



Planning

Growth & Development

Delegated officer report for planning application

Application no. 136186/FO/2023

Date registered valid: 16 May 2023

Proposal: Installation of glazed front porch together with the formation of a new rear entrance.

Address: The Madina Hall, 122 Withington Road, Manchester, M16 8FB

Ward(s): Whalley Range Ward

Applicant: Mr Ahsan Khan

Agent (if any): Mr Soreen Billbas, Barcx Ltd

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 18/08/2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 07/05/2023

Standard consultations:

Printed: 30 May 2023 Expired: 20 June 2023

Neighbour notifications

Printed: 30 May 2023 Expired: 20 June 2023

Site notice

Posted: 7 June 2023 Expired: 03 July 2023

Press advert

Published: 6 June 2023 Expired: 03 July 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building:

Proposal is in relation to a large, detached property on Withington Road. The property is currently in use as The Madina Hall Mosque and community centre on ground floor and residential HMO accommodation on 1st-3rd floor (MAN-167030834187). The HMO license for the property states the licensed premises are reasonably suitable for occupation by not more than 25 occupants and/or 23 households.

Listed building: Not applicable

Conservation area: Whalley Range Conservation Area 1992

Tree Preservation Order: Not applicable



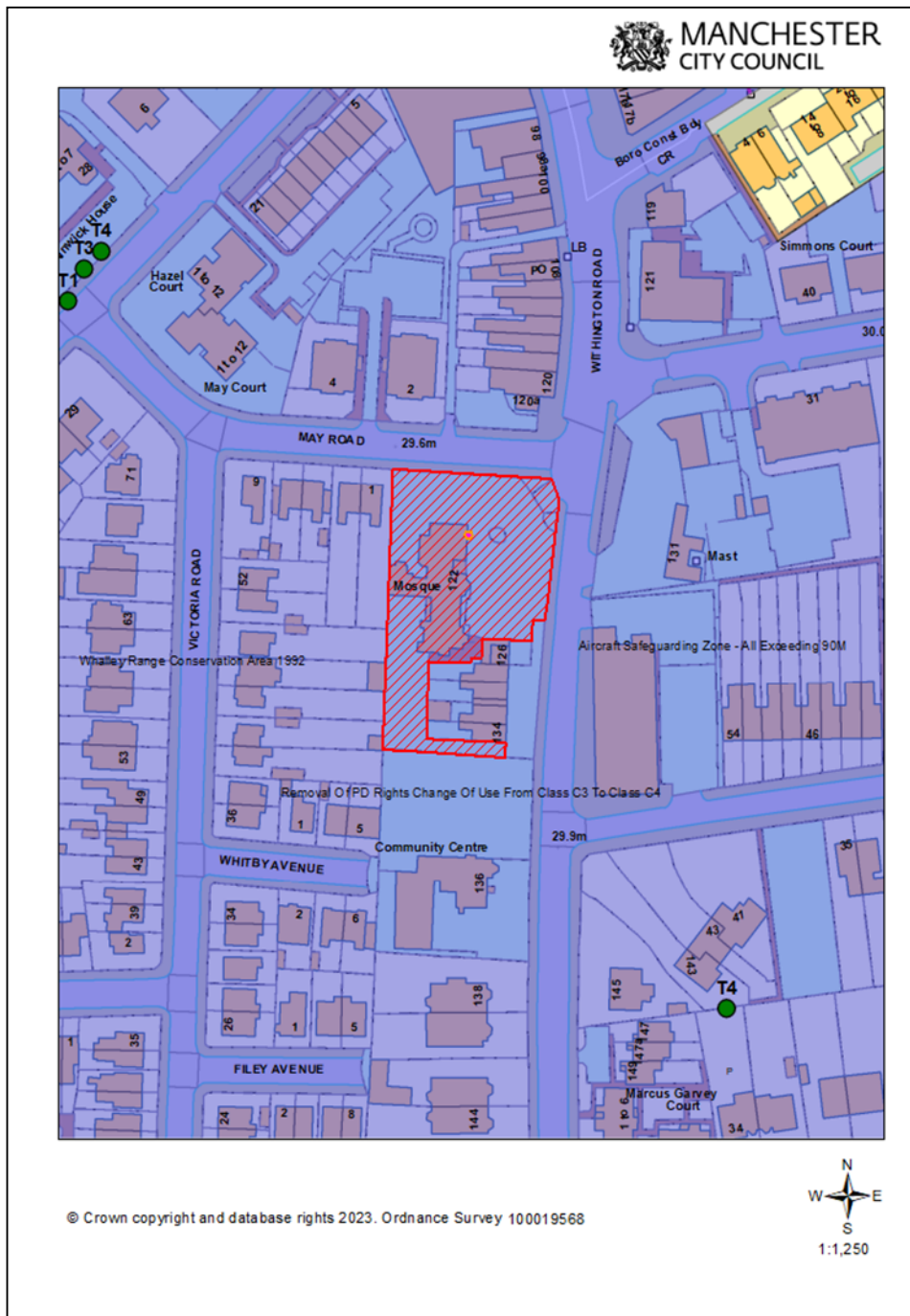
Figure 1. Front view of property



Figure 2. Rear Access

Description of area

The proposal is in the Whalley Range ward of Manchester and sits within the Whalley Range Conservation Area. The immediate vicinity is a mixed residential commercial area included terraced shops and takeaways adjacent and a Co-op Food Store and Automotive Garage opposite.



Description of development

Installation of glazed front porch together with the formation of a new rear entrance.

The proposal adds a fully glazed single storey atrium with pitched roof to the main entrance of the property.

The proposed atrium projects 4500mm forward of the existing outer office wall and 6100mm from the existing front door entrance (currently recessed in the building)

The proposed atrium spans 3740mm across the front of the property, in line with the existing recessed entrance.

The atrium has internal stairs which rise from car park to internal ground level.

The proposed walls are floor to ceiling glazing.

The proposed roof is pitched with gable front and tiled to match the existing property. The roof is 3180mm high to the eaves and 6280mm to the roof ridge.

The new rear entrance doesn't make any external alteration to the property and repurposes an existing access and egress for HMO tenants.

The proposal also makes several internal changes which is not part of this application.

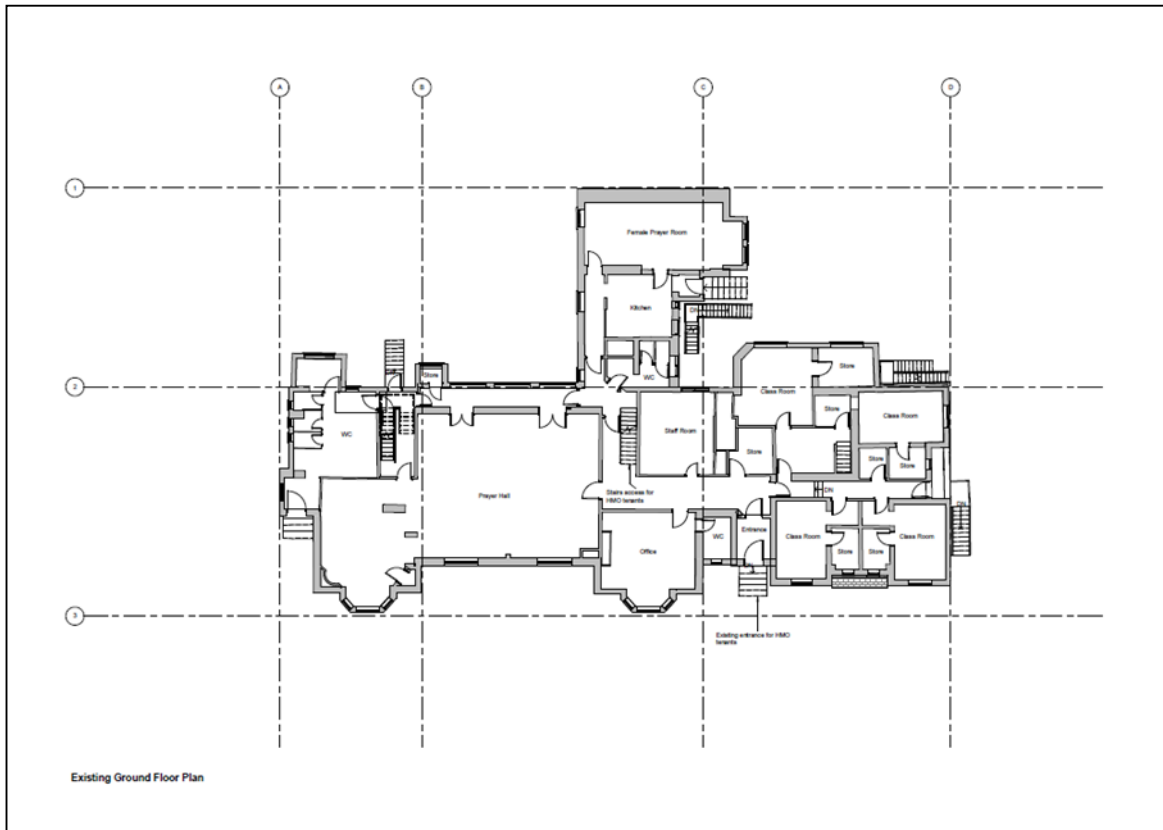


Figure 3. Existing Ground Floor Plan

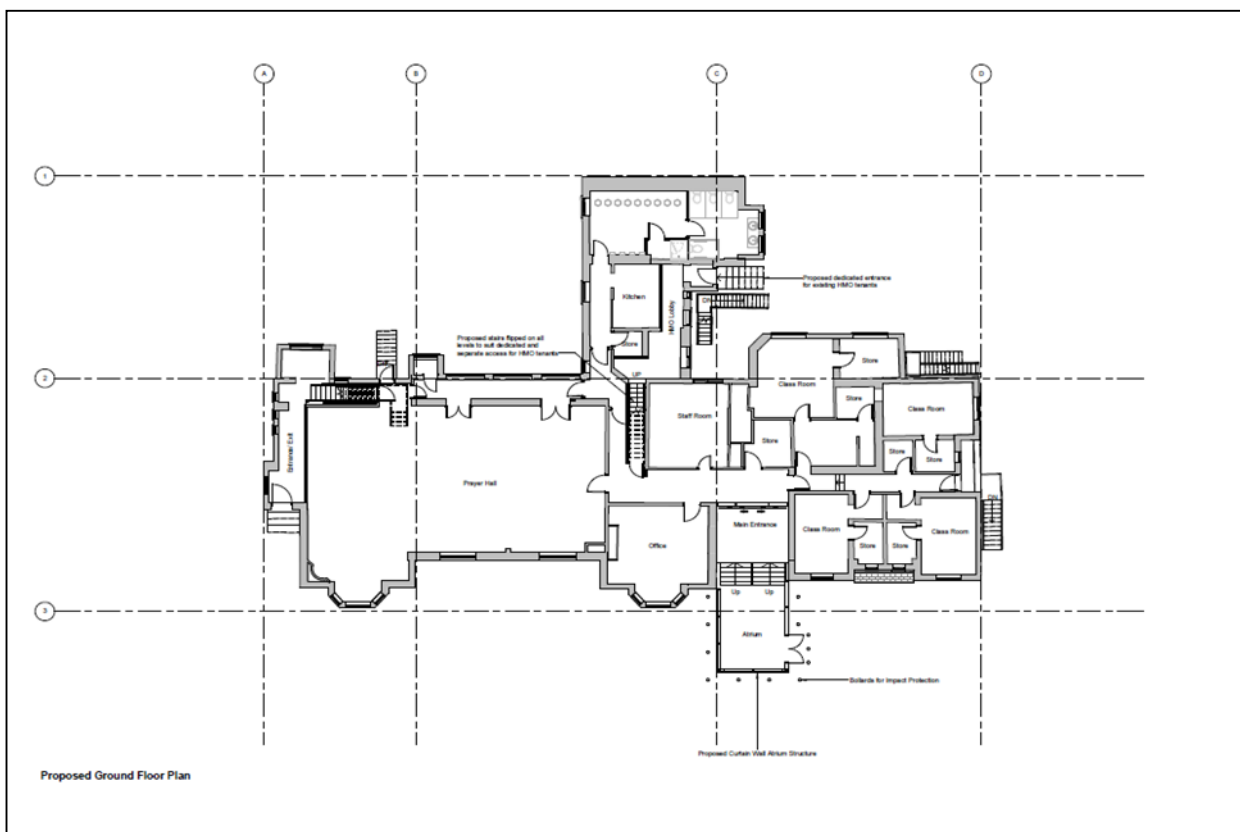


Figure 4. Proposed Ground Floor Plan



Figure 5. Existing Front Elevation



Figure 6. Proposed Front Elevation

Planning History

114187/FO/2016

Change of use from a mixed-use comprising basement storage, ground floor offices and Prayer Hall and residential to residential comprising a total of 30. No. (1+2+3 Bed) apartments, erection

of a three-storey extension incorporating accommodation in basement and roof space with associated elevational alterations, access, parking, and amenity space.

Decision: Approved 20/11/2017

091165/LE/2009/S1

CERTIFICATE OF LAWFUL USE for Mosque and residential education (sui generis) as premises has been used for a period of ten years.

Decision: Approved 29/09/2009

061316/FO/SOUTH1/01

Part retrospective change of use of ground floor from student accommodation to a teaching school/prayer hall (Class D1), creation of a new vehicular access on May Road and enlargement of car park to 43 spaces

Decision: Application Closed 29/11/2006

051069/FU/CENTL1/96

Change of use from a hotel to student's hall of residence for 33 students

Decision: Approved 23/04/1997

047480/FU/CENTL1/95

Change of use of former hotel stores area facing May Road to a car valeting business with 5 car parking spaces

Decision: Refused 19/05/1995

042920/FO/CENTL1/93

Change of use from hotel to a nursing home

Decision: Withdrawn 09/07/1993

034904

Three storey extension to form additional bedrooms and two storey extension to form banqueting suite

Decision: Withdrawn 29/01/1990

034905

Creation of additional bedrooms on the ground and lower ground floors of existing hotel.

Decision: Not required 29/09/1989

024648

- a) illuminated single-sided wall mounted box name sign
- b) b) illuminated double-sided pole-mounted projecting box name sign on forecourt.

Decision: Approved 25/07/1985

019730

Alterations to hotel to form a functions room

Decision: Approve 07/09/1983

F08377

Two-storey extension rear of hotel to form dining room to Managers flat with basement.

Decision: Approved 02/05/1978

Consultations & Notification Responses

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application.

Further details on a full vehicle parking plan was requested which the applicant has provided. Highways services agreed with the plan and a condition has been attached to ensure its implementation.

Cadent Gas Ltd

Cadent Gas Ltd notified us of the proposal's proximity to their medium and low-pressure assets.

“Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.”

This is added as an informative to the decision notice.

Notifications

Local Residents

As per Appendix 1, Occupiers of properties surrounding the application site were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

Residents Association and Groups

As per Appendix 1, the Whalley Range Conservation Area Group & Whalley Range Forum were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

Site notice and Press advertisements

As the proposal is within Whalley Range Conservation Area a site notice was posted and an advertisement placed in the Manchester Evening News.

No comments, objections, or representations in respect of this application was received.

Policies & Principle

Summary of relevant policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

The following policies are considered relevant in the consideration of this application.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#) ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key document in the Manchester Local Plan. It sets the out the long-term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against. The following Core Strategy Policies are considered relevant to this proposal:
 - DM 1 - Development Management
 - SP 1 - Spatial Principles
 - EC 2 – Existing Employment Space
 - EC 9 – South Manchester
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 3 – Heritage
 - EN 8 – Adaptation to Climate Change
 - EN 14 – Flood Risk
 - EN 16 - Air Quality
 - EN 18 - Contaminated Land and Ground Stability
 - EN 19 – Waste
 - T 1 – Sustainable Transport
- [Extant Unitary Development Plan Policies \(UDP\)](#) - The Core Strategy replaced much of the UDP, but some UDP Development Control policies are extant (remain). The following extant policy are still considered relevant to this proposal.

- DC18 - Conservation Areas
- DC26 - Development and Noise
- [The National Planning Policy Framework \(The NPPF\)](#) - The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, and 20 July 2021. This sets out the government's planning policies for England and how these are expected to be applied. The following sections are considered relevant to this proposal:
 - Section 4 – Decision-making
 - Section 6 – Building a strong, competitive economy
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-designed places
 - Section 16 - Conserving and enhancing the historic environment

Principle of development

In this instance the principle of the proposal is considered acceptable, and it is not believed that there are any factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposed development is deemed to accord with all relevant policy of the Manchester Core Strategy, Extant UDP and the NPPF as assessed in the following sections of this report.

The Manchester Core Strategy Development Plan (2012-2027)

DM 1 – Development Management

All new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.

All development should have regard to the following specific issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The applicant is seeking the installation of glazed front porch/atrium together with the formation of a new rear entrance.

The glazed front porch forms a new atrium to the main entrance of the building on the front elevation. The porch is fully glazed on all elevations with a gable fronted roof.

The proposal uses roof tile to match the materials of the existing property (as stated in the application form).

The proposal has a gable front with pitch to match the existing gable fronts of the building. This provides an architectural continuity across the front elevation of the building.

The proposal has been sited and designed to ensure that it is subservient to the original property and is not excessively large or bulky especially when considering the size and massing of the main building.

Overall, it is considered that the proposed development has appropriate siting, layout, scale, form, massing, materials, and detail and is therefore in accordance with the development management principle.

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.

The proposal includes new glazing to the front elevation. Given the existing boundary treatment together with the gap to the shared boundary, it is not anticipated that there would be overlooking, or loss of privacy. It is also noted that that glazing already exists on the current property which currently presents no known issues.

The proposed extension would be visible from Withington Road however given the existing boundary treatment together with the gap to the shared boundary, the effect on the local street scene would be minimal especially considering the massing of the existing building.

On balance the development would contribute to the betterment of the existing property and street scene especially considered in context.

Visual impacts in connection with the proposed development are not considered to have any significant impacts to the character of the area, and therefore the appearance is acceptable.

On balance, the extension is considered comparable in terms of size and its position to others found in the immediate area, therefore it is felt that the proposal can be accommodated at the application property and is considered that the proposal would not interfere with the existing characteristics of the area.

The proposal is considered acceptable and detailed as what is normally expected of such a structure. The design of the proposal would be in keeping with the existing and surrounding properties in the area and in terms of the proposed materials it is intended to use matching as specified in the application form.

Overall, it is considered that the proposed development has minimal impact on the surrounding areas in terms of the design, scale, and appearance and is therefore in accordance with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

As discussed above the proposal has minimal effect on privacy given the existing boundary treatment together with the gap to the shared boundary.

The proposal is expected to have a negligible effect on Air Quality.

The proposal has minimal effect on road safety and traffic generation.

The proposal in of itself has a negligible effect on local noise levels. It is recognised that demolition and/or construction works are often noisy and obtrusive to the local residential

amenity. Contractors are expected to follow best practice to minimise the temporary effect on residents referring to construction guidance on controlling emissions.

On balance the proposal has minimal effect on privacy, local light, noise, vibration, air quality, odours, litter, vermin, and birds and is therefore in accordance this development management principle.

Adequacy of internal accommodation and external amenity space.

The proposal adds internal accommodation to the property whilst having a minimal impact on the amenity of external space and is therefore in accordance with this development management principle.

Refuse storage and collection.

The proposal in of itself has a negligible effect on waste from the site, using existing refuse storage and collection on site.

The applicant has confirmed that existing refuse is managed by their staff on collection days and taken near the entrance (without blocking access) for quick and convenient collection.

It is recognised that demolition and/or construction works often generate commercial waste. Contractors are expected to follow best practice of waste management.

The proposal is in accordance with this development management principle.

Vehicular access and car parking

The applicant has provided a revised parking plan (0255-BRX-XX-XX-DR-A-02002) denoting 48no spaces including, 13no HMO spaces, 33no Visitor spaces, 2no disabled parking bays and cycle parking for 12no bicycles to the rear and 18no to the front for 30no in total.

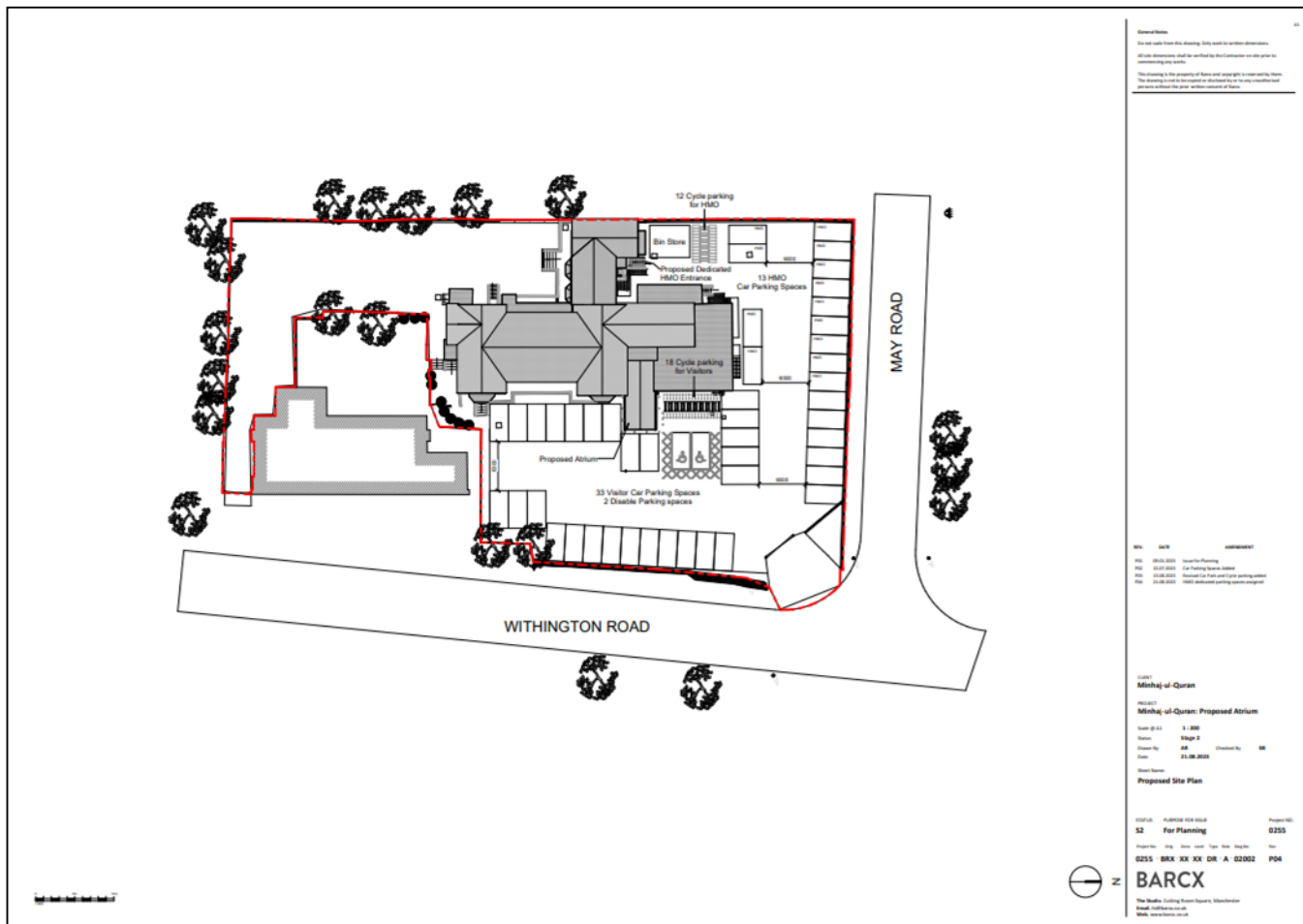


Figure 7. Parking plan

Highways commented that the revised car park layout looks like it would operate much better than the original plan proposed and are accepting of the provision for HMO tenants and disabled access.

To ensure the vehicle parking plan is enacted a condition has been placed for the scheme to be fully surfaced, demarcated, and made available for use prior to the development being occupied.

It is of note that bollards are proposed around the new glass atrium also provide protection from potential vehicle collision.

The proposal is therefore in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage

Cadent Gas Ltd notified us of the proposal's proximity to their medium and low-pressure assets.

"Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to."

This is added as an informative to the decision notice.

No ground contamination, groundwater contamination relevant to the site or ground stability issues have been identified.

It is noted that the proposal sits within the Whalley Range Conservation Area.

Whalley Range conservation area is situated approximately two miles south of Manchester city centre. The conservation area was designated in October 1991, with boundaries drawn to include some later housing, extending to Alexandra Road to the east and Upper Chorlton Road to the west.

The applicant provided a full Heritage Statement, concluding:

"Although much altered and low in aesthetic interest, the site has important social, religious, and communal value, providing valuable services within the local community. The present proposal aims to improve access to ensure this use continues, whilst also improving the visual interest of the principal façade by providing an entrance lobby appropriate to the building. In summary, the

proposals provide a minor enhancement to the immediate setting and character of the conservation area”

The proposal is small in scale compared to the existing building and local street scene and, on balance, has a minimal effect on the character of the Conservation Area.

On balance the proposal would contribute to the betterment of the local area when seen in context with the local vicinity (Co-op Supermarket, Vehicle Garage).

It is noted the building has a long-varied history and the proposal supports its upkeep and development as a local faith centre.

The harm to the conservation area and local heritage assets would be less than substantial (as outlined in Section 16 of the NPPF)

The proposal is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private

The site benefits from large rear garden to the rear of the property. As such proposal would have a negligible impact on green infrastructure, with an acceptable balance between the proposed development and retention of the existing green space achieved.

The proposal has negligible impact on green infrastructure and balances development with existing green space.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site does not sit in a flood risk area and therefore no flood statement or assessment was required.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

SP 1 - Spatial Principles

The policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should 'make a positive contribution to neighbourhoods of choice'.

This proposal is considered to accord with the principles of this policy.

EC 2 – Existing Employment Space

This policy outlines the key principles to retain and enhance existing employment space and sites.

This proposal is considered to accord with the principles of this policy.

EC 9 – South Manchester

This policy outlines the principles for employment opportunities in South Manchester.

This proposal is considered to accord with the principles of this policy.

EN 1 – Design Principles and Strategic Character Areas

This policy outlines key design principles for development in Manchester most notably that all development in Manchester will be expected to follow the seven principles of urban Design.

This proposal sits within the 'Southern Character Area'.

This proposal is considered to accord with the principles of this policy.

EN 3 – Heritage

This policy outlines the key principles concerning Heritage and development management.

The development is considered to accord with the aspirations of this policy.

EN 8 – Adaption to Climate Change

This policy outlines the key principles of how all new development will be expected to be adaptable to climate change.

The development is considered to accord with the aspirations of this policy.

EN 14 – Flood Risk

This policy outlines the key principles around Flood Risk Management in the city.

The proposal does not sit in a flood risk area.

This proposal is considered to accord with the principles of this policy.

EN 16 – Air Quality

This policy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

The proposed development would not give rise to air quality issues when the development is operational.

This proposal is considered to accord with the principles of this policy.

EN 18 - Contaminated Land and Ground Stability

This policy sets out the principle of development on contaminated land or unstable land.

No ground contamination, groundwater contamination and/or ground gas relevant to the site or ground stability issues have been identified.

Cadent Gas Ltd notified us of the proposal's proximity to their medium and low-pressure assets.

This proposal is considered to accord with the principles of this policy.

EN 19 – Waste

This policy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

Existing waste management arrangements would be retained.

This proposal is considered to accord with the principles of this policy.

T 1 – Sustainable Transport

This policy outlines the key principles of creating a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

The proposal adds secure bicycle parking.

This proposal is considered to accord with the principles of this policy.

Extant Unitary Development Policies (UDP)

The Core Strategy replaced much of the UDP, but some UDP policies are extant (remain) and are relevant to this proposal.

Policy DC18 - Conservation Areas

This policy outlines the key issues when considering the development proposals within Conservation Area.

This proposal is considered to accord with the principles of this policy.

Policy DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

This proposal is considered to accord with the principles of this policy.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.

The NPPF has been adhered to and considered at all stages of the application.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 6 - Building a strong, competitive economy

Section 6. of the NPPF outlines the development management principles to help create the conditions in which businesses can invest, expand, and adapt.

Section 9 - Promoting sustainable transport

Section 9 of the NPPF highlight the development management principles to promote sustainable transport.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 16 - Conserving and enhancing the historic environment

Section 16 of the NPPF outlines the development management regarding heritage assets.

Section 16 Para 199 onwards – ‘Considering potential impacts’ – outlines when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

This proposal is considered to accord with the principles of these policies.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)

- [Manchester, Salford, and Trafford Strategic Flood Risk Assessment](#)
- [Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems](#)
- [Manchester City Council Planning and Noise Technical Guidance \(2022\)](#)
- [Air Quality & Planning Technical Guidance \(2022\)](#)
- [Planning and Contaminated Land Technical Guidance \(2021\)](#)
- [Greater Manchester Joint Waste Development Plan Document \(GMJWDPD\)](#)
- [Waste Storage and Collection Guidance for New Developments \(2017\)](#)
- [Hot Food Takeaway Supplementary Planning Document \(2017\)](#)
- [Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards \(2020\)](#)
- [Manual for Streets \(2007\)](#)
- [National design guide](#) & [National Model Design Code](#) (2021)

Relevant policy and guidance have been considered within Policy DM 1 of the Core Strategy.

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.

Conclusion

The proposal is considered acceptable in this location, in terms of design, scale and massing, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise. For the above reasons, the proposal is unlikely to have any detrimental impact and therefore accords with the relevant Core Strategy, Extant UDP, NPPF policies and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Minor issues have arisen during the consideration of this application and the officer negotiated with the applicant and consultees to reach a satisfactory resolution.

Condition(s) to be attached to decision for approval.

1. 3-year time limit

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. Specified Plans

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

- a. *Drawing – Location Plan, 02001, as received 07/02/2023*
- b. *Drawing – Site Plan, 02002, as received 07/02/2023*
- c. *Drawing – Proposed, GF Plan DR-A-02101 P02, as received 15/03/2023*
- d. *Drawing – Proposed, ELEVATIONS, DR-A-02201 P02, as received 15/03/2023*
- e. *Drawing – Existing, GF Plan, DR-A-02100 P02, as received 15/03/2023*
- f. *Drawing – Existing, ELEVATIONS, DR-A-02200 P02, as received 15/03/2023*
- g. *Heritage Statement, as received 16/05/2023*
- h. *Drawing – Vehicle Parking Plan, 0255-BRX-XX-XX-DR-A-02002, as received 21/08/2023*

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

3. Specified Materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

4. Vehicle parking

- a. The vehicle parking indicated on plan referenced 0255-BRX-XX-XX-DR-A-02002 shall be fully surfaced, demarcated, and made available for use prior to the development hereby approved being occupied.
- b. A verification report confirming the surfacing and demarcation of the vehicle parking is in accordance with the plan referenced 0255-BRX-XX-XX-DR-A-02002 shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the first use of the development hereby approved.

Reason – To ensure there is adequate car parking provision in place for residents and visitors pursuant to policies DM 1, SP 1, EC 2, EC 9, EN 1, EN 3, and T 1 of the Core Strategy and DC18 and DC26 of the Extant UDP.

5. Cycle Parking

Prior to the first use of the development hereby approved full details of the cycle parking facilities as indicated on the approved plans, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented in full prior to the first use of the development.

Reason – In the interests of providing suitable provision for sustainable transport at the site pursuant to policies SP1, DM1 and T1 of the Core Strategy.

Informative(s) to be attached to decision for approval.

1. Cadent Gas

Cadent Gas Ltd own and operate the gas infrastructure within the area of the development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive

covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions. Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Appendix 1 – List of consultees & neighbours notified

Whalley Range Conservation Area Group

Whalley Range Forum

Manchester City Council Highways Services

136 Withington Road, Manchester, M16 8FB

48 Victoria Road, Whalley Range, Manchester, M16 8DP

44 Victoria Road, Whalley Range, Manchester, M16 8DP

42 Victoria Road, Whalley Range, Manchester, M16 8DP

131B Withington Road, Manchester, M16 8EE

133 Withington Road, Manchester, M16 8EE

134A Withington Road, Manchester, M16 8FB

Second Floor, The Madina Hall, 122 Withington Road, Manchester, M16 8FB

First Floor, The Madina Hall, 122 Withington Road, Manchester, M16 8FB

Top Flat, 128 Withington Road, Manchester, M16 8FB

132A Withington Road, Manchester, M16 8FB

141 Withington Road, Manchester, M16 8ED

120A Withington Road, Manchester, M16 8FA

Flat 2, 120B Withington Road, Manchester, M16 8FA

131 Withington Road, Manchester, M16 8EE

Flat 12, 2 May Road, Manchester, M16 8DG

Flat 9, 2 May Road, Manchester, M16 8DG

Flat 6, 2 May Road, Manchester, M16 8DG

Flat 3, 2 May Road, Manchester, M16 8DG

130 Withington Road, Manchester, M16 8FB

120 Withington Road, Manchester, M16 8FA
1 May Road, Manchester, M16 8DG
Whalley Range Dental Practice, 132 Withington Road, Manchester, M16 8FB
46 Victoria Road, Whalley Range, Manchester, M16 8DP
Flat 3, 120B Withington Road, Manchester, M16 8FA
Flat 1, 120B Withington Road, Manchester, M16 8FA
Netto, 135 - 141 Withington Road, Manchester, M16 8EE
120B Withington Road, Manchester, M16 8FA
2 May Road, Manchester, M16 8DG
Flat 11, 2 May Road, Manchester, M16 8DG
Flat 10, 2 May Road, Manchester, M16 8DG
Flat 8, 2 May Road, Manchester, M16 8DG
Flat 7, 2 May Road, Manchester, M16 8DG
Flat 5, 2 May Road, Manchester, M16 8DG
Flat 4, 2 May Road, Manchester, M16 8DG
Flat 2, 2 May Road, Manchester, M16 8DG
Flat 1, 2 May Road, Manchester, M16 8DG
128 Withington Road, Manchester, M16 8FB
126 Withington Road, Manchester, M16 8FB
134 Withington Road, Manchester, M16 8FB
40 Victoria Road, Whalley Range, Manchester, M16 8DP

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
Conservation Area - Whalley Range Conservation Area 1992
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA