

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144690/FO/2025
Date registered valid: 13 January 2026
Proposal: Conversion of existing vacant church to Furniture Showroom (sui generis) and installation of a mezzanine floor
Address: Trinity United Church, Cheetham Hill Road, Manchester, M8 9LS
Ward(s): Cheetham Ward

Applicant: Mr Mohammad Aziz
Agent (if any): Mr Subhan Saleem, Saleem Architects
Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve
Date of recommendation: **23 March 2026**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 2 February 2026

Standard consultations:

Printed: 16 January 2026 Expired: 6 February 2026

Neighbour notifications

Printed: 16 January 2026 Expired: 6 February 2026

Site notice

Posted: 2 February 2026 Expired: 23 February 2026

Press advert

Published: 20 January 2026 Expired: 10 February 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to Trinity United Church within the north Manchester ward of Cheetham. The church is vacant and planning history suggests the church was last used sometime after 2012. The Church dates from the late Nineteenth century and is constructed of red brick in the gothic style, with corner tower and arched window facing Cheetham Hill Road. Given its distinctive architectural style, townscape prominence, and community interest it would qualify as a non-designated heritage asset. The building is not listed.

Amenity space surrounding the church takes the form of hardstanding, and some soft landscaping and trees around the boundary with Greenhill Road.

At the time of the site visit, works had begun internally.

Description of area

The applicant site sits on a prominent corner sited close to the junction of Cheetham Hill Road/ Waterloo Road/ Halliwell Lane/ Greenhill Road.

The applicant site sits outside of the district centre which is sited further north of the applicant site.

The applicant site is sited adjacent to the Grade II listed Former Hot Shots Snooker Club (known as the Manchester Superstore).

The surrounding area is predominantly commercial, with residential uses above ground floor commercial premises. Further residential uses are sited to the north and east of the applicant site.

Description of development

The current application seeks planning permission for the conversion of existing vacant church to Furniture Showroom (sui generis) and installation of a mezzanine floor.

The furniture showroom would only show the furniture/ fittings. The customers would place orders at the site and then a separate warehouse elsewhere in Manchester would deliver the purchased items to the customers' respective homes. There would be no servicing/ picking up items/ fixings on site.

The proposed mezzanine structure would sit independently from the building and act as a way for customers to walk around the proposed use and make use of the void.

The mezzanine floor would increase the amount of floor space for commercial use by 112 square metres, beyond the existing floor space currently available at the building.

Via email on 18 February 2026, the agent confirmed there would be no requirement for any external plant for the proposed use.

Negotiations during the Course of the Application

Discussions took place with the agent in respect of employee numbers, public parking spaces, hours of opening, external plant, waste arrangements, and the management strategy for the business.

Planning History

069997/FO/2003/N1- 376-388 Cheetham Hill Road/ 1-21 Esmond Road/ 27-43 Ansdell Street/ 2-10 Greenhill Road- Proposed erection of 2.4m high gates to rear of these properties.
Approved 12 January 2004.

066061/LO/NORTH1/02- Trinity United Church- LISTED BUILDING CONSENT
Demolition of church hall adjoining Grade II listed building.
Not Development 30 October 2002.

066062/FO/NORTH1/02- Trinity United Church- Erection of disabled access ramp and elevational alterations.
Approved 29 November 2002.

Consultations & Notification Responses

Local Residents

Local residents were consulted and 5no. objections were received (2no. responses were duplicate responses). 1no. response was received from the Cheetham Tenants' and Residents Alliance.

The following concerns were raised.

Planning matters:

- Concern the additional cars and delivery vehicles from the proposed use and pressure on existing parking and traffic uses leading to congestion.
- The bins next to the church already have rats. The proposal could worsen waste and public health hazards for residents, and increased litter as a result of the proposal.
- The proposal will damage the listed building next door.
- The applicant site has already had works undertaken. Concern the works will destroy the historic features of the church.
- The building is listed and works have already happened to the building which would cause damage. (To clarify: the building is not listed).

Non-planning matters:

- The church would be better used as a community centre.
- Unclear/lack of information about the company who is developing the site.

Highway Services

The following comments were received from colleagues in Highway Services:

The development does not give rise to highway safety concerns or result in a severe impact on the local road network.

Trip generation and junction capacity: The unit is unlikely to generate any significant increase in vehicle trips and therefore no traffic impact on the adopted highway is envisaged.

Site accessibility: 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.

Access and parking: No vehicle access to the property is available. Pedestrian access can be gained from both streets. No off street parking space is offered.

No indication has been offered that relates to employee numbers. Overall, the number of employees is not expected to be such as to generate an unacceptable parking demand locally.

Customers can arrive by bus as the building is on a bus route. For customers arriving by vehicle, with no suitable off street parking available locally, parking on adjacent streets could be the only viable option.

Cycle parking: To encourage staff to travel by bicycle a secure and sheltered cycle storage facility should be made available. It is however understood that the property is a large property and it should have space available for storing a cycle. It would have been helpful if this space was dedicated and shown on a plan.

Refuse and servicing: Appropriate bin storage has been indicated within the site's curtilage with kerbside collection.

Construction management plan: No Construction Management Plan is required.

Further comments received 3 March 2026:

Developer confirms a maximum of 4 staff on a rotational scheduled basis.

A plan showing storage area of cycle store provided for review.

In light of comments received and the accompanying drawing showing the cycle store location, Highways continue to be comfortable with the application.

Environmental Health

Colleagues in Environmental Health requested the following condition be attached to any approval granted:

- Premises opening hours- Environmental Health suggest 08:00 to 18:00 Monday to Friday, 09:00 to 17:00 Saturday and 10:00 to 16:00 Sunday. The premises shall not be open to customers on Bank Holidays.
- Deliveries to commercial premises condition.
- External plant/equipment/servicing (only required if any new plant is to be installed such as plant associated with new ventilation system for example)
- Waste condition- The Waste Management Strategy submitted with the application is acceptable.

Issues **POLICY**

The National Planning Policy Framework (NPPF) (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective
- b) a social objective
- c) an environmental objective

The following specific policies are considered to be particularly relevant to the proposed development:

Chapter 6. Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 12. Achieving well-designed places

Chapter 16. Conserving and enhancing the historic environment

Draft National Planning Policy Framework (16th December 2025)

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.

-Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

Places for Everyone

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. The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The policy is of relevance:

JP- S1- Sustainable development

JP-J2- Employment Sites and Premises

JP-P2- Heritage

JP-P1- Sustainable Places

JP-C8- Transport Requirements for New Development

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following adoption of Places for Everyone Joint Development Plan

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:

Policy DM1 (Development Management);

Policy SP1 (Spatial Principles) (partially superseded by PfE);

Policy EN1 (Design Principles and Strategic Character Areas);

Policy EC1 (Employment and Economic Growth in Manchester) (partially superseded by PfE);

Policy EC2 (Existing Employment Centre);

Policy EC4 (North Manchester);

Policy T1 (Sustainable Transport) (partially superseded by PfE);

Policy T2 (Accessible Areas of Opportunity and Need);

Policy EN3 (Heritage) (partially superseded by PfE);

Policy EN19 (Waste).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC19. Listed Buildings

DC19.1 In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

DC26. Noise and Development

DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or noncritical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007

The Guide aims to help to develop and enhance a unique and positive sense of place within

Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

ISSUES

Principle of Development

The current application seeks planning permission for conversion of existing vacant church to Furniture Showroom (sui generis) and installation of a mezzanine floor. The current building is vacant following the closure of the church due to a lack of congregation to keep the church viable. The building has been vacant for a number of years with some parts falling into disrepair. Whilst the applicant site does not sit within the Cheetham Hill district centre, the building is surrounded by commercial uses and sits within a busy area of Cheetham Hill Road. On the basis the proposed use is for a show room only and no furniture is brought from the site and then subsequently taken out of the show room, the principle of development can be supported. However, consideration must be given in respect of residential amenity, noise and highway implications, and impact to neighbouring listed building and upon the non-designated heritage asset.

Use

A condition would be included within the decision notice of any approval granted to ensure the development is operated as a Furniture Showroom (sui generis) and for no other use.

The furniture showroom would only show the furniture/ fittings. The customers would place orders at the site and then a separate warehouse elsewhere in Manchester would deliver the purchased items to the customers' respective homes. There would be no servicing/ picking up items/ fixings on site.

With the inclusion of the condition restricting the use, and a further condition ensuring the business operates as per the details within the submitted Operational Management Strategy, it would ensure appropriate site management, including levels of activity that might otherwise harm residential amenity.

Residential Amenity

Given the nature of the proposal (change of use), the proposal would not give rise to any adverse loss of light, overbearing or adverse privacy implications.

It is acknowledged that the use would give rise to more comings and goings than the current vacant building, especially to the residential properties along Greenhill Road.

Such comings and goings would be consistent with the comings and goings associated with the surrounding commercial uses and so would not be out of character with the patterns of movement along this section of Cheetham Hill Road.

Further, it is considered that this site previously experienced frequent comings and goings when the site operated as a church.

To help mitigate any harm, operational conditions would secure the appropriate management of the site and safeguards to residential amenity. This would include a restriction of the hours of opening, restrictions for hours of deliveries, servicing and collections, restricting the use and ensuring the business operates as per the submitted Operational Management Strategy. Further consideration is given to parking as a result of the proposal and noise later on in this report.

Noise

Colleagues in Environmental Health reviewed the application and have not requested any acoustic measures for the proposed showroom use in this instance, given the busy nature of the immediate surroundings and given the proposed use would not give rise to any loud music or associated noise. Whilst Environmental Health requested an external plant condition be attached to any approval granted if external plant was needed for the church to be operational, the agent via email on 18 February 2026, confirmed such external plant is not required and so the condition would not be attached to any approval granted.

As such, the proposal is not considered to give rise to any adverse noise and disturbance implications, pursuant with DM1 of the Core Strategy and UDP policy DC26.

Traffic and Parking Considerations

Highway Services reviewed the proposal and were comfortable that the proposed use is unlikely to generate any significant increase in vehicle trips and therefore no traffic impact on the adopted highway is envisaged. Highway Services acknowledged 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.

No vehicle access to the property is available. Pedestrian access can be gained from both streets. No off street parking space is offered. Customers can arrive by bus as the building is on a bus route. For customers arriving by vehicle, with no suitable off street parking available locally, parking on adjacent streets could be the only viable option. This was not raised as a concern from colleagues in Highway Services. To support the application, the agent supplied a plan showing the parking available in the surrounding vicinity, including on street car parking and dedicated parking spaces for the public. Given there would not be regular deliveries to the site as the site would solely display furniture and not be regularly moved in and out of the building, such parking provision can be considered acceptable given the location of the property in close proximity to other commercial uses.

The proposal can be considered pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

To encourage staff to travel by bicycle, Highway Services recommended a cycle storage facility should be made available. The developer updated the proposed floor plan to show the cycle storage facility for staff. Highway Services were happy with the proposed arrangement, and so the proposal can be considered pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

Access

The ramps along the eastern elevation of the building would be retained as a result of the change of use and would allow level access into the building. There is a gate as existing which would allow access into the site and to the ramp. Such provision is considered acceptable and pursuant with Policy DM1 of the Core Strategy.

Hours of Operation and Servicing

Environmental Health suggested that the hours of opening for customers be restricted to 08:00 to 18:00 Mondays to Fridays

09:00 to 17:00 Saturdays

10:00 to 16:00 Sunday

The premises shall not be open to customers on Bank Holidays.

The developer agreed to such hours and a condition to this effect would be attached to any approval granted.

Further, conditions would be attached to any approval granted to restrict the hours of deliveries, servicing and collection in line with hours specified by colleagues in Environmental Health.

Waste Management

Waste Management details were provided as part of the application.

To not conflict with the proposed level access, the bins are positioned to the rear of the site and taken out along an alleyway leading to a collection point along Greenhill Road. No issues were raised in respect of waste management and a condition would be attached to any approval granted ensuring the waste arrangements are implemented as per the provision and arrangements shown within the submitted drawings.

Impact to Heritage Assets

The Church dates from the late Nineteenth century and is constructed of red brick in the gothic style, with corner tower and arched window facing Cheetham Hill Road. Given its distinctive architectural style, townscape prominence, and community interest it would qualify as a non-designated heritage asset. The building is not listed.

Given no works would be undertaken to the exterior of the non-designated heritage asset, the impact to the applicant site would be acceptable. The internal works would introduce a mezzanine floor level which would be reversible and kept clear of the internal timber beams which would conserve the character of the space. On site, the developer discussed works that would need to be undertaken to support the change of use and would consist of repair work. Informatives would be attached to any approval granted advising the developer that the cracked window to front arched church window needs to be repaired and that all works of repair are carried out to a conservation standard. A further informative would be attached to any approval granted advising that any signage on the building may need advertisement consent and should be discrete and sympathetic to the appearance of the building.

The applicant site and proposed change of use would be sited adjacent to the Grade II listed Former Hot Shots Snooker Club. As no works are proposed to the exterior there would be no harm on the setting of the aforementioned listed building, and the change of use is thereby supported.

As such, the proposal is not considered to adversely harm the non-designated heritage asset nor adversely impact the setting of the Listed Building. The works would bring the church into a viable use and the repair works proposed would positively enhance the building and surrounding area, pursuant to Policy EN3 and DM1 of the Core Strategy, DC19 of the UDP and provisions within the NPPF.

Increased Commercial Space

The proposal with the installation of a mezzanine floor would increase the amount of commercial floor space at the site. The mezzanine floor would increase the amount of floor space for commercial use by 112 square metres, beyond the existing floor space currently available at the building. The developer confirms a maximum of 4 staff on a rotational scheduled basis. The number of maximum employees was reviewed by colleagues in Highway Services who raised no issue in respect of comings and goings. Such commercial space increase is considered to be acceptable given the surrounding locality, and for the proposed use to be viable.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. Officers have worked with the applicant/agent in a positive and proactive manner, issues raised during the course of the application have been addressed and overcome, and appropriate conditions have been placed on the approval granted.

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:

Documents:

-Design & Access Statement, received by the City Council as Local Planning Authority on 4 December 2025.

-Waste Management Strategy, received by the City Council as Local Planning Authority on 12 January 2026.

-Application Form, received by the City Council as Local Planning Authority on 13 January 2026.

-Operational Management Statement, received by the City Council as Local Planning Authority on 15 March 2026.

Drawings:

-Location Plan, received by the City Council as Local Planning Authority on 4 December 2025.

-Drawing- Proposed- Floor Plans, numbered Sheet 3 REV C, received by the City Council as Local Planning Authority on 5 March 2026.

-Drawing- Site Plan- Proposed- Trinity Church Parking and Waste Provision, received by the City Council as Local Planning Authority on 5 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) Cycle storage

The cycle storage areas shown on the approved plan 'Proposed- Floor Plans, numbered Sheet 3 REV C' shall be made available as part of the development and used for the storage of cycles. The cycle storage area shall be retained for that purpose.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

4) Waste

The waste provision shown on the approved plan 'Proposed- Floor Plans, numbered Sheet 3 REV C', 'Site Plan- Proposed- Trinity Church Parking' and within 'Waste Management Strategy'

shall be made available as part of the development and used for the storage of waste. The waste storage area shall be retained for that purpose.

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

5) Opening hours

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

08:00 to 18:00 Mondays to Fridays

09:00 to 17:00 Saturdays

10:00 to 16:00 Sunday

The premises shall not be open to customers on Bank Holidays.

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

6) Hours of Operation- Servicing

No loading or unloading shall be carried out on the site except between 07:30 to 20:00 Mondays to Saturdays and not at any time on Sundays/Bank Holidays.

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

7) Hours of Operation- Deliveries

No deliveries shall take place except between 07:30 to 20:00 Mondays to Saturdays and not at any time on Sundays/Bank Holidays.

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

8) Hours of Operation- Waste Collections

No waste collections shall take place except between 07:30 to 20:00 Mondays to Saturdays and not at any time on Sundays/Bank Holidays.

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

9) Use

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 premises shall only be used as Furniture Showroom (sui generis) and for no other purposes 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- To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

10) Operational Management

The Furniture Showroom (sui generis) shall only be used as per the details approved within the 'Operational Management Statement' and for no other purpose, and shall be retained as such thereafter.

Reason- To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

Informatives

1)Physical works

- The cracked window to front arched church window should be repaired and all works of repair should be carried out to a conservation standard.
- Any signage on the building may need Advertisement consent and should be discrete and sympathetic to the appearance of the building.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Heritage & Urban Design

1 Progress Buildings, Halliwell Lane, Manchester, M8 9ER
Flat 11A, Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
4 Progress Buildings, Halliwell Lane, Manchester, M8 9ER
3 Progress Buildings, Halliwell Lane, Manchester, M8 9ER
13 Greenhill Road, Manchester, M8 9LN
7 Greenhill Road, Manchester, M8 9LN
6 Greenhill Road, Manchester, M8 9LG
3 Greenhill Road, Manchester, M8 9LN
479 Cheetham Hill Road, Manchester, M8 9LR
First Floor, 463A Cheetham Hill Road, Manchester, M8 9LR
467 Cheetham Hill Road, Manchester, M8 9LR
19 Esmond Road, Manchester, M8 9LT
3 Esmond Road, Manchester, M8 9LT
378 Cheetham Hill Road, Manchester, M8 9LS
Flat 8, Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
1A Progress Buildings, Halliwell Lane, Manchester, M8 9ER
358 Waterloo Road, Cheetham, Manchester, M8 9AB
Ground Floor, 2 Woodlands Street, Manchester, M8 9LL
6 Woodlands Street, Manchester, M8 9LL
39 Ansdell Street, Manchester, M8 9LB
10 Greenhill Road, Manchester, M8 9LG
8 Greenhill Road, Manchester, M8 9LG
35 Ansdell Street, Manchester, M8 9LB
29 Ansdell Street, Manchester, M8 9LB
13 Esmond Road, Manchester, M8 9LT
7 Esmond Road, Manchester, M8 9LT
1A Esmond Road, Manchester, M8 9LT
Flat Above, 9 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
400 Cheetham Hill Road, Manchester, M8 9LE
402 Cheetham Hill Road, Manchester, M8 9LE
7 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
41 Ansdell Street, Manchester, M8 9LB
Ground Floor, 475 Cheetham Hill Road, Manchester, M8 9LR
477 Cheetham Hill Road, Manchester, M8 9LR
465A Cheetham Hill Road, Manchester, M8 9LR
9 Esmond Road, Manchester, M8 9LT
5 Esmond Road, Manchester, M8 9LT
1C Esmond Road, Manchester, M8 9LT
Basement, 493 Cheetham Hill Road, Manchester, M8 9HJ
12A Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
11 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
10B Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
10A Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
Rear, 406 Cheetham Hill Road, Manchester, M8 9LE
Flat 1, 14 Woodlands Street, Manchester, M8 9LL
2 Greenhill Road, Manchester, M8 9LG
5 Greenhill Road, Manchester, M8 9LN
1 Greenhill Road, Manchester, M8 9LN

465 Cheetham Hill Road, Manchester, M8 9LR
21 Esmond Road, Manchester, M8 9LT
380 Cheetham Hill Road, Manchester, M8 9LS
493 Cheetham Hill Road, Manchester, M8 9HJ
398 Cheetham Hill Road, Manchester, M8 9LE
Flat Above, 406 Cheetham Hill Road, Manchester, M8 9LE
9 Greenhill Road, Manchester, M8 9LN
8 Woodlands Street, Manchester, M8 9LL
Flat 2, 380A Cheetham Hill Road, Manchester, M8 9LS
4 Greenhill Road, Manchester, M8 9LG
12B Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
Top Flat, 493 Cheetham Hill Road, Manchester, M8 9HJ
First Floor, 8A Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
12 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
1A Greenhill Road, Manchester, M8 9LN
406 Cheetham Hill Road, Manchester, M8 9LE
404 Cheetham Hill Road, Manchester, M8 9LE
2 Woodlands Street, Manchester, M8 9LL
5 Progress Buildings, Halliwell Lane, Manchester, M8 9ER
11 Greenhill Road, Manchester, M8 9LN
12 Woodlands Street, Manchester, M8 9LL
37 Ansdell Street, Manchester, M8 9LB
Flat 1, 473A Cheetham Hill Road, Manchester, M8 9LR
33 Ansdell Street, Manchester, M8 9LB
1 Esmond Road, Manchester, M8 9LT
9 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
8 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
Storage Room, 10 , 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
David Pluck Racing, 481 Cheetham Hill Road, Manchester, M8 9LR
Front, 406 Cheetham Hill Road, Manchester, M8 9LE
Flat 3, 14 Woodlands Street, Manchester, M8 9LL
10 Woodlands Street, Manchester, M8 9LL
4 Woodlands Street, Manchester, M8 9LL
Flat 4, 380A Cheetham Hill Road, Manchester, M8 9LS
43 Ansdell Street, Manchester, M8 9LB
382 - 388 Cheetham Hill Road, Manchester, M8 9LS
Flat 2, 473A Cheetham Hill Road, Manchester, M8 9LR
475 Cheetham Hill Road, Manchester, M8 9LR
479A Cheetham Hill Road, Manchester, M8 9LR
1B Greenhill Road, Manchester, M8 9LN
463 Cheetham Hill Road, Manchester, M8 9LR
467A Cheetham Hill Road, Manchester, M8 9LR
Ground Floor, 471 - 473 Cheetham Hill Road, Manchester, M8 9LR
31 Ansdell Street, Manchester, M8 9LB
27 Ansdell Street, Manchester, M8 9LB
17 Esmond Road, Manchester, M8 9LT
Basement, 8A Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
2 Progress Buildings, Halliwell Lane, Manchester, M8 9ER
396 Cheetham Hill Road, Manchester, M8 9LE
6 Progress Buildings, 491 - 493 Cheetham Hill Road, Manchester, M8 9HJ
Flat 2, 14 Woodlands Street, Manchester, M8 9LL
Flat 3, 380A Cheetham Hill Road, Manchester, M8 9LS
Flat 1, 380A Cheetham Hill Road, Manchester, M8 9LS
First Floor And Second Floor, 475 Cheetham Hill Road, Manchester, M8 9LR

469 Cheetham Hill Road, Manchester, M8 9LR
469B Cheetham Hill Road, Manchester, M8 9LR
15 Esmond Road, Manchester, M8 9LT
11 Esmond Road, Manchester, M8 9LT
1B Esmond Road, Manchester, M8 9LT
376 Cheetham Hill Road, Manchester, M8 9LS

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
Area Team Boundary - Name: NORTH AREA