

Application Number	Date of Appln	Committee Date	Ward
111421/FU/2016/N1	4th Mar 2016	22 nd Sep 2016	Harpurhey Ward

Proposal Retrospective application for the change of use of industrial unit (B1) to place of worship (D1)

Location Unit 2 Brookside Works, Clough Road, Manchester, M9 4FP

Applicant Allan Omagbemi , 2 Sandering Drive, Manchester, M8 8YT

Agent A And S Inman, 24 Grangethorpe Road, Urmston, Manchester, M41 9HT

This application is being presented to the Planning and Highways Committee for members to agree what decision they would have made if the application was before them for determination. This is due to the applicant appealing against non determination of the planning application, and therefore the final decision now rests with the Planning Inspectorate.

Description

This application is a re-submission following a refusal of the same proposal by the Planning and Highways Committee at its meeting of the 12th November 2015. The previous planning application is reference 109982/FU/2015/N1. The current application has now been submitted with the benefit of an acoustic report for consideration.

The application site consists of a single storey brick building, with a pitched corrugated tin roof. The building was previously in use for light industrial purposes as part of the Brookside Works Industrial Estate. Access to the premises is via double gates off Clough Road. The building has several access points that are covered by existing roller shutters. The unit fronts a small service road which is also informally used for vehicle parking.

The industrial estate consists of two main blocks which have been subdivided into a number of individual premises. The uses are mainly light industrial premises (Use Class B2). Some of the units have direct access off Clough Road whilst others are serviced off the internal access road.

To the south west of the site is an area of grass land which was granted planning permission for 5 four bedroom houses in May 2012 (ref. 098789). Beyond this area are two storey residential terrace properties along Joule Street. To the north / north west of the site are further semi- detached properties along Carron Avenue and, to the south east of the site is further residential development along Clough Road. To the south of the site are further single storey buildings associated with the industrial estate. Clough Road bounds the site to the east, which, is characterised by two storey terraced and semi-detached properties. Clough Road is a minor residential road located off Moston Lane. Traffic calming measures are present along the road along with bollards to prevent parking on the pavement areas to the front of the

residential properties at the junction of Carron Avenue and Clough Road near to the industrial estate.

This application seeks retrospective planning permission for the retention of a place of worship (Use Class D1) within Unit 2. Brookside Works, as the use continued following the earlier refusal of permission. An enforcement notice has been served and an appeal was subsequently submitted. That appeal has been withdrawn, however, as noted an appeal against non determination of this application has now been made. The Enforcement Notice remains in place. The applicant has requested to operate the following hours:

Sundays 9:15 to 2:00pm

First Sunday monthly evening 6:00pm to 7:30 pm

Tuesdays 6:45 pm to 8:45 pm

Thursdays 6:00 pm to 8:00 pm

Third Friday monthly 10:00 pm to 1:00 am

Last Friday monthly 7:00 pm to 9:00 pm

Saturdays 2:00pm to 7:00 pm

Second Saturday monthly 8:30 am to 11:00 am

Last Saturday monthly 6:00 pm to 8:30 pm

Wednesdays and Fridays 12:00 noon to 1:15 pm

10:00 am to 6:00 pm.

Consultations

Ward members - have objected, and are concerned over the noise that is currently generated and will be generated in this residential area by the use, plus the traffic and parking associated with this use in this small area will be too much.

Local residents/public opinion - An objection letter signed by thirteen objectors has been received and three letters from local residents in respect of this planning application. The comments can be summarised as follows:

- The tin construction amplifies the sound, and they use amplified instruments which make it even louder. There is loud shouting and singing which can be heard through the open shutters. The noise often lasts for prolonged periods of time, and during the evening/late at night, particularly on a Sunday when a steel band has played. The corrugated tin roof makes the sound echo more.
- The traffic is increasing, and causing parking problems for the residents who live in the area, the streets are narrow and it is already causing traffic problems, they will pull up in the middle of the road whilst collecting someone from the building rather than pull into the site, which holds up the rest of the traffic. If vehicles are parked on both sides of Clough Road, how would emergency vehicles get through.
- This is an industrial building which, had previously operated regular hours, they are operating all hours of the day and night.
- The building should be retained for employment purposes;
- Litter and rubbish is often left outside of the premises;
- There is noise and disturbance outside of the premises, in particular, loud voices, the door shutters being opened and closed, car doors being opened and closed, and children running around unattended. There have even been instances of people urinating against the wall.

- The church is often open all day. Children and adults scream and shout outside of the premises.
- There are grave concerns over the condition of the building, as, there would appear from viewing through the old shutters debris inside.
- They raised and lowered the rusty shutters as people were entering and leaving the building which created a horrendous noise.
- They are already operating longer and outside of the hours they have requested in their application. The Sunday sessions are getting longer each time. They opened at 9:15 am and eventually closed at 8:40 pm. That was after a whole day of loud noise, steel band, singing and shouting and the constant raising and lowering of the rusty roller shutters.
- The car park is still not in use with the cars parking on the pavements, people have to cross into the road to get past.
- The site would be better suited to residential development.
- There are also concerns that there may be a creche operating from the building, as children have been seen being dropped off early in the morning, and also after school.

This area is a family area, and the noise created by this use late into the evening is not acceptable for the young families.

Highway Services - Further information is required regarding where additional parking will be accommodated during full capacity events, when up to 100 worshippers will attend the site. Previously the applicant has suggested that the worshippers will arrive by coach, however it is likely that a large number of worshippers will arrive by private car. It is recommended that additional off street parking is provided for such events, the applicant should confirm where this parking will be located and how the parking arrangement will be managed.

During full capacity events it is unclear as to where coaches will park. It is not acceptable for coaches to park on the adopted highway adjacent to the site.

Carron Avenue adjacent to the northern boundary of the building is too narrow for vehicles to park in without them parking half on the footway. In addition any vehicles parked on this road would cause a further obstruction as existing residents would also require access to their driveways and would not be able to turn out into Carron Avenue if any vehicles were to park opposite these dwellings.

If the proposed level of off-street facilities are not sufficient to accommodate the parking demands, it may be necessary to introduce waiting restrictions at the Carron Avenue/ Clough Road junction and also along the southern carriageway to Carron Avenue to prevent any overspill parking occurring at these locations. This work would be required to be undertaken through a section 278 highway agreement, pursuant to the Highway Act 1980 and fully funded by the applicant and implemented at nil cost to the Highway Authority.

In addition to the above it is recommended that a travel plan or condition would be required.

Environmental Health - Believe the hours of use stated in the Design and Access Statement particularly the every third Friday 10pm to 1 am is likely to cause disamenity to residential properties surrounding the site. The noise generated from worshippers arriving and leaving the premises will have a significant increase in

noise climate in this mainly residential area where, during the evening and night time periods background noise levels are low. Several requests were made to the applicant / agent for additional information as to what the conditions were at the time of the noise readings etc, such things as number of congregation, were the roller shutters in the up or down position, and whether the service was acoustic or amplified, however despite these requests and assurances given by the agent that the additional information was to be submitted, no further information has been submitted. There are other times in the schedule of operation that also cause concern, and as such, if the proposal is recommended for approval, the hours of the use of the premises shall be agreed in writing by the City Council as local planning authority and thereafter implemented in accordance with the agreed schedule of operation. Other recommended conditions related to refuse and noise.

North Neighbourhood Services - Would not support the application. NNS would prefer to see the unit retained for employment use purposes as there is a demand for job opportunities within this locality. Further to this, the potential use of the building late into the evening could have a negative impact on the surrounding residential area in terms of both noise abatement and when visitors are leaving services at 1 am, and parking issues given that there is insufficient parking provision for high numbers of visitors to the site. It is therefore considered to be an inappropriate use given the likely impact due to noise, traffic, and parking issues.

Design for Security at Greater Manchester Police - New external fittings should be to Secured by Design Standards

- The car park should be enclosed by secure boundary treatment preferably 2.1 metre weld mesh. Gates into the car park should be access controlled
- The car park should be adequately lit
- Dusk to dawn lighting should be provided to all external doors.
- No cash should be stored on the premises, and signage should be displayed to convey this.
- The premises should be covered by CCTV and a monitored alarm.

Greater Manchester Fire Service- no comments received..

Issues

Policy

The Development Plan

The Development Plan includes:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)
- The Greater Manchester Joint Waste Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant

elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area - in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

The policy goes onto to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
- Creating well designed places that enhance or create character.
- Making a positive contribution to the health, safety and well being of residents;
- Considering the needs of all members of the community;
- Protect and enhance the built and natural environment.

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC1 'Employment and economic growth in Manchester' outlines the priorities for ensuring continued economic growth in the City. Priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;

- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

Policy EC 2 'Existing Employment Space' states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy T2 'Accessible areas of opportunity and needs' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

In addition, all new development should provide appropriate car parking facilities.

Policy DM1 'Development Management' all development should have regard to the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;

- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

For the reasons given below, it is considered that the proposal is not consistent with the policies contained within the Core Strategy.

Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning applications. The relevant policies are as follows:

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

For the reasons given below, it is not considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Governments planning policies for England. At the heart of the document is the aim to deliver sustainable development. The document states that there are three main dimensions to this - an economic role, social and environmental.

Paragraph 70 seeks to deliver social, recreational and cultural facilities and services to meet community needs. Furthermore, planning policies and decisions should plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments.

Paragraph 123 states that planning policies and decisions should aim to:

- Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;

- Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

National Planning Policy Guidance (NPPG)

Decision taking should take account of the acoustic environment and in doing so consider:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur; and
- Whether or not a good standard of amenity can be achieved.

This includes identifying whether the overall effect of the noise exposure (including the impact during the construction phase wherever applicable) is, or would be, above or below the significant observed adverse effect level for the given situation.

Planning History

Application No: 064884/FU/NORTH1/02

Application Type: Change of use Consent

Location: Unit 2 Whitehouse Works, Clough Road, Blackley

Proposal: Retention of vehicle repair and service workshop with MOT facility (Class B2)

Decision: Approved

Decision Date: 14/06/2002

Application No. 109982/FU/2015/N1

Application Type: Change of use consent.

Location: Unit 2 Brookside Works, Clough Road, Blackley

Proposal: Retrospective application for the change of use of industrial unit (B1) to place of worship (D1).

Decision: Refuse and Enforce – Committee decision

Decision Date: 27/10/15

Principle

The building, which is the subject of this planning application, is currently in use as a place of worship (Use Class D1) without the benefit of planning permission. The current occupants have used the building since May of last year. Prior to this it was used as light industrial in association with the motor trade business.

Policies EC1 and EC2 seek to ensure that there is an adequate supply of employment land across the City and that there are a range of sites and premises for all types and sizes of businesses. Where a proposal seeks the loss of employment land, policy EC2 advises that it must be demonstrated that the existing use is unviable/incompatible with adjacent uses or, that the proposal offers greater benefit in terms of the vision for the Core Strategy and spatial objections than the existing use.

Standard of accommodation

The internal layout of the premises has been arranged around the main hall/ area of worship. The remainder of the unit will accommodate a pastors office, and administration area, a reception area a 12 - 18 year olds, a large meeting area office, toilet facilities, kitchen and a 5-12 year olds reception area.

The applicant has indicated that there is a congregation of around 35 to 100 individuals who attend / will attend the church. Whilst in theory the unit could accommodate this number of people, there are considered issues which means the premises is not suitable.

Car parking

Policies T2 and DM1 of the Core Strategy state that development proposals should make adequate provision for their parking needs. There are 28 parking spaces provided within the sites internal car park, of which three would be accessible for disabled users. The car park is accessed from Clough Road. Given, that the premises are looking to operate 6 days a week, (albeit sporadic), the hours proposed comprise daytime hours when any occupied units within the estate would be in use, through to the evening times when the occupants of the surrounding residential properties would be home. There are currently no on-street parking restrictions on the surrounding residential roads and therefore, any overspill parking will potentially impact on residential parking within the area. This is something residents have raised concerns about. The application site is located in an area where there is a good level of access to public transport, however, this would be much less frequent for the evening operations at the premises. The comments from local residents also highlight the fact that mini buses are used in addition to the private car, and even though the car park is now open for use, the visitors are still parking on the surrounding highway. Highway Services have also raised concerns in relation to the over-spill parking and the impact this could have on the residential roads within the vicinity of the site.

It is therefore considered that there is conflict with policy DM1 in terms of available parking and impact on the local residential roads. Had the recommendation been to approve the application, a condition of the planning approval would have been to agree travel planning measures to reduce the dependency of the car for those visiting the premises.

Noise and disturbance

The use of the building as a place of worship it is believed creates more intensive comings and goings, during specific days i.e. Sundays, which are considered to be

over and above the less intensive use of the premises at a B2 'light industrial' premises. As such, it is necessary to consider the impact of the use in this regard, particularly whether there is any harmful impact on surrounding residential properties, as required by policies SP1 and DM1 of the Core Strategy, saved policy DC26 of the UDP and the guidance contained within the NPPF and NPPG.

It is considered that there are two main sources of noise from this use:

- Noise outbreak from the premises during use; and
- Noise and disturbance, from the comings and goings, outside of the premises.

As detailed above, the church has a congregation of 35 to 100 and the hours applied for are as follows:

Sundays: 9:15 am to 2:00pm
First Sunday monthly evening 6:00pm to 7:30pm
Tuesdays 6:45 pm to 8:45 pm
Thursdays 6:00 pm to 8:00 pm
Third Friday monthly 10:00 pm to 1:00 am
Last Friday monthly 7:00 pm to 9:00 pm
Saturdays 2:00pm to 7:00 pm
Second Saturday monthly 8:30 am to 11:00 am
Last Saturday monthly 6:00 pm to 8:30 pm
Wednesdays and Fridays 12 noon to 1:15 pm
10:00 am to 6:00 pm Tuesday to Saturday.

The residential properties which are considered to be most affected by this development are properties to the north of the application site, along Carron Avenue (numbers 2 - 24), which are approximately 7.47metres away garden to site, and 13.44 metres away house to site. In addition, there are also properties to the east, along Clough Road (particularly 38- 54), approximately 16.8 metres from the application property. It should also be noted that planning permission has been granted for 5 dwellinghouses immediately to the north of the industrial estate.

When the congregation meet on a Sunday, internal activities include amplified music being played, singing, chanting and instruments being played including a steel band, which all accompany the main service. There has been a noise survey submitted as supporting information with the planning application, however, this does not state under which conditions the survey was conducted. As such the noise emitted from the building and associated noise from the use can not be fully assessed from a technical point.

However, the objections received to this planning application state that not only is the noise from the premises clearly audible but that the noise continues outside of the hours the applicant has applied for. Indeed, residents have stated that the noise regularly continues well after the applicants requested time of 14:00 and into the later part of Sunday evening. In addition as well as the existing Roller shutter doors around the building, two doorways in the northern elevation have been re-instated that have been fitted also with roller shutters. The proposal would include an emergency exit door created on the western elevation which again be fitted with a

roller shutter door. All of the roller shutters remain in the up position whilst the building is occupied, and there is no doubt this contributes to the noise breakout from the building.

Environmental Health commented that the hours of use as applied for are likely to cause noise disamenity to the residential properties surrounding the site. The noise generated from worshippers arriving and leaving the premises has a significant increase in noise climate in this manly residential area, where, during the evening and night time period's background noise levels are low.

Even if the building incorporates measures to control noise, any benefit would be lost as soon as the roller -shutter doors (facing onto Carron Avenue) in the north and western elevations (facing Clough Road) remain open. This is the intent of the applicant whilst the building is occupied.

From continual feedback from the local residents it is concluded that the activities within the premises, along with their duration throughout Sunday, are having a harmful impact on surrounding residential amenity.

Consideration has also been given as to whether the comings and goings outside of the premises give rise to any harmful impacts on residential amenity. The main sources of noise are from raised voices, car doors opening and closing, engines being revved, car radios and the roller shutters being operated at the premises. Residents have raised objections to the application that these matters are having a real impact on their amenity. In addition, they have stated that the external grounds are often used by the congregation which makes raised voices clearly audible over a longer period.

The same use in the adjacent unit at 13 Brookside Works was considered under planning ref 097256/FO/2011/N1 where it was determined a refuse and enforce this was granted a temporary consent following a successful appeal. However, once the temporary period expired a subsequent application was considered under planning ref 105905/FO/2014/N1 and was determined again as refuse and enforce. It was considered that the temporary planning permission which allowed the use to operate demonstrated that noise from the internal and external aspects of the use, was having a detrimental impact on the residential amenity of the surrounding residential properties.

The building at number 2 Brookside Works is inadequate in terms of minimising the outbreak of noise from the premises and the applicants acoustic report due to lack of information has proved inconclusive. Whilst it is noted that the premises could be used as a light industrial premises, it is considered that the nature of use of the premises as a place of worship has a more intensive impact on the local area that is over and above that of a B2 premises, with the hours of the previous operations being of a day time operation only.

Waste

The applicant has only provided basic details in respect of waste storage. The four 140 litre bins proposed would be stored in a bin storage area to the north of the building. A waste management pro-forma has not been submitted as part of the

proposal. Had the recommendation been to approve the application, a condition of the planning approval would have been to agree such matters to ensure arrangements were acceptable.

Enforcement

As mentioned previously the D1 use operating from Unit 2 Brookside Works is currently unauthorised. An Enforcement notice has been served and whilst subsequently appealed this has now been withdrawn. Should the applicants current appeal against the non determination of this current planning application be dismissed, the use will be required to cease in accordance with the enforcement notice.

Should the appeal be allowed, the Enforcement Notice would be superseded by the planning permission.

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 the right to a fair hearing and to this end the Committee 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 Head 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 refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO REFUSE (Appeal against non-determination)

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Concern was raised with the applicant during the course of the application in respect of the impact of the use on surrounding residential amenity. The City Council has considered further information submitted by the applicant in this regard, however, this information has failed to overcome the concerns raised.

Reason for recommendation

1) The use of Unit 2 Whitehouse Works, as a place of worship (Use Class D1), creates harmful levels of noise, disturbance and comings and goings from the general activities associated with the use, such as vehicle movements and raised

voices, along with noise outbreak from the premises (from singing, playing music and instruments). This has a detrimental impact on surrounding residential amenity particularly residents along Carron Street and Clough Road. This is contrary to the provisions of policies SP1 and DM1 of the Manchester Core Strategy (2012), saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995) and the guidance contained within the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111421/FU/2016/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/ notified on the application:

Highway Services
Environmental Health
North Manchester Regeneration Team
Greater Manchester Police
GM Fire & Rescue Service

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

1 Rossendale Avenue, Manchester, M9 4FQ
54 Clough Road, Manchester, M9 4BY

Relevant Contact Officer : Janet Lawless
Telephone number : 0161 234 4535
Email : j.lawless@manchester.gov.uk



Application site boundary ● Neighbour notification
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