire and Rescue Service on 29 June 2022 at 317 Dickenson Road. This notice required the cessation of all uses on the upper floors, and bedroom accommodation on the ground floor, due to inadequate fire safety precautions in the building. Their understanding is that there is non-compliance of this notice and that there remains a lack of fire safety arrangements for the premises, as stated in the notice, especially for the 1st and 2nd floors.

Hence, for the reasons stated, they strongly object to this planning application and request that the property of 317 Dickenson Road is monitored to ensure there is compliance with the

GMFRS prohibition notice and that members of the public are not being placed at risk of serious harm in the eventuality of a fire.

Highways Services - Makes the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

A TRICS trip generation assessment has been provided within the submitted Transport Statement (TS) based on TRICS land-use category 'Hotel, Food & Drink - Hotels'. The assessment is based on a selection of 28 sites with surveys ranging from 2004 up to 2019. Highways request that the TRICS assessment is revised with more recent site surveys and the removal of 'Town Centre' sites in order to better represent the development proposals. It may also be useful for the TS to provide a comparison against trips associated with the site's extant use in order to determine the anticipated net change in vehicle trips. It is also unclear why TRICS output reports for 'Residential - Holiday Accommodation' and 'Residential - Flats privately Owned' categories have been appended to the report - clarification is therefore required.

SITE ACCESSIBILITY: The TS shows that the site is located within a reasonably accessible location with bus stops located within walking distance of the site along Dickenson Road. A number of facilities/services are also situated within walking distance.

OFF-SITE HIGHWAYS WORKS:

No off-site highways works are proposed as part of the development.

PARKING: No on-site parking is proposed in alignment with the existing situation. The TS makes reference to MCC Core Strategy maximum parking standards for the existing (offices) and proposed (hotel) representative land use categories which shows that a slightly reduced level of parking would be applied for the proposed use (17no.) in comparison to the existing offices (19o.). Highways accept that this assessment demonstrates that the proposals would not be expected to give rise to a significant increase in parking demand. As such, any parking demands would continue to be accommodated on-street.

CYCLE PARKING:

A cycle store is proposed within the curtilage of the site within the rear courtyard with access provided from the adjacent adopted alleyway. The TS states that cycle parking for 16no. bicycles will be provided, although submitted plans show provision for 17no. cycles. Highways would welcome 17no. cycle parking spaces which would provide 1no. space per room. Highways request that the cycle store is sheltered and secure in order to encourage and maintain use.

TRAVEL PLAN INFORMATION Whilst the proposed development is not at a scale which would warrant a full Travel Plan, in order to encourage the use of sustainable travel, Highways request that sustainable travel information is made available to residents/visitors staying at the site, both at the time of booking and within each room in order to encourage access by sustainable modes. Highways request that this is conditioned with any approval.

REFUSE AND SERVICING: A designated refuse storage has been provided within the external courtyard area to the rear of the property. The Waste Management Strategy states that bins will be placed out for collection via the adjacent alleyway by the appointed Management Company. The strategy must ensure that bins are not placed out for collection on the Whitley Street footway and must be returned to the bin store following servicing.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to acoustic insulation and refuse.

Flood Risk Management Unit - State that the site is within Flood Zone 1 and low risk of surface water flooding and whilst the change of use results in a change in Flood Risk Vulnerability Classification, it does not require any mitigation measures.

Greater Manchester Police - No comments received.

Issues

National Planning Policy Framework (December 2023) - 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. paragraph 126).

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 CC4 - Visitors - Tourism, Culture and Leisure - Confirms that the City Centre is the focus for culture and leisure in the City Region, but that proposals for new hotels outside the City Centre will be supported where they support visitor orientated development, and where the Council is confident that they will be deliverable.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make

provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours. .

Policy H5 relates to sites in Central Manchester and states that, over the lifetime of the Core Strategy, Central Manchester will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy H11 relates to Houses in Multiple Occupation and states that a change of use from a C3 dwelling house to a C4 HMO will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following categories:

- Exempt from paying Council tax because they are entirely occupied by full time students.
- Recorded on Private Sector Housing's database as a licensed HMO.
- Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class.

In cases where the concentration of such properties is significant but less high, the Council will examine property type and resident mix in more detail when considering an application for a change of use.

In areas of high concentration, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be expected to lead to an increase in the level of occupation.

In parts of Manchester which do not have a high concentration of HMO/student housing but where the lack of family housing has threatened the sustainability of the community to the extent that regeneration activity with the specific intention of increasing the amount of family housing has taken place, there will be a presumption against changes of use which would result in the loss of a dwelling which is suitable for a family. Changes to alternative uses, including C4 and HMOs with more than six occupants, will only be acceptable where it can be demonstrated that there is no reasonable demand for the existing use. The approach above will also be used for change of use to a HMO which is classified as 'sui generis'.

Notwithstanding the policy requirements set out above, all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1

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 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 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.

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 one bedroom, one person, units the minimum standard of accommodation is set at 37 square metres.

Principle - The change of use, sought by the applicant, is for short-term let rooms, and reference is made, in the submission, to Airbandb type accommodation, although no detail is provided to confirm its definitive operation as such. Accordingly, the Council feels that the submission suggests an HMO type operation and its impacts are similar to an HMO. It is therefore felt to be appropriate to consider HMO related policies, in the assessment of this application, but the application has been assessed on the basis of the description of use indicated by the applicant.

In the case of this application, the principle of the proposed change of use is not considered acceptable as it is in conflict with the policies and associated guidance indicated above.

It is noted that the site lies in an area of mixed uses, including residential, and that a residential use, of the site, has been authorised previously in 1999, as indicated above. However, It is considered that the type of accommodation proposed, and level of occupancy would facilitate an over intensive use of the property that has unacceptable impacts due to increased levels of activity formed by people with different lifestyles and patterns of behaviour, increased noise, disturbance, waste storage demands and car parking requirements.

Uses of this type naturally lead to transient occupancy, whereby occupants have little vested interest in the area and can in part, alter the character of an area as a neighbourhood of choice. The use will attract people who will stay in the property for a comparatively short period of time and consequently they do not have the same interest in the well-being of an area as those who are less transient such as a family. It is believed that this continual change in occupiers can have a negative impact upon both residential amenity often due to poor or no management and a general lack of civic pride. As such, the cumulative effects of uses of this type can have an adverse impact upon the character and appearance of an area.

It is further maintained that the use would facilitate an over intensive use of the property and would lead to problems associated with increased levels of activity formed by people with different lifestyles and patterns of behaviour, increased noise, disturbance, waste storage demands and car parking requirements.

In addition, the site is not located on a main radial route nor would it be located within the City Centre or a District Centre, or location devoted to leisure or recreation activity. Policy CC4 supports new hotel accommodation should contribute to the quality of the city centre hotel offer and outside of the City Centre where they support visitor oriented development. This does not preclude hotel uses outside of the city centre which are not supporting visitor-oriented development. However, the explanatory text says that the Council will use the planning process as an opportunity to improve the quality of hotel developments. In this case, the proposal is considered to be a low quality development and therefore, the proposal would conflict with this objective.

On this basis, the proposal is considered to conflict with policies DM1, SP1, CC4 and H11 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

Impact on the character of the area - The proposed development is located in an area of mixed uses, including commercial and residential. It is considered that the proposed use is primarily needed to serve the needs of people living outside the immediate community and, as such, it is considered that the conversion of the property into short-let accommodation would be an

intensification of the use of the premises, and as such it would create a congested, overcrowded environment, that would be out of character with the surrounding area.

Residential Amenity - It is considered that 17 bedroom short-let accommodation has the potential to exert a great impact on the amenity of local residents from comings and goings with guests potentially using their vehicles a number of times each day, to visit places etc., with no limits on the times of day when the comings and goings might occur. Whilst naturally, there would have been some comings and goings from the previous use, of the site, these are considered to be of a lower level than those associated with 17 bedrooms, each occupied by an individual person/group.

This type of accommodation can often cause problems in residential neighbourhoods due to the level of activity associated with unrelated people living together. It is considered that a collective group of individuals with different lifestyles and different patterns of behaviour can result in more frequent comings and goings, with associated noise and disturbance. This in turn can have an adverse impact upon the living conditions of neighbouring residential occupiers, to the detriment of their residential amenity.

The principal effects include increased levels of activity, noise nuisance, negative impacts upon the physical environment and streetscape due to inadequate management of refuse storage and pressure upon local parking provision.

In this case, the lack of sufficient off-road car parking provision forms a particularly harmful factor and this has been raised as a concern by Highway Services. It is accepted that the site is in a fairly good accessible location, but this does not preclude the potential for car ownership for up to 4 separate individuals.

It is therefore considered that the increased occupancy of the property would undoubtedly lead to increased competition for on-street parking spaces, in an area which already experiences on-street parking difficulties, in part caused by its close proximity to major sites that generate significant numbers of visitors.

As a result, the lack of off-road car parking provision would have a detrimental impact upon highway users and neighbouring occupiers due to likely parking demand and increased on-street parking. It is therefore maintained that the parking provision is unacceptable. It is considered that the potential introduction of a number of cars associated with the property with no provision of off-road parking would lead to further parking on-street parking demand and exacerbate parking problems for existing residents to the detriment of their amenity. This is indicative of the over intensive use of the property and is not therefore considered satisfactory.

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: Refuse

Article 35 Declaration

Officers have worked with the agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application. In this instance a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached as the nature of the proposal was considered to be unacceptable in this location. The applicant was invited to withdraw the application, but this was not accepted by the applicant.

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

1) The proposed short-let accommodation is not located on a main radial route, nor would it be located within the City Centre or a District Centre, or location devoted to leisure or recreation activity, where uses of this nature are usually considered to be appropriately located, to avoid any adverse impacts on the character or amenities of the occupiers of residential premises. The proposed use is therefore considered to be contrary to policies SP1, CC4 and DM1 of the Manchester Core Strategy.

2) The proposal would result in an over intensive use of the property resulting in the creation of low quality/substandard living accommodation for the occupants of the development, including the lack of adequate parking arrangements which would create the demand for on-street car parking, within the local area. In addition, the proposal would result in a significant intensification of occupation, waste generation and comings and goings at the site which would increase level of noise, disturbance and activity for proposed and existing residents. The proposal would therefore have an unacceptable detrimental impact upon the residential amenity of neighbouring residential occupiers and would be detrimental to the character of the area. The proposal would therefore be contrary to the provisions of policies SP1, H11, T2 and DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Basement, 315 Dickenson Road, Manchester, M13 0NR
Room 3 First Floor, 319 Dickenson Road, Manchester, M13 0NR
Room 2 First Floor, 319 Dickenson Road, Manchester, M13 0NR
Room 1 Ground Floor, 319 Dickenson Road, Manchester, M13 0NR
Room 1A, 317 Dickenson Road, Manchester, M13 0NR
First Floor, 321 Dickenson Road, Manchester, M13 0NR
Second Floor, 321 Dickenson Road, Manchester, M13 0NR
321A Dickenson Road, Manchester, M13 0NR
321 Dickenson Road, Manchester, M13 0NR
315 Dickenson Road, Manchester, M13 0NR
First Floor, 315 Dickenson Road, Manchester, M13 0NR
Ground Floor, 315 Dickenson Road, Manchester, M13 0NR
14 Honor Street, Manchester, M13 0WY
313 Dickenson Road, Manchester, M13 0NR
Room 4, 317 Dickenson Road, Manchester, M13 0NR
Room 2, 317 Dickenson Road, Manchester, M13 0NR
Room 1, 317 Dickenson Road, Manchester, M13 0NR
Ground Floor Rear, 321 Dickenson Road, Manchester, M13 0NR
Ground Floor Front, 321 Dickenson Road, Manchester, M13 0NR
319 Dickenson Road, Manchester, M13 0NR
12 Honor Street, Manchester, M13 0WY
10 Honor Street, Manchester, M13 0WY
8 Honor Street, Manchester, M13 0WY
6 Honor Street, Manchester, M13 0WY
4 Honor Street, Manchester, M13 0WY
2 Honor Street, Manchester, M13 0WY

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA