

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144654/FO/2025
Date registered valid: 14 January 2026
Proposal: Change of Use of ground floor from residential to Class E (a) together with associated elevational alterations.
Address: 178 Great Western Street, Manchester, M14 4LH
Ward(s): Moss Side Ward

Applicant: Mr Abhicharan Tulluri, Ploutos Ayres Road Ltd
Agent (if any): Mr Tony Clarke, Secure licences
Case officer: Holly Wright
Tel: 0161 219 6381
Email: holly.wright@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 9 March 2026

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 20 January 2026

Standard consultations: Printed: 19 January 2026 Expired: 9 February 2026

Neighbour notifications: Printed: 19 January 2026 Expired: 9 February 2026

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: Not applicable

Tree Preservation Order: Not applicable

The application relates to a two-storey end-terraced residential property of redbrick with a grey hipped roof. The property features white uPVC-framed windows with stone cills and headers, including a ground floor bay to the side, a front canopy overhang, a front yard bordered by a dilapidated brick wall, and a single storey rear extension covering the former rear yard space.

The surrounding area is predominantly residential in terms of its character, consisting of terraced and semi-detached dwellinghouses, and benefits from its proximity to public outdoor amenity and green spaces, such as Moss Side Park located to the north. It should also be noted that some commercial units are evident within the immediate vicinity of the application site, forming a small parade of shops serving the surrounding locality.

The property is not listed, nor is it sited within a Conservation Area.





Description of development

The applicant is seeking planning permission for the “Change of Use of ground floor from residential to Class E (a) together with associated elevational alterations”.

It is understood that the proposal seeks to convert the existing property from a single residential dwellinghouse to a commercial premises (Class E(a)) at ground floor level with a 3-bedroom residential flat above.

Planning history of application site

028464 - Conversion of shop into a dwellinghouse – Approved (1987).

055262/FU/CENTL1/98 - Use of vacant premises as a 24-hour private hire car booking office and pick-up point – Refused (1998).

108303/FO/2015/S1 - Change of use of part of ground floor from residential (class C3) to retail (class A1) – Refused (2015) for the following reasons:

- 1) The proposed development by reason of the juxtaposition of the proposed retail use with the retained residential use will have a detrimental impact on the residents of that accommodation by reason of the increased levels of noise, comings and goings and the general activity associated with a residential use. The proposed development is therefore contrary to the provisions of Core Strategy Policy DM1.*
- 2) The proposed development fails to make adequate provision for the storage of refuse and material for recycling for the proposed use and the retained residential unit. The proposed development is therefore contrary to the provisions of Core Strategy Policy DM1*

110737/FO/2015/S1 - Change of use of part ground floor from residential (Class C3) to retail (Class A1) and elevational alterations to form new entrance and enlarged window – Refused (2016) for the following reasons:

- 1) The proposed development by reason of the juxtaposition of the proposed retail use with the retained residential use will have a detrimental impact on the residents of that accommodation by reason of the increased levels of noise, comings and goings and the general activity associated with a residential use. The proposed development is therefore contrary to the provisions of Core Strategy Policy DM1.*
- 2) The proposed development by reason of the juxtaposition of the proposed retail use with the retained residential use will have a detrimental impact on the residents of that accommodation by reason of the increased levels of noise, comings and goings and the general activity associated with a residential use. The proposed development is therefore contrary to the provisions of Core Strategy Policy DM1.*

Other relevant planning history

No.182 Great Western Street:

- F09994 - Use of former office as a Grocers Shop – Approved (1979).
- 033844 - Construction of a staircase to the rear of shop – Approved (1989).

No.180 Great Western Street:

- F14149 - Change of use of ground floor shop as a take-away hot food shop – Approved (1980).

No.176 Great Western Street:

- F12886 - Conversion of former 1st floor workroom into offices – Approved (1980).
- 031610 - New shopfront – Approved (1988).

No.174 Great Western Street:

- 088664/FO/2008/S1 - Retrospective change of use from part of social club (Class D2) to retail (Class A1) – Approved (2009).

No.172-176 Great Western Street:

- 135211/FO/2022 - Installation of security shutter together with pitched roof and covered canopy to flat entrance doors – Refused (2023).
- 139207/FO/2024 - Erection of single storey front and side extension – Approved (2024).
- CDN/24/0907 - Discharge of conditions 3 (materials) and 5 (shutters) attached to planning permission referenced 139207/FO/2024 – Approved (2024).

Consultations & Notification Responses

Local residents, as per appendix 1 – no representations received.

MCC's Highways Services made the following comments in response to the application:

- The development does not give rise to highway safety concerns or result in a severe impact on the local road network.
- The development is located on the adopted highway Great Western Street and is adjacent to existing retail units fronting the highway.
- The change of use is unlikely to generate any significant increase in vehicle trips, therefore no unacceptable traffic impact on the adopted highway is envisaged.
- The site is well accessed by sustainable modes, with bus services located within a walkable radius of the site. Several opportunities for walking and cycling exist.
- There is no proposed off-street car parking provided at the development. Unrestricted parking is available in Great Western Street directly outside the building and in the surrounding roads and, except for short lengths of double yellow lines at the adjacent side road junctions, (which are protected to prevent hazardous parking) there are no waiting restrictions present.
- The proposals include for the employment of three full time equivalent employees. This number of employees in this area is not expected to offer an unacceptable impact on available on-street parking.
- Secure and sheltered cycle storage has not been provided. Manchester Core Strategy 2012 to 2027 Guidance sets out that two should be provided.
- It is noted that the boundary wall fronting onto is to be removed. Any excessive water runoff from the frontage should not discharge on to the highway.
- Domestic Refuse Storage - The domestic refuse storage for the residential element has been stated as to be placed to the front of the building with the area enclosed with a small fence / barrier as shown on the Location Plan. The space is only for one domestic bin.
- Commercial Waste - As shown on the Location Plan To be sited to the front and collected by arrangement. The space is only for one bin.
- There are no proposed works to the adopted highway.
- Due to the works being minor in terms of highway impact, a Construction Management Plan is not required.

MCC's Environmental Health Services requested conditions relating to the control of construction hours, premises opening hours, deliveries to commercial premises, noise insulation, external plant, and waste be attached in the event of an approval.

Policies

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

Unitary Development Plan (UDP) – The UDP has been superseded by the Core Strategy Development Plan, but certain policies are still considered of relevance:

- Policy DC5 – Flat Conversions
- Policy DC26 – Development and Noise

The Manchester Core Strategy – Development Plan Document 2012-2027 (“the Core Strategy”) was adopted by the City Council on the 11th of July 2012:

- Policy DM1 – Development Management
- Policy SP1 – Spatial Principles
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN19 - Waste
- Policy H1 – Overall Housing Provision
- Policy H5 – Central Manchester
- Policy C9 – Out-of-Centre Development
- Policy T1 – Sustainable Transport

The National Planning Policy Framework (NPPF, 2024)

- Chapter 5 – Delivering a Sufficient Supply of Homes
- Chapter 9 – Promoting Sustainable Transport
- Chapter 11 – Making Effective Use of Land
- Chapter 12 – Achieving Well-Designed Places

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

- Policy JP-P1: Sustainable Places
- Policy JP-S1: Sustainable Development
- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
- Policy JP-J3: Type, Size, and Design of New Housing

Draft National Planning Policy Framework (NPPF, 2025) – The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

- Chapter 6 – Delivering a Sufficient Supply of Homes
 - Policy HO7: Meeting the need for homes
- Chapter 12 – Making Effective Use of Land
 - Policy L2: Making effective use of land
 - Policy L3: Achieving appropriate densities
- Chapter 14 – Achieving Well-Designed Places
 - Policy DP3: Key principles for well-designed places
- Chapter 15 – Promoting Sustainable Transport
 - Policy TR4: Street design, access, and parking

Guide to Development In Manchester: The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development appropriate to Manchester. It seeks to retain the essential distinctiveness of its character areas, whilst not precluding new development.

Manchester Residential Quality Guidance (2017)

Appendix - Manchester's Emerging Space Standards

Technical Housing Standards – Nationally Described Space Standard (2015)



Issues

Principle – the principle of changing the use of an existing property from a single residential dwellinghouse to a commercial premises (Class E(a)) at ground floor level with a 3-bedroom residential flat above, is acceptable given that the property was previously used for similar retail purposes as a shop, as evidenced under planning permission ref: 028464. Notwithstanding this, greater consideration must be given to the impact of the proposal upon the appearance of the property, visual and residential amenity of the area, waste storage and management, parking and highways impact, and standard of accommodation provided amongst other matters.

Change of use – the proposed change of use from a single residential dwellinghouse to a mixed-use development comprising a ground-floor commercial unit (Class E(a)) with a 3-bedroom residential flat above is considered acceptable in principle given that the property was previously used for similar retail purposes as a shop, as evidenced under planning permission ref: 028464. The reintroduction of commercial use at ground-floor level therefore represents a reinstatement of the building's historic function rather than an intensification or departure from past activity. Further to this, the proposed ground floor commercial premises would also be in-keeping with the character of the properties within the immediate vicinity of the site as commercial uses are also evident at No.182, No.180, and No.176-172 Great Western Street as detailed in the planning history section of this report. Although the site lies outside a designated district or local centre, the presence of established commercial premises in the vicinity demonstrates that such uses can successfully integrate with residential development in this location. Accordingly, the proposed mixed-use arrangement is considered appropriate and compatible with the existing character and functioning of the area.

Siting, scale, and massing – as no extensions are proposed, the siting, scale, and massing of the property would be unaffected.

Appearance and visual amenity – the proposal includes the following elevational alterations to the property:

- Replacement of existing windows at ground floor level along the Great Western Street frontage with 1no. PVC door providing access to the proposed first floor flat together with a powder coated aluminium window in Black RAL 9005.
- Replacement of the existing door facing northwest with a powder coated aluminium entrance door to shop.
- Infilling of door facing onto Broadfield Road with brickwork to match existing building.

These alterations are considered acceptable given that they are relatively standard for developments of this type and would be in-keeping with the appearance of surrounding commercial units. In addition, the infilling of the existing side door would help to minimise any potential overspill of activity associated with the proposed ground floor commercial use onto the adjacent residential side street, Broadfield Road, thereby protecting the amenity of neighbouring occupiers

Residential amenity – as no extensions are proposed, issues associated with overshadowing, loss of light, loss of privacy, and loss of outlook are not anticipated.

Whilst the proposed change of use would alter the existing levels and patterns of activity associated with the site, such activity would be consistent with the established mixed-use character of the immediate area. Several nearby properties accommodate commercial uses at ground-floor level with residential accommodation above, including the adjoining building, and therefore the anticipated activity levels would not be out-of-keeping with the surrounding context, nor unduly harmful.

To further safeguard residential amenity, conditions have been imposed to control opening hours and delivery hours, alongside a noise insulation condition to work towards mitigating and limiting noise disturbance for prospective occupiers of the flat as well as neighbouring residents. These measures should collectively ensure that the proposed uses can operate without causing unacceptable harm to the amenity of neighbouring residents.

Waste storage and management – the proposal includes provision for four 240L refuse bins for the occupiers of the first-floor flat, to be housed within a screened bin store located at the front of the property. The store would comprise a 1.2m-high slatted enclosure, which is considered acceptable as it provides adequate capacity for the residential use while ensuring that the bins are discreetly contained, thereby preventing any undue harm to the visual amenity of the street scene.

For the ground-floor commercial use, the proposal includes one 1100L commercial waste bin to be accommodated within a dedicated 1.4m-high slatted enclosure positioned to the side of the property. However, as no details have been submitted regarding recycling arrangements for the commercial unit, revised details of the commercial waste and recycling facilities will be secured by condition to ensure compliance with the Council's waste management requirements. The agent has been informed of this requirement.

Parking and highways impact – MCC's Highways Services have confirmed that the proposed development would not result in any highway safety concerns, nor would it give rise to a severe impact on the local road network. The site fronts the adopted highway of Great Western Street and sits within an established commercial frontage. The proposed change of use is not expected to generate a significant increase in vehicle trips, and as such, no unacceptable traffic impacts on the surrounding highway network are anticipated.

The site is well served by sustainable transport options, with bus services available within a short walking distance and good opportunities for walking and cycling in the local area. Although no off-street parking is proposed, unrestricted on-street parking is available on Great Western Street directly outside the building and on surrounding residential streets. Aside from short sections of double yellow lines protecting junction visibility at nearby side roads, no waiting restrictions are in place, and therefore sufficient on-street capacity is available to accommodate parking demand.

The proposals indicate employment of three full-time equivalent staff. This level of employment is not expected to place undue pressure on existing on-street parking provision in the vicinity. Overall, the development is considered acceptable in highways and parking terms.

Cycle storage – MCC's Highways Services have requested provision of secure and sheltered cycle storage to accommodate two bicycles. However, due to the constrained nature of the site and the limited external space available, it would not be feasible or reasonable to require such provision as part of this development. Highways officers also acknowledge that the site benefits from good access to sustainable transport options, including bus services within a short walking distance and safe, convenient routes for pedestrians. In this context, and given the physical limitations of the site, the absence of dedicated cycle storage is considered acceptable.

Standard of accommodation – the first floor residential flat (a 3-bedroom / 4-person unit, as confirmed by the agent of the application) would provide a gross internal floor area (GIA) of approximately 75 sqm. This exceeds the Nationally Described Space Standard (NDSS) requirement of 74 sqm for a dwelling of this size and occupancy.

All habitable rooms within the proposed flat would be served by at least one window, ensuring that future occupants would benefit from adequate natural light.

Although the property does not benefit from private external amenity space, it is noted that prospective residents would have convenient access to Moss Side Park, which provides opportunities for outdoor recreation and relaxation within close proximity to the site. This accessible provision of public open space is considered to mitigate the absence of on-site amenity space.

On this basis, the standard of accommodation proposed is considered acceptable.

Opening hours – the proposed ground floor commercial premises opening hours are Monday to Friday, 07:00–23:00. MCC’s Environmental Health Services have reviewed these details and confirmed that they are acceptable. This has been conditioned accordingly.,

Use restriction – to prevent any future changes to other Class E uses that could give rise to unacceptable impacts, a condition has been imposed restricting the use of the ground floor of the building to Class E(a) only.

Boundary treatment – the existing dwarf wall to the front forecourt of the property is to be removed to facilitate access to the proposed ground floor commercial premises, whilst the dwarf wall to the side is to be made good in brickwork to match the existing wall. These alterations would not have an unduly harmful impact upon the visual or residential amenity of the area and are therefore considered acceptable.

Previous schemes – applications 108303/FO/2015/S1 and 110737/FO/2015/S1 were previously refused at the site. Both sought planning permission for the “Change of use of part of the ground floor from residential (Class C3) to retail (Class A1)”, with the latter also proposing “elevational alterations to form a new entrance and enlarged window”. The refusals were based on concerns relating to residential amenity, specifically the juxtaposition of a retail use directly alongside retained residential accommodation at ground floor level. This was considered likely to result in harm to occupiers through increased noise, comings and goings, general activity associated with a retail use, and insufficient waste storage provision.

The current proposal is considered to overcome these previous issues. Unlike the earlier schemes, it seeks the full conversion of the ground floor to Class E(a), thereby removing the conflicting mix of residential and commercial uses on this level. In addition, the proposed noise insulation condition would appropriately safeguard the living conditions of the occupiers of the first-floor flat by limiting the potential for noise disturbance.

Regarding waste storage, the proposal includes a 1100L commercial waste bin within a dedicated 1.4m-high slatted enclosure positioned to the side of the property. However, as no details have been provided in relation to recycling facilities for the commercial unit, revised waste and recycling arrangements will be required by condition to ensure compliance with the Council’s waste management standards. The agent has been made aware of this requirement.

For the reasons outlined above, the current scheme is considered to satisfactorily address the concerns previously identified under applications 108303/FO/2015/S1 and 110737/FO/2015/S1.

Conclusion – given the above issues, it is considered that the proposal is acceptable in terms of its principle, siting, scale and massing, appearance, impact upon visual amenity, residential amenity, standard of accommodation, waste storage and parking as it broadly complies with saved policy DC5 and DC26 of the Unitary Development Plan for the City of Manchester, policies DM1, SP1, EN1, EN19, H1, H5 and T1 of the Manchester Core Strategy, the National Planning Policy Framework (2024), Places for Everyone, the draft National Planning Policy Framework (2025), and nationally described space standards.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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. Issues have arisen during the consideration of this application and the officer negotiated with the agent to reach a satisfactory resolution.

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

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:

Proposed first floor plan shown on the drawing titled 'Proposed Plans (1st floor)', numbered 'EPP-M14 4LH 02', received by the City Council as Local Planning Authority on the 14th January 2026.

'Proposed Side Elevations', numbered 'PSE-M14 4LH 02', received by the City Council as Local Planning Authority on the 9th February 2026.

Proposed front elevation shown on the drawing titled 'Existing & Proposed Elevations', numbered 'EPE-M14 4LH 03', received by the City Council as Local Planning Authority on the 9th February 2026.

Proposed ground floor plan shown on the drawing titled 'Existing & Proposed Ground Floor Plans', numbered 'EPP-M14 4LH 04', received by the City Council as Local Planning Authority on the 12th February 2026.

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

3) Materials:

The materials used in the external surfaces of the development hereby approved shall be those as specified on approved plans/drawings titled:

'Proposed Side Elevations', numbered 'PSE-M14 4LH 02', received by the City Council as Local Planning Authority on the 9th February 2026.

Proposed front elevation shown on the drawing titled 'Existing & Proposed Elevations', numbered 'EPE-M14 4LH 03', received by the City Council as Local Planning Authority on the 9th February 2026.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) Noise insulation:

a) Prior to the occupation of the first floor residential flat hereby approved, a noise insulation and ventilation scheme for acoustically insulating the residential accommodation against and external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme

b) Prior to the first occupation of the first floor residential flat, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the City Council Local Planning Authority, prior to first occupation of the first floor residential flat.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

5) Waste (ground floor commercial):

Notwithstanding the details included within the documents listed under condition no.2 of this approval, prior to the first use of the ground floor commercial premises hereby approved, a revised refuse and waste storage scheme for the ground floor commercial use shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The scheme shall clearly identify the design, location and capacity of facilities for the storage of general waste and recyclable materials.

The approved scheme shall be implemented in full prior to first use of the ground floor commercial premises and retained thereafter whilst the development is in use.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

6) Waste (first floor residential) :

The waste storage and refuse facilities for the first floor residential flat as shown on the proposed ground floor plan on the drawing titled 'Existing & Proposed Ground Floor Plans', numbered 'EPP-M14 4LH 04', received by the City Council as Local Planning Authority on the 12th February 2026, shall be made available as part of the development and used for the storage of refuse.

The bin storage area shall be retained for that purpose whilst the development is in use.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

7) Opening hours (ground floor commercial):

The ground floor commercial premises shall only be open to customers between the following hours:

Monday to Friday: 07:00 – 23:00

Saturdays: 07:00 – 23:00

Sundays/Bank Holidays: 07:00 – 23:00

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

8) Deliveries, servicing, and collections hours:

Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Monday to Saturday: 07:30 - 20:00,
Sundays/Bank Holidays: No deliveries/waste collections

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

9) Use restriction (ground floor commercial):

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the ground floor commercial premises shall only be used for the display or retail sale of goods, other than hot food, principally to visiting members of the public (Class E(a)), and for no other purposes within Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to policies SP1 and DM1 in the Manchester Core Strategy.

10) C3a use (first floor residential):

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the first floor residential flat shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) Short term let restriction (first floor residential):

The first floor residential flat hereby approved shall be used only as a private dwelling (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of

residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) Information for Developers guidance documents can be downloaded using the following link:

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

3) The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

180A Great Western Street, Manchester, M14 4LH
180 Great Western Street, Manchester, M14 4LH
176A Great Western Street, Manchester, M14 4SN
4 Broadfield Road, Manchester, M14 4WF
Middle Flat, 49 Broadfield Road, Manchester, M14 4WB
53 Broadfield Road, Manchester, M14 4WE
Bottom Flat, 49 Broadfield Road, Manchester, M14 4WB
Top Flat, 49 Broadfield Road, Manchester, M14 4WB
12 Broadfield Road, Manchester, M14 4WF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Flood Zones Type 2 (low to medium risk) -
Flood Zone Plus Climate Change -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA