

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144849/FO/2025

Date registered valid: 20 March 2026

Proposal: Change of Use from Club (sui generis) to Church and Community Centre (including residential accommodation) (sui generis).

Address: The Amber Club, 1143 Oldham Road, Manchester, M40 2FU

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Oladele Oluyemi

Agent (if any):

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 7 May 2026

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 9 April 2026

Standard consultations:

Printed: 27 March 2026 Expired: 19 April 2026

Neighbour notifications

Printed: 25 March 2026 Expired: 17 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 relates to The Amber Club (1143 Oldham Road) within the north Manchester ward of Miles Platting & Newton Heath. The application site relates to a large, detached, two storey building situated at the corner of Oldham Road and Lonsdale Street.

The host building is of mainly masonry construction which has been partially covered with render and paintwork. The main building incorporates a gable roof. To the rear is a later two storey, flat roof extension and association external staircase. To the western side of the is a grassed area enclosed by a concrete plinth, leading onto a forecourt area, enclosed by a low metal rail.

The main entrance to the building is to the eastern side of the building, off Lonsdale Street. Lonsdale Street which allows access to the building is a roughly surfaced, cul-de-sac and a shared area of unadopted highway, which provides access to the neighbouring industrial units to the rear and also serves as an ad hoc, informal parking area for the neighbouring accountancy business on the opposite side of Lonsdale Street.

The site was being used without the necessary planning consent as church and community centre (use class F1) from 1 June 2023. It is understood the first floor was being used as AirBnB accommodation. The applicants were advised to cease operation following an enforcement enquiry (see planning history for further details). The previous use before this was a social club, last known as 'The Amber Club'. The social club was understood to cease operation in 2005.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within a mixed-use area, along the northern side of Oldham Road - a main east/west arterial route into, linking the city centre with the M60 motorway.

To the east, on the opposite side of Lonsdale Street is a pair of semi-detached properties used for office purposes, beyond which is Wynsors shoe shop. To the north (rear) are a number of single storey industrial premises, accessed via Lonsdale Street, including a car repair garage and units accessed via Lonsdale Street.

Opposite, on the other side of Oldham Road is a large, double height retail unit occupied by Farmfoods and its associated, car park, raised up above street level. To the south is a hand car wash. The site lies adjacent to a busy, traffic signalled, T junction with Droylsden Road. The road frontage immediately adjacent to the building, incorporates double yellow lines and a pedestrian guard rail.

The recent development of residential accommodation (Land Bounded by Oldham Road (A62), Old Church Street, The Lidl Foodstore and Newton Street) is sited to the southwest of the site and relates to consent for 81 residential apartment and 28 two storey dwellinghouses.

Description of development

The current application seeks planning consent for the Change of Use from Club (sui generis) to Church and Community Centre (including residential accommodation) (sui generis).

It is noted that the following activities will take place at the ground floor of the site, with a capacity of 170 people:

- Youth empowerment Program
- Health Awareness Program
- Music Training
- Upraise program
- Sunday church services
- Excellent Mind program
- Smile Project

The first floor would operate as temporary accommodation for individuals and families facing crisis. The accommodation would consist of 6 bedrooms each with their own shower/ toilet. There would be a main lounge/ communal area with a kitchen. Office space would also be available on the first floor.

Parking spaces are proposed within the curtilage of the site. 9no. car parking spaces are shown on the existing ground floor plan received 29 December 2025 (03), however on a floor plan submitted on 20 February 2026 (03 REV 1), only 3no. spaces are shown. 7no. parking spaces are referenced to within the submitted application form. The correspondence from the agent titled 'Validation Requirements' references both 7no. spaces and 4no. spaces. The applicant also refers the Reliance Streetcar park to be used, following an arrangement with the car parking company.

The hours of opening as listed within the submitted application form is as follows:

Church and Community Centre:

Monday to Fridays 16:00 to 18:00

Saturdays 12:00 to 14:00

Sundays/ Bank Holidays 11:00 to 01:00

First floor accommodation:

Due to the nature of the safe house, the safe house would operate all day/evening round.

Negotiations during the Course of the Application

The agent was advised the LPA could not support the application. The agent supplied a detailed justification for review. Such justification was reviewed, however does not change the position of the LPA.

Planning History

ENF/16115/25- Enforcement Enquiry- Change of use to a place of worship.
Received September 2025.

128486/FO/2020- Change of use of vacant social club to place of worship (Use Class F.1).
Refused 11 February 2021.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

The following comments were received by colleagues in Highway Services.

*A Highways Technical Note / Transport Statement should be provided.

Trip generation and junction capacity:

Understood that the last known permitted use of the site was a club. This was licensed to accommodate 170no. people.

It is noted that the following activities will take place at the ground floor of the site:

- Youth empowerment Program
- Health Awareness Program
- Music Training
- Upraise program
- Sunday church services
- Excellent Mind program
- Smile Project

*Full details should be provided on the frequency of activities and the anticipated maximum number of attendees.

*Commentary will need to be provided on how the site will operate in peak period in the calendar. It is understood that 6no. residential accommodation is to be provided on the first floor.

*Further information is required on vehicle trip generation associated with the proposed ground floor uses/activities and first-floor uses.

Site accessibility:

The site is accessible by transport modes. Regular bus services are available within walking distance from the site.

Parking and access:

*Vehicular and pedestrian access is to be from Longsdale Street - Confirmation is required. It is noted that there are 4no. existing car parking spaces at the site. Upon observation these spaces do not appear to be formally demarcated.

*Application form notes that a total of 7no. car parking spaces are proposed to be provided on site. However, the location of these spaces is unclear and should be clarified on an updated plan

*Clarification is sought on whether the proposed car parking spaces will affect the operation of the adjacent properties along Longsdale Street.

*Information is sought on the parking demand associated with the different activities and the residential accommodation at the site.

*Clarification is also sought on how car parking will be managed for the activities associated with the site, including the first-floor accommodation.

*Parking bays should be in alignment with MCC's parking dimensions:

- Standard parking bays minimum 2.4m x 4.8m; and
- Disabled parking bays minimum 3.6m x 6.0m.

It is understood that a public car park off Reliance Street is to be used for parking particularly for Sunday Church services (11:00 - 1:00pm).

*Clarification is sought on the total number of car parking spaces available within this car park, together with information on current parking demand and occupancy levels.

Event and traffic management:

It is requested that an Event & Traffic Management Strategy is conditioned to any consent of the application.

Cycle parking:

*The location of the proposed cycle store requires clarification.

*Justification is required for the level of cycle parking provision proposed. Cycle parking should be secure and covered.

Boundary treatment:

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and servicing:

*Clarification is sought on the refuse bin store location.

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

*Will refuse collection be undertaken privately?

*Further information is required on delivery vehicle frequency and type associated with the site.

Travel Plan:

It is recommended that a travel plan is conditioned and attached to any planning permission.

Construction management:

Detail should be sought from the applicant in relation to any proposed construction or fit-out arrangements, where there is an impact on the highway.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to:

highwaylicences@manchester.gov.uk.

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to

highwaynetworkmanagement@manchester.gov.uk.

Further comments received 29 April 2026:

Applicant has noted that the proposed uses are community focused, generating predictable and manageable levels of activity. As per initial comments, the following is required and will help understand traffic impacts:

- *Full details should be provided on the frequency of activities and the anticipated maximum number of attendees.
 - *Commentary will need to be provided on how the site will operate in peak period in the calendar.
 - *Further information is required on vehicle trip generation associated with the proposed ground floor uses/activities and first-floor uses.
 - Applicant has noted that the operational period on Sunday is between 11.00am – 1.00pm and that there is no realistic prospect of traffic conflict or congestion from activities in this window.
- *Further clarification is sought on how weekday operational period will affect the operation of the adjacent properties along Longsdale Street.

All information requested remains outstanding.

Environmental Health

Colleagues in Environmental Health made the following comments:

- Request a construction hours condition be attached to any approval granted.
- Request a premises opening hours condition- Environmental Health raise concerns with the hours of opening on Sunday and Bank Holidays until 1am which are very late. These times should be incorporated into the acoustic assessment to ensure there will be no noise escaping. They should also take into account the event and potential noise from patrons arriving and leaving the venue.
- Request a HOURS2 (Deliveries to commercial premises) condition be attached to any approval granted.
- Request a NSE1 (Premises sound insulation) condition be attached to any approval granted.
- Request a NSE4(b) (Residential sound insulation AND overheating) condition be attached to any approval granted.
- Request a NSE6 (External plant/equipment/servicing) condition be attached to any approval granted.
- Request a refuse condition be attached to any approval granted.
- Request an AIR QUALITY 2* (EVC & Boilers, and Stoves) condition be attached to any approval granted.

- Request an AIR QUALITY 3 condition be attached to any approval granted.
- Request an CLAND* (Watching brief condition) condition be attached to any approval granted.

Greater Manchester Police

The following concerns were received from GMP:

GMP have concerns about the proposed ground floor church/community centre and the first-floor temporary accommodation utilising a shared external entrance and access/escape cores. This could allow unauthorised access between the uses and provide opportunities for offenders to exploit. The ground floor church/community centre and the first-floor temporary housing must be served by their own dedicated external entrances, with no internal access possible between the uses.

GMP would also make the following recommendations:

Ground Floor Church/Community Centre

- The proposed centre is likely to have numerous uses and facilities, frequented by a wide range of user groups within the community. This can provide opportunities for criminals to legitimately and anonymously enter the building and target vulnerable areas. Consideration should be given to the main entrance to the building being capable of being access-controlled, so that the entrance can be secured if/when required but visitors can still contact officials/staffs if they wish to enter (e.g. during quiet times or when classes/events for specific groups are being hosted).
- All internal doors/frames to individual rooms and stores should be solid core (FD30 or higher), with 3 hinges and a manual deadlock or an electronic lock operated by staff key card/fob, so that they can be secured when unoccupied. The use of numeric keypads is not advised, as codes can be easily observed or shared and are rarely changed. Any cash rooms/offices and any other rooms containing valuable equipment (such as audio/visual equipment, computers etc.) should have solid masonry walls, no adjacent false/suspended ceilings and a security-certified doorset (i.e. to BS PAS 24). All high value equipment should be property marked and securely fixed or stored to deter damage/theft.
- A comprehensive intruder alarm system should be installed to cover the centre, linked to contacts on all external doors and PIR detectors to any rooms with accessible windows. It is strongly recommended that any alarm system is monitored, with a response facility (i.e. linked to a recognised Alarm Receiving Centre, who will alert the key holder or a security patrol team). CCTV coverage of all external facades and the entrance lobby is also advised.
- Lighting to all parking areas should be in accordance with BS 5489, with an average lux level 20 and a uniformity level of no less than 25%. Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors.
- It is highly recommended that any cycle stores or lockers are sourced from an SBD supplier - please see Accredited Product Search (securedbydesign.com). Bin stores should also be secure, lockable enclosures.
- We would highly recommend that any new external doorsets, windows and shutters are to Secured by Design (SBD) compliant standards (e.g. PAS 24) and all new glazing is laminated (rated as P4A under EN 356) - please Secured by Design - Secured by Design or Secured By Design – Design For Security for more information.

First Floor Temporary Accommodation

- The main communal entrance serving the accommodation should be formed by a security-certified, self-closing/locking single-leaf doorset secured with an electrically operated multi-point lock and remotely operated via a robust electronic access control system. The entrance should be controlled by means of a video entry phone system linked to a staff office or to each bedroom, so that staff or residents can vet callers to the building before allowing them access. In addition to a robust access control system for visitors, there should also be a secure system for the delivery of post/parcels that ensures access to the first floor of the building is not required.

- Consideration should be given to a regular, visible staff presence to not only discourage offenders from attempting to gain unauthorised access, but also give residents a readily available contact to whom they may report any issues. Given the likely transient nature of the residents of the scheme, resident fob/key-cards should be capable of being easily and quickly activated/disabled by staff to ensure that mis-use is prevented.
- Each of the internal bedroom units should ideally be secured with a PAS 24 security-certified doorset or, at the very least a robust solid-core doorset (FD30 or higher) with hinge-bolts and a lock certified to BS 8621 or PAS 8621, to allow the residents to secure their own bedroom/possessions.
- We would highly recommend that any new external doorsets and windows are to Secured by Design (SBD) compliant standards (e.g. PAS 24) and all new glazing is laminated (rated as P1A under EN 356) - please Secured by Design - Secured by Design or Secured By Design – Design For Security for more information.

MCC Supported Housing Monitoring Group

Colleagues in the MCC Supported Housing Monitoring Group reviewed the application. A Commissioning Manager within the Homelessness Directorate confirmed the proposed scheme would not be something the Team would want to progress from a commissioning/ supported housing perspective. An MCC Service Manager - Accommodation & Support confirmed the proposed scheme would not be something the Team would want to progress from a temporary accommodation perspective.

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, and c) an environmental objective.

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

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

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.

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 EC5 (East Manchester);
- Policy EN1 (Design Principles and Strategic Character Areas);
- Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) (partially superseded by PfE);
- Policy EN19 (Waste);
- Policy H1 (Overall Housing Provision) (partially superseded by PfE);
- Policy H4 (East Manchester);
- Policy T1 (Sustainable Transport) (partially superseded by PfE);
- Policy T2 (Accessible Areas of Opportunity and Need).

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:

DC26. Development and Noise

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.

DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:

- a. in residential areas;
- b. near schools, hospitals, nursing homes and similar institutions;
- c. near open land used frequently for recreational purposes.

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.

Environmental Improvement and Protection

E3.3 The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

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.

Manchester Residential Quality Guidance (2017)

Manchester Residential Quality Guidance (2017) providing clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

Places for Everyone (2022-2039)

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 following policies are relevant:

JP- S1- Sustainable development.

ISSUES

Principle of Development

The current application seeks planning permission for the Change of Use from Club (sui generis) to Church and Community Centre (including residential accommodation) (sui generis).

The principle of the proposed use is not considered acceptable.

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions be made in accordance with the development plan unless material considerations indicate otherwise.

In the case of this application, the principle of the proposed development is not considered acceptable and is in conflict with the aforementioned development plan policy and associated guidance.

Concern is raised that the proposed use would result in the over-intensification of the site. Given the proposal would host multi-functional community facilities and residential accommodation on the first floor, concern is raised as to the extent of services/ activities and the associated comings and goings, highway implications, noise and disturbance, and the proposed quality of accommodation associated with the proposed use, and lack of consideration to reducing the risk of crime. Such development would be contrary to Policy SP1, DM1 and EN1 of the Core Strategy.

In short, the benefits to the applicant do not outweigh the potential harm. Such issues will now be discussed in turn.

Impact on the Highway

Highway Services requested further information during the course of the application to fully assess the scheme. Information was sought on the parking demand associated with the different activities and the residential accommodation at the site. Full details were required on the frequency of activities and the anticipated maximum number of attendees. Commentary was requested on how the site will operate in peak periods in the calendar. Further information was requested on vehicle trip generation associated with the proposed ground floor uses/activities and first-floor uses.

It is understood the proposed use would utilise off site car parking at the public car park off Reliance Street, at certain times, especially for Sunday Church Services. Highways requested information on the total number of car parking spaces available within this car park, together with information on current parking demand and occupancy levels.

The agent provided a response to Highway queries, however the points of clarification requested from Highways (and further detailed within the Consultee response section of this report) were not addressed. No technical Highways Technical Note / Transport Statement was provided for review and rather the agent provided a general response to how the site is easily accessible and the community use would result in predictable and manageable levels of activity.

The potential number of vehicles that could be attracted to the local area as a consequence of the proposed use, would put increased pressure on local kerbside parking. In turn, this would lead to localised congestion, close to a busy, T junction and along nearby surrounding roads, such as Reliance Street, Eagar Street and Lilmore Avenue, as well as leading to increased competition for limited off road parking. It is considered that it would be detrimental to other highway users and the amenity of neighbouring occupiers, including occupiers of neighbouring business premises.

In short, insufficient information has been provided to provide comfort and assurance that the proposed development can be conducted without giving rise to the detriment of highway and pedestrian safety, contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy.

On Site Parking and Access

Policy T2 of the Core Strategy states that all new developments should provide appropriate car parking facilities and also that the circumstances of each proposal should be taken into account to establish what level of parking is appropriate.

Policy DM1 requires that adequate parking should be provided for all new development and consideration should be given to traffic generation and road safety.

Policy SP1 also states that new developments should make a positive contribution to the health, safety and wellbeing of residents.

Notwithstanding the level of off-road parking proposed, the information provided as part of the application is inconsistent in relation to the number of spaces proposed. 9no. car parking spaces are shown on the existing ground floor plan received 29 December 2025 (03), however on a floor plan submitted on 20 February 2026 (03 REV 1), only 3no. spaces are shown. 7no. parking spaces are referred to within the submitted application form. The correspondence from the agent titled 'Validation Requirements' references both 7no. spaces and 4no. spaces. Given the information provided is insufficient, the LPA base the assessment off the latest ground floor plan received on 20 February 2026 (03 REV 1), where only 3no. spaces are shown.

Colleagues in Highway Services requested clarification as to the proposed number of parking spaces, due to the inconsistency proposed. Clarification was also sought by colleagues on how car parking will be managed for the activities associated with the site, including the first-floor accommodation. Parking bays should be in alignment with MCC's parking dimensions- no clarification on this matter was provided.

Clarification was sought on whether the proposed car parking spaces would affect the operation of the adjacent properties along Lonsdale Street. It is acknowledged that Lonsdale Street has been historically used for parking by both the former social club and the existing commercial premises on the opposite side of Lonsdale Street, and the garage business to the north of Lonsdale Street. However, this is not a formal arrangement or an arrangement that is considered acceptable from a highway safety perspective. The arrangement has arisen due to the unadopted status of Lonsdale Street and often results in vehicle oversailing the footway, further impeding access (see Figure 1).



Figure 1, Parking arrangements along Lonsdale Street

At the time of the site visit, vehicles that appeared to be related to the garage business to the north sat in parking space 3 identified on the plan '03 REV 1'. Such arrangement does not appear to be formally approved by highways or the LPA. Cars parked on both sides of Lonsdale Street as requested under the current application would result in a very narrow gap, which would make through-access to the industrial premises problematic, particularly for larger delivery/commercial vehicles and would also result in difficult manoeuvres for vehicles trying to access or egress the parking spaces. It is believed that this would increase the potential for vehicles coming into conflict with each other when attempting to access or egress parking spaces, to the detriment of highway safety.

Moreover, access to and from Lonsdale Street could become chaotic when patrons searching for parking spaces along Lonsdale Street cannot find an available space and would then seek to try and turn around within the site or reverse back onto Oldham Road. Such manoeuvres would be difficult and could jeopardise the safety of highway users.

On this basis, it is considered that the proposed parking arrangement is not acceptable and would impede access for neighbouring business occupiers, whilst undermining the safety of highway users.

First Floor Accommodation

The first-floor accommodation has previously been used for short-term lets and is now proposed to operate as temporary accommodation for individuals and families experiencing crisis. The proposal would provide six bedrooms with shared communal facilities.

Whilst there is some concern that bedrooms 3, 4, 5, and 6 are served by relatively small windows, which may limit the level of natural light available to these rooms, a more significant concern arises from the potential impact of activity, noise, and disturbance generated by the proposed ground floor use on future occupants of the first-floor accommodation.

The ground floor is proposed to accommodate up to 170 people, with opening hours of Monday to Friday 16:00 to 18:00, Saturday 12:00 to 14:00, and Sunday and Bank Holidays 11:00 to 01:00.

Environmental Health have raised concerns regarding the extended opening hours on Sundays and Bank Holidays. The scale of the use, combined with the anticipated levels of comings and goings at late hours, is likely to give rise to unacceptable levels of noise and disturbance, to the detriment of residents occupying the accommodation above.

Although Environmental Health has recommended the submission of an acoustic assessment and details of a noise insulation scheme, no such information has been provided as part of the application. As such, there is insufficient evidence to demonstrate that the operation of the ground floor use would not adversely affect the living conditions of future occupants of the upper floor.

Further, beyond noise impacts alone, the intensity of activity associated with a use of this scale, including increased vehicle movements, pedestrian activity, talking and general congregation would result in a level of disturbance that would significantly undermine residential amenity.

In conclusion, the proposed first-floor accommodation would fail to provide an acceptable standard of living for future occupiers. The relationship between the proposed ground floor community use and the residential accommodation above would lead to undue harm to future living conditions. The development is therefore considered unacceptable and contrary to saved

policy DC26 of the Manchester Unitary Development Plan, Policies SP1, H1, H4, and DM1 of the Manchester Core Strategy, and the Manchester Residential Quality Guidance.

Crime and Security

Colleagues in Greater Manchester Police have raised concerns about the proposed first floor accommodation and its proximity to the church and community use on the ground floor. Concern is raised about the two uses utilising a shared external entrance and access/escape cores.

The proposed centre is likely to have numerous uses and facilities, frequented by a wide range of user groups within the community. This can provide opportunities for criminals to legitimately and anonymously enter the building and target vulnerable areas. This could allow unauthorised access between the uses and provide opportunities for offenders to exploit. The ground floor church/community centre and the first-floor temporary housing must be served by their own dedicated external entrances, with no internal access possible between the uses. It does not appear as though the current proposal achieves such measures. Although colleagues in GMP recommended a number of measures to improve security at the site, the LPA concur with the concerns raised by GMP in respect of the two uses in close proximity and lack of separation between the uses. The scheme is not considered to reduce the risk of crime, contrary to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

Cycle Parking

The ground floor plan 03 REV 1 shows the provision of a bicycle storage area. It would appear as though only 1no. cycle could be stored in such space. Colleagues in Highway Services requested justification for the level of cycle parking provision proposed. No further information was supplied during the course of the application. It is noted that a condition to this effect could be attached to any approval granted, and so such issue would not warrant a refusal in its own right.

Refuse and Servicing

Colleagues in Highway Services requested further information in respect of refuse and servicing, including the refuse collection point, whether the refuse collection be undertaken privately, and further information in respect of delivery vehicle frequency and type associated with the site. Colleagues in Environmental Health request a refuse condition be attached to any approval granted. It is noted that a condition to this effect could be attached to any approval granted, and matter addressed via condition, and so such issue would not warrant a refusal in its own right.

Other Matters

Despite the concerns outlined above, it is noted that the submitted drawings are inaccurate, as the front elevation fails to show the bedroom window serving Bedroom 4. However, this discrepancy is not considered to undermine or prejudice the reasons for refusal.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Refuse

Article 35 Declaration

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. In this instance officers have worked with the applicant in a proactive manner, but in this instance the scheme is not acceptable, and the application is refused in a timely manner.

Reasons for recommendation to refuse

1)Highways Impact

It has not been satisfactorily demonstrated that the proposed use, having regard to its associated level of parking demand, trip generation, servicing arrangements and intensification of vehicular movements, would not give rise to unacceptable pressures on existing on-street parking provision or exacerbate highway safety concerns within the surrounding area. In the absence of sufficient evidence to the contrary, the proposal is therefore considered to result in adverse impacts, contrary to the objectives of promoting sustainable and safe transport, pursuant to policies T1, SP1 and DM1 of the Manchester Core Strategy.

Access

2) The proposed parking area, located adjacent to the northern elevation of the host building along Lonsdale Street, when considered in conjunction with the existing parking provision on the opposite side of the street, would result in a constrained layout that would impede access to neighbouring commercial premises to the rear. The limited separation between the existing and proposed parking areas would create substandard conditions for vehicular manoeuvring, increasing the likelihood of conflict between vehicles. This arrangement would be detrimental to the safe and convenient operation of the highway and would adversely affect access arrangements for neighbouring occupiers. The proposal would therefore give rise to unacceptable highway safety impacts, contrary to Policies DM1 and SP1 of the Manchester Core Strategy.

3)First floor accommodation

The proposed development, by reason of the relationship between the intensive ground floor use and the first-floor residential accommodation, would result in unacceptable levels of noise, disturbance, and general activity that would be harmful to the living conditions of future occupiers and insufficient information has been submitted to demonstrate that appropriate mitigation

measures, such as acoustic insulation, could adequately address these impacts. As such, the proposal fails to ensure an acceptable standard of accommodation for future occupants, contrary to saved policy DC26 of the Manchester Unitary Development Plan, policies SP1, H1, H4 and DM1 of the Manchester Core Strategy, as well as the Manchester Residential Quality Guidance, which seek to ensure that development provides a high standard of amenity for existing and future occupiers.

4) Crime and Security

The proposed first floor accommodation, by virtue of its proximity to and relationship with the church and community use at ground floor level, would create opportunities for individuals to gain legitimate access to the building, thereby increasing the potential for criminal activity in vulnerable areas. This arrangement could facilitate unauthorised movement between the different uses to the detriment of public safety and security. As such, the proposal fails to promote a safe and secure environment, contrary to policies SP1 and DM1 of the Manchester Core Strategy and the guidance set out in the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
MCC Supported Housing Monitoring Group

First Floor, 1143 Oldham Road, Manchester, M40 2FU
Ground Floor, 1143 Oldham Road, Manchester, M40 2FU
Unit 17, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
1338 Oldham Road, Manchester, M40 1EZ
1336 Oldham Road, Manchester, M40 1EZ
1334 Oldham Road, Manchester, M40 1EZ
2 Lonsdale Street, Manchester, M40 2FT
1145 Oldham Road, Manchester, M40 2FU
1324 Oldham Road, Manchester, M40 1EZ
1326 Oldham Road, Manchester, M40 1EZ
1328 Oldham Road, Manchester, M40 1EZ
1330 Oldham Road, Manchester, M40 1EZ
1332 Oldham Road, Manchester, M40 1EZ
1340 Oldham Road, Manchester, M40 1EZ
1342 Oldham Road, Manchester, M40 1EZ
INPOST DELIVERY LOCKER OUTSIDE 1149-1167, Oldham Road, Manchester, M40 2FU
T D AUTOCARE, Workshop, Lonsdale Street, Manchester, M40 2FT
Warehouse Adjacent Unit 16, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Unit 16, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
1133 - 1141 Oldham Road, Manchester, M40 2FU
FARMFOODS, 1 Droylsden Road, Manchester, M40 1AA
1147 Oldham Road, Manchester, M40 2FU
3 Eagar Street, Manchester, M40 1EP
1149 - 1167 Oldham Road, Manchester, M40 2FU
1370 Oldham Road, Manchester, M40 1EZ

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