

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135624/FO/2022

Date registered valid: 16 December 2022

Proposal: Change of use from 3no.ground floor Class C3 dwellings to 3no.Class E units, including new shop frontages and alterations

Address: Shakaf Court, 332 Slade Lane And Moseley Road, Manchester, M19 2LJ

Ward(s): Levenshulme Ward

Applicant: Mr Hozan Rahman

Agent (if any): Ms Dawn Cooper, D@C Design ltd

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

Recommendation: Refuse

Date of recommendation: 20 February 2023

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 10 January 2023

Standard consultations:

Printed: 10 January 2023 Expired: 31 January 2023

Neighbour notifications

Printed: 20 January 2023 Expired: 10 February 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: No

Tree Preservation Order: No

Description of area

The application site is located at the north-west junction of Moseley Road and Slade Lane. The junction is light controlled. The application properties are located at the southern end of a two-storey terrace comprising a mix of retail and commercial uses with intermittent ground floor residential uses, i.e., there are 14 ground floor units and 8 are in residential use. Residential uses are located above the ground floor units.

The application properties are characterised by a curved principal elevation comprising red brick, tiled roof and dormer extensions. The ground floor use was historically in commercial use but have been converted to resident sue. Forecourt car parking has been formed. To the rear multiple extension have been formed in relation to ground and first floor uses.

An alleyway to the west separated the application properties from a large 3-storey supported housing scheme. Residential uses are predominantly located to the west of the site. Residential uses are also locate to the east of the site with a bowling green to the south-east and commercial uses and office uses are located to the south-west.



Fig.1 – Views of the application site from Slade Lane and Moseley Road

Description of development

The development would result in the conversion of three, two bedroom apartment to facilitate the formation of three, Class E units (with respective floor pace of 36 sq. metres, 63 sq. metres and 51 sq metres). Access to the upper floor apartment would be maintained via an entrance adjacent to 328 Slade Lane. In turn, this entrance would be adjoined by a new access corridor, to be access by each unit to facilitate servicing staff cycle storage and bin storage. Bin would be serviced via an alleyway to the west of the site. Each unit would involve the formation of new shopfronts involving display windows and single leaf doors. The forecourt area would exclude car parking but include cycle racks (with a six cycle capacity). Opening hours have not been specified.



Fig. 2 – Existing and proposed elevations

Site history

134617/LE/2022 - Application Refused - 21.10.2022

330 Slade Lane, Manchester, M19 2BY

Creation of 3no. x 1 bedroom self-contained flats

109120/FO/2015/N2 - Application Approved - 26.08.2015

Flats 1, 2 And 3, 330 Slade Lane, Levenshulme, Manchester, M19 2BY

Erection of front and rear dormer extensions to form additional living accommodation and new ground floor site managers office.

105687/PIAPA/2014/N2 - Application Approved - 06.08.2014

Ground Floor, 330 Slade Lane, Levenshulme, Manchester, M19 2BY

Notice of prior approval for conversion of ground floor retail unit to 3 apartments and associated external alterations

101979/FO/2013/N2 - Application Approved - 11.07.2013

330 Slade Lane, Levenshulme, Manchester, M19 2BY

Change of use of first floor to 3 no. self-contained flats

019612 - Application Approved - 06.07.1983

330, Slade Lane, Levenshulme

Use of vacant premises for light industrial purposes, warehousing and a garage

039725 - Application Approved - 09.09.1991

330, Slade Lane, Levenshulme

Change of use from light industrial to retail shop with associated storage and offices

134416/FO/2022 – Refused - 23.11.2022

Change of use of three ground floor flats into 2 x commercial units (Class E) and 1 x hot food takeaway (sui generis) together with associated elevational alterations and fume extraction equipment

Consultations & Notification Responses

Local residents – 28 emails of objection have been received and are summarised:

- i. The development would lead to the potential formation of restaurant uses with hot food take away provision. In such circumstances that development would generate excess noise and activity associated with pedestrian and vehicular activity around the site to the detriment of residential amenity. The emission of fumes and vapours would also be harmful to residential amenity.
- ii. The need for three additional Class E units has not been demonstrated. A number of units in the adjoining parade have been converted into residential use thereby suggesting that there is a lack of demand for Class E uses in the locality.
- iii. There is concern that the site would not have the capacity to accommodate three separate Class E units, in relation to waste management, traffic generation and concentrated activity in close proximity to a busy junction.
- iv. Notwithstanding the detail of the submitted plans, there is concern that the forecourt area would be used for car parking. Such circumstances would be detrimental to pedestrian and highways safety, including the operation of a busy junction as vehicles access and egress the site. Traffic generated by the development may also be displaced in surrounding streets leading to the localised congestion and on-street car parking.
- v. The development would result in the loss of affordable housing.

One email of support has been received commenting that the proposals would be beneficial to the area.

One email expressing neither support or objection to the development has been received. The comments relate to the absence of car parking and the need to provide traffic regulation measures.

Highways - The following comments have been received:

- i. There is no on-site car parking associated with the development and all vehicular demands associated with the site would contribute to the level of vehicles of on-street car parking. It is likely that car parking would be concentrated along Slade Lane,
- ii. It appears that parking formerly occurred outside the application properties, i.e., within the unadopted forecourt. Car parking within the forecourt would not be supported. Highways would have serious concern for pedestrian and cyclist if such car parking were to occur.
- iii. It is recommended the six proposed cycle storage spaces should be sheltered and secure. Two Sheffield stands are provided within the shared service corridor for the use of staff. This arrangement is acceptable to Highways.
- iv. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable ensure adequate visual permeability for child pedestrians.
- v. The proposed waste storage arrangements are considered to be acceptable from a Highways perspective.
- vi. Should planning permission be granted, 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 as local highways authority.

Environmental Health - The following comments have been received:

- i. Fume extraction – Should fume extraction and ventilation be required as part of the development, the applicant will need to submit a satisfactory kitchen fume extract strategy for approval. The strategy should include risk assessments for odour and noise and related to appropriate guidance.
- ii. Details of opening hours should be provided.
- iii. Deliveries, servicing and collections, including waste collections should be conditioned and not take place outside the following hours: 7:30 am to 8:00 pm, Monday to Saturday, no deliveries / waste collections on Sundays/Bank Holidays.
- iv. Acoustic assessment relates to a previous refused planning application (ref:134416/FO/2022) and should be updated to relate to the current proposals.
- v. External equipment noise insulation should be conditioned should planning permission be granted to ensure that it is appropriately acoustically treated in accordance as part of an agreed scheme with a requirement for the verification of the implementation of the approved details.
- vi. Waste management and recycling should be supplemented with details of contract details.

Flood Risk Management Team – A drainage condition will not be required should planning permission be granted. However, the applicant is encouraged the implementation of measures to improve site drainage.

GM Police Design for Security – Recommended that all new external fittings should be certified to Secured by Design standards. A CCTV, lighting and alarm system is recommended as part of the development. Signage should be displayed to indicate the areas of the premises that are restricted to staff only.

Issues

National Planning Policy Framework - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

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. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 11 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted. The Framework has been related to the proposed development, with particular emphasis given to the following:

- i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed

without unnecessary delay. This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 61). In this case the development would result in the loss of family accommodation that is required to meet an identified need within the city. The development would not, therefore, accord with chapter 5.

ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;
- 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;
- Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs, including the provision of local shops, access to healthier food and layouts that encourage walking and cycling.

The development is located in a mixed retail / commercial / residential parade and is within close proximity to residential uses. It is considered that the amenity of these neighbouring residents would be harmed by the noise and activity associated with the operation of up to three Class E uses with unspecified opening hours, including the potential congregation of people outside the premises in the evening period. The development would thereby be harmful to the well-being of residents and be contrary to Chapter 8.

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

- a) Appropriate opportunities to promote sustainable transport modes in relation to the proposed type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (or on highway safety, can be effectively mitigated to an acceptable degree (paragraph 108).

Notwithstanding the above, chapter 9 also states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

It is acknowledged that the site is accessible via public transport and cycle storage would be provided, which accords to the objectives of chapter 9. However, the applicant has not demonstrated how servicing and car parking would be managed, which is significant given the proximity of the site to a light controlled junction.

Planning Practice Guidance (PPG) - On 6 March 2014, the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. Appropriate consultation has been undertaken.
- ii. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. The harmful aspects of the development are discussed within this report.

iii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development and the intensification of the residential use. The development has been supported with acoustic reports that could potentially address noise outbreak. This report has been related to a previous proposal (ref: 134416/FO/2022) rather than the operation of tree Class E uses. It also focusses upon internal noise and noise from equipment rather than external activity in the forecourt, which may be notable and thereby harmful to residential amenity.

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 Spatial Principles - 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 applicant has not provided details of site management arrangements to demonstrate that the proposed Class E could be undertaken without harm to neighbouring residential uses. The development would thereby be contrary to policy SP1.

Policy C 10 Leisure and the Evening Economy - States that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations:

1. Cumulative impact - In areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities;
2. Residential amenity - the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance;
3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.

When considering the impact of a proposed bar or, in this case, a hot food take away regard should be given to the following:

- o Existing number of similar establishments in the immediate area and their proximity to each other;

- o Type and characteristics of other uses, such as housing, shops and public houses;
- o Existence of vacant shop units and the condition of the unit;
- o Importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;
- o Character of the centre and its frontage, and the nature of the use proposed;
- o Potential impacts of the proposal on the wider community; and
- o Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

Due to the identified harm associated with the operation of a restaurant, the omission of such use, from what would otherwise be permitted under Class E, would be justified, if the development was acceptable in all other respects.

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 applicant has demonstrated that the site has the capacity to accommodate waste and recycling. Further detail would need to be provided for arrangements for the collection and return of bins.

Policy H1 (Overall Housing Provision) - Discussed the need to manage the supply and availability of housing in the city. It also the need to ensure that housing supply contributes to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population. The development would conflict with policy H1 by reducing the supply of much needed family housing.

Policy H 6 (South Manchester) - Discusses the delivery of new residential development in South Manchester, including Levenshulme. It also identifies the need to address the need to meet shortfalls in housing need, including the provision of family housing. For the reasons previously discussed the loss of family housing would be contrary to policy H6.

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. The site has the capacity to support cycle storage and is located in sustainable location in relation to access to public transport. However, a site management plan has not been provided to demonstrate how servicing, deliveries and generated traffic may be managed.

Policy DM1 Development Management - States that all development should have regard to the following specific issues, which are considered to be relevant to the consideration of this application:

- 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 to ensure that development has regard to the character of the surrounding area;
- o Effects on amenity, road safety and traffic generation;
- o Accessibility;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

There are concerns regarding the future use of the proposed units and whether the limited constraints or the site may affect its operational capacity. Further concerns regarding potential harm to residential amenity are discussed below alongside and absence of details to address site management. Given these concerns, it is not considered that the development would be appropriately related to the relevant aspects of policy DM1.

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

Policy DC10 Food and Drink Uses - This policy (DC10) is relevant to the proposed development and particular consideration has been given to the following:

Policy DC10.1 - States that, in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises, the Council will have regard to:

- a. The general location of the proposed development, including any reference to the area in other policies in the development plan;
- b. The effect on the amenity of neighbouring residents;
- c. The availability of safe and convenient arrangements for car parking and servicing;
- d. Ease of access for all, including disabled people;
- e. The storage and collection of refuse and litter.

Policy DC10.2 -States that the Council will normally accept the principle of developments of this kind (food and drinks uses) in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.

Policy DC10.3 - Development will not normally be permitted where:

- a. It is proposed outside the general locations mentioned above, or
- b. There is a house or flat on the ground floor next to the proposed business, or only separated from it by a narrow street or alleyway.

Policy DC10.4 - Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.

For the reasons set out in this report, it is not considered that the formation of a restaurant use, permitted under Class E, would be appropriate, Policy DC10 is not therefore considered to be relevant in this case.

Policy DC26 Development and Noise - Is relevant to the proposed development due to its potential to generate noise and disturbance through the operation of the proposed use and any external associated equipment. The following aspects of this policy (DC26) are considered to be relevant to the proposed development.

Policy DC26.1 - Has been related to the proposal potential contribution to the local noise environment, in relation to the operation of associated external equipment and the additional activity that may be generated by customers and traffic movements and the undertaking of servicing and deliveries, particularly with regard to the residents of Elbow Street.

Policy DC26.5 - Has been related to the assessment of the development, in terms of measures to control noise, including the provision of noise insulation.

Whilst acoustic attenuation of the application properties and external equipment could be potentially delivered noise and disturbance from the operation of Class E uses would be difficult to manage. This may be related to the activity generated by customers and to operation of deliveries, particularly if delivery vehicles were to congregate in the forecourt area in close proximity to residential uses. The related potential harm would be unacceptable and contrary to policy DC26.

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 authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers advised the applicant's agent that the planning application could not be supported and the reasons for this. The response for the agent was considered, including confirmation that if the position of the local planning authority was to refuse permission and appeal may be pursued. As the development cannot be supported it is appropriate for the planning application to be determined without further discussion and on the basis of the submitted details.

Principle of the development - It is acknowledged that uses permitted under Class E could be restricted by condition to exclude the operation of restaurant uses in response to the need to safeguard the amenity of neighbouring residents. However, there are concerns regarding the potential for the development to generate additional noise and activity in around the site around the site. This would be particularly significant given the proximity of the neighbouring supported housing scheme and the busy nature of the adjacent highway. The need for the additional retail units has not been demonstrated. The development would result in the loss of residential accommodation, which appears to be occupied and capable of continued viable use. Given these concerns the principle of the development is considered to be unacceptable.

Loss of housing – It is noted that refused planning application ref: 134416/FO/2022 focussed upon the harm presented by the introduction of a hot food take away rather than the loss of residential accommodation. Notwithstanding the above, the proposed development has been reviewed to assess the impact of the loss of the three existing two bedroom apartments. These apartments currently make a contribution towards affordable local housing provision. The apartments are appropriately related to the context of upper floor apartments and residential accommodation to the west of the site (Moseley Court). As stated, in the absence of details to demonstrate the apartment use is no longer viable, the loss of this accommodation would be contrary to Council policy objectives of maintaining and expanding its housing supply.

Need for new Class E uses – The development has not demonstrated the need for three additional Class E uses. This is particularly significant as there are a number of retail shops on the adjoining parade that have been converted to residential use, thereby suggesting that there is insufficient demand for Class E uses in the local area and that sustained future occupation could be achieved, particularly if an otherwise permitted change to a residential use were to be excluded to safeguard residential amenity.

Residential amenity - If sustained occupation and viable use were to be delivered, there is concern that the level of concentrated noise and activity around the site would be excessive and harmful to residential amenity (particularly in the later evening period). The use of the forecourt

area for external sales would not be supported due to its potential to harm to pedestrian and highway safety. This includes the safe operation of the adjacent light controlled junction.

Noise – It is acknowledged that the appropriate acoustic attenuation could be potentially incorporated to attenuate against internal noise break out. Noise outside the site would be more difficult to manage with the potential to cause undue disturbance and harm to residential amenity.

Extraction of fumes and vapours – The development has not been supported with satisfactory details to demonstrate the appropriate extraction fumes and vapours to safeguard the amenities of neighbouring residents. However, given the proximity of residential uses the inclusion of restaurant uses as part of a Class E permission would not be appropriate and excluded by condition.

Opening and servicing hours – Appropriate opening and servicing hours could be potentially agreed should an appropriate development be brought forward.

Waste and recycling management - The applicant has demonstrated that the site has the capacity to satisfactorily accommodate bins relating to the proposed mix of uses. In the absence of a service plan there is some lack of certainty regarding the delivery of bin return following collection.

Highways – It is also acknowledged that the development would lead to additional on-street car parking. The applicant has indicated that the forecourt areas would not be used for servicing and car parking due to concerns regarding implications for highways safety at a busy junction. The existence of TRO at the adjacent the light controlled junction would manage on site car parking in the vicinity of the site. The undertaking of deliveries and customer traffic generation is likely to put pressure on neighbouring parking bays and may displace car parking to neighbouring residential streets. The development would thereby present issues relating to additional traffic generation and related noise and disturbance, which has the potential to harm residential amenity.

Conclusion – The development would be harmful to residential amenity for the reasons set out within this report and therefore cannot be supported.

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 applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, officers advised the applicant's agent that the planning application could not be supported and the reasons for this. The response for the agent was considered, including confirmation that if the position of the local planning authority was to refuse permission and appeal may be pursued. As the development cannot be supported it is appropriate for the planning application to be determined without further discussion and on the basis of the submitted details.

Reasons for recommendation to refuse

1) The proposed development would result in the loss of three, two bedroom apartments and thereby reduce the supply and availability of housing suitable for occupation by families. The development would thereby fail to positively respond to an identified housing need and thereby undermine the formation of cohesive and sustainable neighbourhoods where people would choose to live. The development would thereby be contrary to policies SP1, H1, H6 and DM1 of the Core Strategy for the City of Manchester.

2) The proposed development would increase operational, pedestrian and vehicular noise and activity in close proximity to residential uses and thereby be harmful to the character and amenities of the area, particularly in the later evening period. The development would thereby be contrary to policies C10, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC10 and DC26 of the Unitary Development Plan.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Levenshulme Cricket And Lawn Tennis Club, Slade Lane, Manchester, M13 0QE
Flat 34, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
326 Slade Lane, Manchester, M19 2BY
ALL COMMUNICATIONS LIMITED, Second Floor Facing Car Park, Graphic House, 308
Moseley Road, Manchester, M19 2LH
Ground Floor, Graphic House, 308 Moseley Road, Manchester, M19 2LH

HUMAN APPEAL INTERNATIONAL, First Floor Facing Car Park, Graphic House, 308 Moseley Road, Manchester, M19 2LH
ZAGROS TRAVEL LTD, First Floor Facing Moseley Road, Graphic House, 308 Moseley Road, Manchester, M19 2LH
269 Moseley Road, Manchester, M19 2LJ
267 Moseley Road, Manchester, M19 2LJ
332 Slade Lane, Manchester, M19 2BY
Flat 3, 330 Slade Lane, Manchester, M19 2BY
Flat 2, 330 Slade Lane, Manchester, M19 2BY
Flat 1, 330 Slade Lane, Manchester, M19 2BY
Flat 2, 320A Moseley Road, Manchester, M19 2LH
Flat 1, 320A Moseley Road, Manchester, M19 2LH
320 - 322 Moseley Road, Manchester, M19 2LH
265 Moseley Road, Manchester, M19 2LJ
Graphic House, 308 Moseley Road, Manchester, M19 2LH
265A Moseley Road, Manchester, M19 2LJ
Flat Above, 324 Slade Lane, Manchester, M19 2BY
209 Slade Lane, Manchester, M19 2AE
320A Moseley Road, Manchester, M19 2LH
Flat 33, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 31, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 3, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 27, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 25, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 22, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 20, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 18, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 16, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 12, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 10, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
324 Slade Lane, Manchester, M19 2BY
207 Slade Lane, Manchester, M19 2AE
Flat 9, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 8, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 7, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 6, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 5, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 4, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 32, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 30, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 29, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 28, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 26, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 24, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 23, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 21, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 2, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 19, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 17, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 15, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 14, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 11, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 1, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
328 Slade Lane, Manchester, M19 2BY

322 Slade Lane, Manchester, M19 2BY
ZAGROS TRAVEL LTD First Floor Facing Moseley Road, Graphic House, 308 Moseley Road
Manchester, M19 2LH
322 Slade Lane Manchester , M19 3BY
ALL COMMUNICATIONS LIMITED, Second Floor Facing Car Park, Graphic House, 308
Moseley Road, Manchester, M19 2LH
Ground Floor, Graphic House, 308 Moseley Road Manchester, M19 2LH
HUMAN APPEAL INTERNATIONAL, First Floor Facing Car Park, Graphic House, 308 Moseley
Road Manchester, M19 2LH

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 - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA