

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145321/FO/2026

Date registered valid: 7 March 2026

Proposal: Change of Use to create 18no. self-contained residential units for short stay homelessness accommodation (sui generis), with associated activity room and office together with the part retrospective erection of a two-storey side extension, two dormer roof extensions to the rear, the provision of external steps and wheelchair platform lift; elevational alterations to windows, doors and front dormer and the construction of cycle and bin stores. associated car parking markings and soft landscaping.

Address: 239 Dickenson Road, Manchester, M13 0YW

Ward(s): Rusholme Ward

Applicant: Mrs Maria Marsden, SSG Sustainable Living

Agent (if any): Mr Mark Newman, Building Sense Limited

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 15 April 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 2 April 2026

Standard consultations:

Printed: 13 March 2026 Expired: 4 April 2026

Neighbour notifications

Printed: 13 March 2026 Expired: 4 April 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

The application site comprises a large, vacant four-storey (including basement) semi-detached Victorian red-brick property, featuring a three-storey rear extension.



Application property presently enclosed by scaffolding.

The lower ground floor includes external access on the rear right-hand side, where an area within the extension believed to have originally served as a garage has subsequently been converted to habitable accommodation.

Set back from Dickenson Road, the property benefits from a substantial hard-landscaped forecourt used for car parking, accessed directly from the road. To the rear, there is a narrow tarmac area reached via a series of steps from the lower ground floor level.

The site is enclosed by a high rendered brick wall along the rear boundary, concrete panel fencing to the side boundaries, and a brick wall with metal railings to the Dickenson Road frontage.

Originally constructed as a private dwellinghouse, the property is understood to have later been occupied as an authorised house in multiple occupation. Its most recent lawful use was as an educational establishment, following the grant of a Certificate of Lawful Development in 2012.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The surrounding area is predominantly residential in character, comprising a mix of housing types and buildings of varying architectural styles. The host property forms one half of a semi-detached pair and adjoins a Muslim centre and mosque to the west. Further west, at the junction of Anson Road and Birchfields Road, there is a small parade of shops and local businesses.

Description of development

Planning permission is sought for a change of use to provide 18 self-contained ensuite residential studio units for single homeless men (sui generis). Each unit would incorporate a combined bedroom and living accommodation, with a private ensuite shower room. The proposed mix includes two wheelchair-accessible studios, seven ambulant-accessible studios, eight standard ensuite studios, and one dog-friendly ensuite studio.

The facility would be permanently staffed and operated by a charitable organisation. No unrestricted communal areas are proposed, and residents would not be permitted to receive visitors within the building.

An activity room would be provided for staff-supervised and organised group activities, accessed via a separate entrance.

The existing hard-surfaced forecourt to the front of the property would be retained to provide six car parking spaces, including one disabled space and an electric vehicle charging point and would be enhanced through additional landscaping, cycle and bin storage.

At the time of the Officer site visit, the rear extension had been substantially completed.

Consultations & Notification Responses

Local Residents/Occupiers – 1 representation objecting to the proposal has been received. Concerns are raised regarding disruption and disturbance during work, lack of notification that works were going to take place, increased traffic, noise, the proposed height and design of the extension being inconsistent with the character of the neighbourhood, overlooking from the extension, waste management effectiveness and public safety.

Homelessness Directorate – The proposal is supported. The proposal will support the relocation of an existing site and increase the proportion of accessible support accommodation.

Environmental Health – No objection. Conditions are recommended in relation to acoustic insulation, external equipment, construction management, electric vehicle car charging, waste management and ground conditions.

Highway Services – No concerns are raised in terms of trip generation or parking demand.

1no. Electrical Vehicle charging point is to be made available within the site, adjacent to the disabled parking bay which is considered acceptable in principle.

The cycle store is to accommodate 4no. cycle parking spaces which is considered acceptable.

Clarification is sought on the waste collection point. This should be shown on an updated dimensioned plan.

A Construction Management Plan is required to be submitted prior to the start of the works and should be conditioned.

Planning History

125056/FO/2019

Proposed change of use from Class C3 residential property to Class D1 Day Nursery including external alterations and associated car parking and new external bin and cycle stores. *Approved 16 April 2020.*

091338/FO/2009/N2

Erection of 2 no. four storey buildings comprising student accommodation of 60 individual student rooms and 8 no. self-contained flats and ancillary administrative offices at ground floor and associated car parking and landscaping, and new vehicular access following demolition of existing buildings. *Refused 15 January 2010. Dismissed on appeal.*

073381/OO/2004/N2

OUTLINE APPLICATION for siting, means of access and design for a seven-storey building comprising retail, offices and hotel with basement parking, following demolition of the existing buildings. *Refused 16 December 2004.*

000077151580

Formation of cellar store and lounge extension. *Approved 13 September 2001.*

055190/FO/CENTL2/98

Change of use of house in multiple occupation into a single dwelling plus erection of a 3-storey extension at the rear to provide a garage in the basement, lounge on the ground floor with 2 bedrooms above. *Approved 5 March 1999.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Saved policies DC1 and DC26 of the UDP;
- Policies DM1, SP1, H10, T2, EN1, EN8, EN16-19 of the Core Strategy;

- Policies JP-P1 and JP-P2 of Places for Everyone Joint Development Plan;
- Guide to Development in Manchester (SPD);
- The Greater Manchester Spatial Framework (2011);
- National Planning Policy Framework (NPPF), (including consultation draft December 2025)
- National Planning Guide (PPG)

Issues

Principle

The proposal seeks to bring a long-vacant building back into beneficial use by providing supported accommodation within a predominantly residential area.

The development would make a positive contribution towards meeting identified and pressing housing needs by delivering short-term accommodation for individuals experiencing homelessness, pending the provision of longer-term housing solutions. In doing so, the proposed use would support residents in accessing essential services, including healthcare, employment and education opportunities. The proposal would also deliver much-needed accessible temporary accommodation within the city, where there is a recognised shortfall of adapted provision. Furthermore, it would assist the Council in reducing its reliance on expensive and often inappropriate bed-and-breakfast accommodation for households owed a full homelessness duty, particularly those with complex or specific needs.

Local authorities have a statutory responsibility to assess and, where necessary, accommodate vulnerable residents. Within Manchester, there is clear and well-documented evidence demonstrating an ongoing and significant need for greater availability of both temporary and permanent housing options for those at risk of, or experiencing, homelessness.

Having regard to the above, the principle of the proposed development is considered acceptable and consistent with relevant planning policies and guidance. Detailed consideration of site-specific planning matters is set out below.

Site Layout

Internally, the proposal provides 18 self-contained units, making use of all floors within the building. This includes the conversion of the basement, a rear extension, and two roof dormers to create additional accommodation within the roof-space. Given the building's multiple level changes and the requirement to provide accessible rooms, a small rear extension is proposed. This will also serve as a new entrance walkway, leading to the principal rear entrance at upper ground floor level.

Externally, the existing front hardstanding will be formalised and clearly demarcated to accommodate six off-street car parking spaces, including one accessible space and one space with electric vehicle charging provision. The frontage will also incorporate a limited area of communal amenity space and landscaping, raised planters, a cycle store, a smoking shelter, and a purpose-built bin storage enclosure.

Given the site's constraints and limited size and noting that the proposal relates to the change of use of an existing building, the proposed layout is considered acceptable.

Access

New front steps are proposed to replace the existing arrangement. The steps will feature sandstone riven stone treads and new metal handrails designed in a Victorian style. The

proposed steps will be compliant with ambulant disabled access requirements, addressing the safety issues associated with the existing steps, which have irregular and hazardous treads.

In addition, a steel-framed metal access platform is proposed, complete with metal handrails, to provide access between the lower ground floor and upper ground floor levels.

To the front an accessible parking space is proposed adjacent to the main entrance.

Design, Scale and Appearance

The overall design and appearance of the building would remain largely unchanged. However, a modest two-storey side extension is proposed at lower and upper ground floor levels, positioned towards the rear of the site. In addition, two rear roof dormers are proposed, set within the roof slope, along with new windows and lightwells to serve the lower ground floor accommodation.

Two additional accessible entrances are also proposed to the side of the existing porch projection. These would be accessed via a new external platform lift and a metal walkway providing step-free access to the upper ground floor.

The existing tarmac surfaced parking area to the front of the site would be retained, delineated, and enhanced through the introduction of new landscaping, ornamental planting and raised planters, contributing positively to the setting of the building.

Overall, the proposed interventions are considered to be limited, subservient, and sympathetic to the style and character of the original building. As the principal additions are sited toward the rear, visibility from the public realm would be restricted, ensuring that any impact on the street scene or wider area would be minimal. A planning condition is included to secure the submission and approval of external materials to ensuring a satisfactory finish.

Residential Amenity

The proposed development is located within an established residential area and whilst it would result in an intensification of use of the property, the use would remain residential in nature. The proposal would be contained within a substantial building that is capable of accommodating a higher level of occupation and is unlikely to be suitably used as a single dwellinghouse in this location.

Furthermore, the level of activity associated with the proposed use would be comparable to and potentially less intensive than that which could occur under the building's authorised use as a day nursery. As such, it is not anticipated that the proposal would give rise to any material harm in terms of noise, disturbance, or general activity levels.

The proposed extensions are modest and subservient to the host building. Having regard to their scale, positioning, and the relationship to neighbouring residential properties, including the end property on Aycliffe Grove and the rear elevations of properties along Ashfield Road, there would be no significant detrimental impact in terms of overlooking, overshadowing, or over-dominance due to the orientation of the buildings and the separation distances between the site and neighbouring dwellings.

Whilst the rear dormers and new windows to the north elevation would introduce additional openings, these reflect the existing orientation of the building and are consistent with the established pattern of north-facing windows. Although the two dormers occupy an elevated position that could potentially give rise to concerns regarding overlooking, they are set back within the roof slope and would be fitted with obscure glazing and restricted opening casements,

positioned no lower than 1.7 metres above internal floor level. A suitably worded condition is included to secure these measures.

On balance, it is concluded that the proposal would not result in significant harm to neighbouring living conditions. Any limited impacts are considered to be outweighed by the wider benefits of bringing an underutilised building back into effective use contributing to the provision of much needed homeless accommodation in the city.

Impact to the Highway

The proposed development is considered acceptable in terms of highway safety and parking impact. The building's existing lawful use as a day nursery would be expected to generate a significantly higher level of vehicular movement and on-site parking demand than the proposed use.

The proposal would accommodate a maximum of 18 residents, none of whom are expected to own vehicles, and visitor access would not be permitted. Staffing levels are anticipated to comprise two to three staff members on site at any one time, operating on a 24-hour basis. While it is acknowledged that most staff are likely to travel by car, the use of sustainable transport modes would be encouraged. In addition, support and social workers would visit the site on an occasional basis, typically once per week.

The development provides six on-site car parking spaces, which are considered sufficient to meet the needs of staff and infrequent professional visits associated with the operation of the facility.

Given the nature of the proposed use, it is not expected to result in any material increase in traffic generation or pressure on on-street parking. Vehicular access arrangements would remain unchanged and the level of parking proposed is considered appropriate to support the anticipated staffing levels at any given time.

Secure cycle storage would also be provided on site, further promoting sustainable travel options.

On this basis, the proposal is considered to have an acceptable impact on highway safety and the operation of the surrounding road network.

Crime and Security

The application is supported by a comprehensive Management and Operations Statement, which sets out the proposed arrangements for site management, security and the handling of anti-social behaviour. The statement confirms that residents who breach licence conditions would be supported to secure alternative accommodation and that in cases of serious or immediate risk to residents, staff, the organisation, or the wider community, licences would be terminated with immediate effect.

A robust visitor management policy would be implemented to control access to the building, with housing management monitoring all entries and exits. This would be supported by on-site security measures, including internal and external CCTV coverage. In order to address and respond to any concerns from neighbouring residents, management would maintain open and accessible lines of communication through a dedicated contact point, allowing issues or feedback to be raised by phone, email, or in person.

Planning conditions are included to ensure adherence to the Management and Operations Statement and to secure the submission and approval of detailed on-site security measures, expected to include access controls, CCTV provision, lighting, and other appropriate security arrangements.

Waste Management

A dedicated timber enclosure is proposed to the front of the building. The enclosure would provide screening and due to its siting set-back from the front boundary, any visual impact is considered less than significant.

Whilst the general provision is considered acceptable, further capacity is required for pulpal and mixed recycling waste along with details of the collection point. An appropriate condition is included.

Biodiversity

There are no trees or ecological habitats to the site, and the site largely comprises hardstanding. Given the nature of the proposal the site's characteristics, there is no statutory requirement for biodiversity net gain. A condition is however included to promote biodiversity on-site. This is expected to entail the provision of bat and/or bird boxes.

Climate Change

City Council policy requires that new proposals focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

In this case, the site is situated within a highly sustainable location with good access to a range of amenities and transport opportunities.

Given the former use of the building day nursery and the nature of the proposal, it is anticipated that there would be a reduction in the levels of vehicular activity. The impact to local air quality is therefore considered negligible. As way of an improvement, conditions are included which require the provision of an electric vehicle charging point, as well as cycle storage provision, to offer a choice in the means of travel.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location plan and drawings referenced 25060.PP.01/F (existing and proposed floorplans) and 25060.PP.03/B (site block plan with bin and cycle store details) received by the City Council as Local Planning Authority on 3 March 2026 and drawing referenced 25060.PP.02/F (existing and proposed elevations), received by the City Council as Local Planning Authority on 9 March 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) Within 1 month of planning permission hereby granted, samples and specifications of all materials to be used on all external elevations of the development, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Within 1 month of planning permission hereby granted, a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved Construction Management Plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

5) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

6) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

7) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to first occupation of the units hereby approved a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full prior to first occupation of the development.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved under part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan and policy JP-P1 of the Places for Everyone Joint Development Plan.

8) a) Within 1 month of planning permission hereby granted, a scheme for acoustically insulating the proposed residential accommodation against noise from Dickenson Road shall be submitted to and approved in writing by the City Council as Local Planning Authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed, and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

9) Notwithstanding details submitted, the development hereby approved not become operational until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

10) The car parking area indicated on drawing referenced 25060.PP.03/B received by the City Council as Local Planning Authority on 3 March 2026, shall be demarcated and made available for use, prior to any part of the development hereby approved being occupied. The parking shall be available for use at all times whilst the building is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

11) The bicycle storage area indicated on drawing referenced 25060.PP.03/B received by the City Council as Local Planning Authority on 3 March 2026, shall be implemented in full and made available for use prior to first occupation of the development hereby approved. The approved scheme shall remain available for use whilst the building is occupied and retained thereafter.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

12) Prior to the first operation of the use hereby approved, a scheme for electric vehicle charging, together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

13) Within 2 months of the date of this decision and notwithstanding details submitted, a revised and more detailed landscaping scheme, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

14) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

15) Prior to first operation of the use hereby approved, details of measures to improve on-site security and to reduce the risk of crime shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall include CCTV coverage and details relating to improvements that can be incorporated into the development to enhance security, as well as details of a 24-hour contact to be displayed clearly at the site. The use shall only be implemented in accordance with the agreed details.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

16) The use hereby approved shall only be implemented in accordance with the measures detailed within the submitted Management and Operations Statement, received by the City Council as Local Planning Authority on 7 March 2026. The details shall be adhered to at all times, so long as the agreed use is operational.

Reason - In the interests of public safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

17) The planning permission hereby granted relates to the use of the building as 18 units for the provision of short stay accommodation for homeless persons (sui generis) only and for no other purpose.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

18) Before first occupation of the development hereby approved, the bathroom windows of the roof dormers to the rear, north facing elevation shown on drawing referenced 25060.PP.02/B (existing and proposed elevations) received by the City Council as Local Planning Authority on 9 March 2026 shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and incorporate an opening casement no less than 1.7m from internal floor level. Such measures shall remain in place in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health MCC Supported Housing Monitoring Group Greater Manchester Police

Gateware Co Wrought Iron Works, Dickenson Road, Manchester, M13 0YW

1 Aylcliffe Grove, Manchester, M13 0ZG

2A Aylcliffe Grove, Manchester, M13 0ZG

278 Dickenson Road, Manchester, M13 0YL

243 Dickenson Road, Manchester, M13 0YW

First Floor, 10 Aylcliffe Grove, Manchester, M13 0ZG

Ground Floor, 10 Aylcliffe Grove, Manchester, M13 0ZG

Flat 1, 243 Dickenson Road, Manchester, M13 0YW

Flat 6, 288 Dickenson Road, Manchester, M13 0YL

Flat 4, 288 Dickenson Road, Manchester, M13 0YL

Flat 3, 282 Dickenson Road, Manchester, M13 0YL

Flat 7, 286 Dickenson Road, Manchester, M13 0YL

Flat 4, 286 Dickenson Road, Manchester, M13 0YL

Flat 2, 286 Dickenson Road, Manchester, M13 0YL

Flat 5, 278 Dickenson Road, Manchester, M13 0YL

Flat 2, 278 Dickenson Road, Manchester, M13 0YL

Flat C, 280 Dickenson Road, Manchester, M13 0YL

Flat A, 280 Dickenson Road, Manchester, M13 0YL

Flat 5, 241 Dickenson Road, Manchester, M13 0YW

Flat 2, 209 Dickenson Road, Manchester, M13 0YW

Flat 1, 284 Dickenson Road, Manchester, M13 0YL

30 Ashfield Road, Manchester, M13 0ZW

Flat 2A, 288 Dickenson Road, Manchester, M13 0YL

Flat 3, 243 Dickenson Road, Manchester, M13 0YW

288A Dickenson Road, Manchester, M13 0YL

Flat 6, 241 Dickenson Road, Manchester, M13 0YW

237 Dickenson Road, Manchester, M13 0YW

9 Aylcliffe Grove, Manchester, M13 0ZG

209 Dickenson Road, Manchester, M13 0YW

7 Aylcliffe Grove, Manchester, M13 0ZG

280 Dickenson Road, Manchester, M13 0YL

10 Aylcliffe Grove, Manchester, M13 0ZG

8 Aylcliffe Grove, Manchester, M13 0ZG

6 Aylcliffe Grove, Manchester, M13 0ZG

3 Aylcliffe Grove, Manchester, M13 0ZG

2 Aylcliffe Grove, Manchester, M13 0ZG

Flat 5, 288 Dickenson Road, Manchester, M13 0YL

Flat 3, 288 Dickenson Road, Manchester, M13 0YL

Flat 2, 282 Dickenson Road, Manchester, M13 0YL

Flat 1, 282 Dickenson Road, Manchester, M13 0YL

Flat 6, 286 Dickenson Road, Manchester, M13 0YL

Flat 5, 286 Dickenson Road, Manchester, M13 0YL

Flat 3, 286 Dickenson Road, Manchester, M13 0YL

Flat 1, 286 Dickenson Road, Manchester, M13 0YL

Flat 2, 288 Dickenson Road, Manchester, M13 0YL

Flat 6, 278 Dickenson Road, Manchester, M13 0YL

Flat 4, 278 Dickenson Road, Manchester, M13 0YL

Flat 3, 278 Dickenson Road, Manchester, M13 0YL

Flat 1, 278 Dickenson Road, Manchester, M13 0YL

Flat D, 280 Dickenson Road, Manchester, M13 0YL
Flat B, 280 Dickenson Road, Manchester, M13 0YL
34 Ashfield Road, Manchester, M13 0ZW
24 Ashfield Road, Manchester, M13 0ZW
30 Willesden Avenue, Manchester, M13 0ZN
28 Willesden Avenue, Manchester, M13 0ZN
26 Willesden Avenue, Manchester, M13 0ZN
4 Aylcliffe Grove, Manchester, M13 0ZG
Flat 5, 243 Dickenson Road, Manchester, M13 0YW
Flat 4, 243 Dickenson Road, Manchester, M13 0YW
Flat 2, 243 Dickenson Road, Manchester, M13 0YW
Flat 3, 241 Dickenson Road, Manchester, M13 0YW
Flat 3, 209 Dickenson Road, Manchester, M13 0YW
Flat 2, 241 Dickenson Road, Manchester, M13 0YW
Flat 1, 241 Dickenson Road, Manchester, M13 0YW
Flat 1, 209 Dickenson Road, Manchester, M13 0YW
Flat 3, 284 Dickenson Road, Manchester, M13 0YL
Flat 2, 284 Dickenson Road, Manchester, M13 0YL
32 Ashfield Road, Manchester, M13 0ZW
28 Ashfield Road, Manchester, M13 0ZW
26 Ashfield Road, Manchester, M13 0ZW
22 Ashfield Road, Manchester, M13 0ZW
20 Ashfield Road, Manchester, M13 0ZW
18B Ashfield Road, Manchester, M13 0ZW
18A Ashfield Road, Manchester, M13 0ZW
Flat 4, 241 Dickenson Road, Manchester, M13 0YW
5 Aylcliffe Grove, Manchester, M13 0ZG
Flat 7, 243 Dickenson Road, Manchester, M13 0YW
Flat 6, 243 Dickenson Road, Manchester, M13 0YW

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change of Use from Class C3 to Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA