

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129656/FO/2021

Date registered valid: 28 March 2021

Proposal: Erection of first floor extension to form ancillary space above existing shop (Class E)

Address: 441 Stockport Road, Manchester, M12 4JB

Ward(s): Ardwick Ward

Applicant: Mr & Mrs. Khalid Mahmood 441 Stockport Road, Manchester, M12 4JB

Agent (if any): Mr. Niamat Ali NA Design 47 Egerton Road South, Manchester, M21 0YW

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 October 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 May 2021

Standard consultations:

Printed: 29 March 2021 Expired: 19 April 2021

Neighbour notifications

Printed: 29 March 2021 Expired: 19 April 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

This planning application relates to an existing petrol filling station and shop and red-brick outbuildings connected with ancillary Class E retail use. The site is located at the north-west junction of Stockport Road and Newton Avenue and comprises single storey buildings and canopy to the pump facilities. In and out access is provided to and from Stockport Road. To the north-west of the site is the car parking area relating to a neighbouring health care centre.

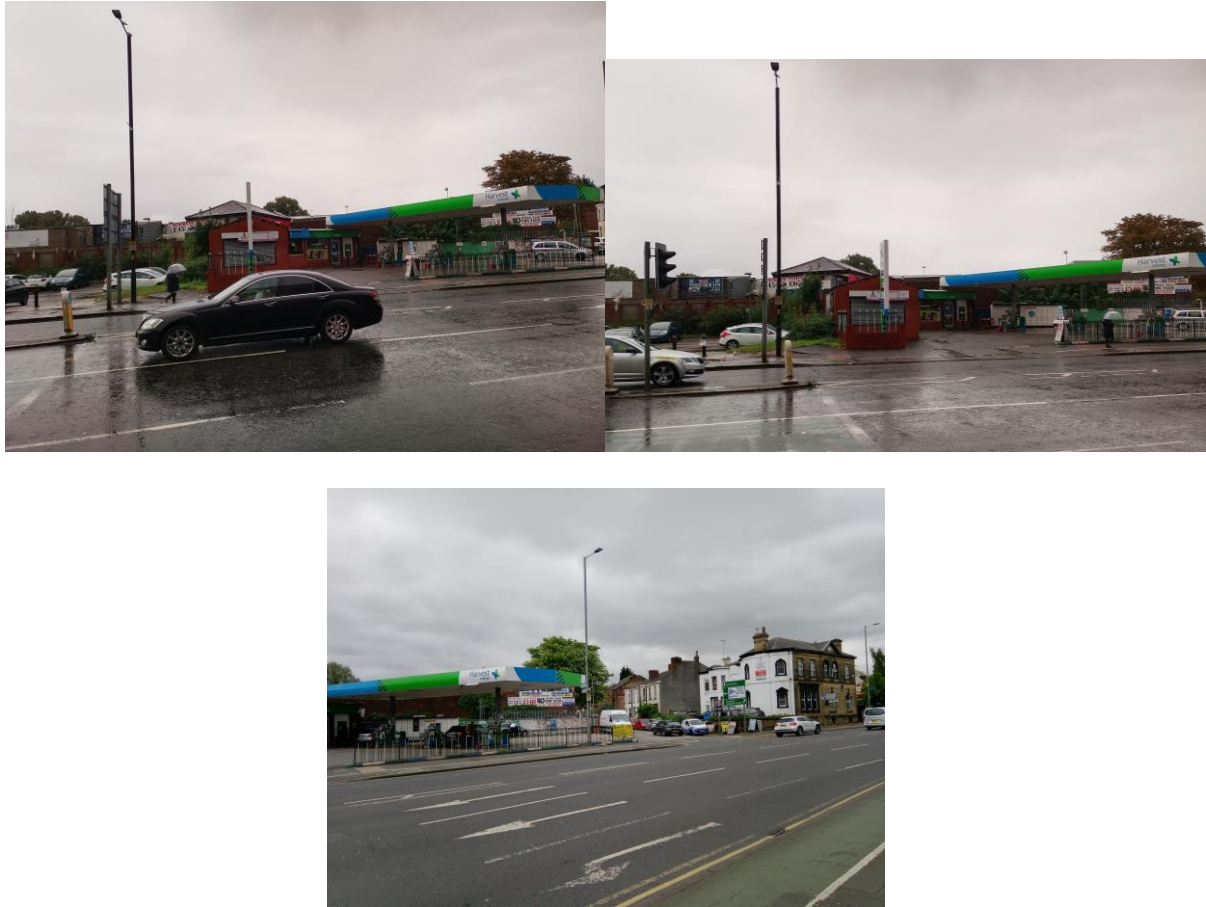


Fig. 1 – Views of the application site and its context

Description of development

The proposed development involves:

- i. The formation of an L-shaped first floor extension that responds to the configuration of the existing single storey buildings;
- ii. The extension would incorporate a gable (principal) elevation to Stockport Road. It would have a pitched roof ridge line running west to east with a maximum height of 6.4 metres and eaves at 5.2 metres. A window would be positioned at first floor level aligning with the window below;
- iii. The windows would respond to the width of the existing building forming and eastward projection of 15.76 metres. A blank elevation would be formed to the northern boundary;
- iv. The returning elevation would incorporate a hipped roof with a ridge line and eaves matching the main part of the extension. Windows would be incorporated into its western and southern elevations;
- v. The component parts of the extension would be separated by a recessed staircase providing access to the first floor. The extension would be constructed in matching materials;
- vi. Internally, the extension would form a large storeroom, an office, ancillary store, WC and staff changing room.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – No objection but the following comments have been received:

- i. Parking and access are acceptable from a highway's perspective.

- ii. It is recommended that provision should be made to provide sheltered storage for 2 cycles.
- iii. It is anticipated that the refuse servicing arrangements would be maintained.
- iv. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network.

Environmental Health – The following comments have been received:

- i. The undertaking of construction works should be limited to working hours set out within Council guidance;
- ii. A condition is requested to ensure any externally mounted equipment required in support of the development are related to noise insulation scheme and related measures for posts installation verification.

Flood Risk Management – No objection but it is recommended that the applicant designs and constructs a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system. It is also recommended that consideration of a green sustainable drainage system to mitigate any loss in impermeable area.

Greater Manchester Police Design for Security – No objection but the following recommendations are made:

- i. Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards;
- ii. Dusk to Dawn lighting should be installed on all external doors.

Greater Manchester Ecology Unit – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the streetscene and site thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and the comments of GM Police Design for Security have been related to the development. As the development would operate in conjunction with the existing use there would be no apparent additional harm to residential amenity. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The operation of the development would be linked to the on-going operation of the site, characterised by visits by pedestrians and motorists. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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) as the document that 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.' The following policies are relevant to the proposed development:

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of 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 regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The development would make a positive contribution to the commercial offer in the area and support the proportionate expansion of the existing use to secure it sustained development and contribution to local employment. The development would draw advantage from its sustainable location and secure a design that would be appropriately related to the character of the existing building. Policy SP1 would thereby be accorded with.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace with a proportionate environmental impact.

Policy EN18 Contaminated Land and Ground Stability - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been assessed by the Environmental Health and no issues have been identified in this case. The development would extend the building at first floor level and would involve very limited ground works.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Waste and recycling would be absorbed into the existing collection arrangements and provision for internal storage has been made within the proposed extension. Policy EN19 would thereby be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. Given the nature of the use, the development is related carbon producing activity. However, given the scale of the development and its linked use of the operation of the site it is not considered that there would be any significant worsening of the existing circumstances. The development would provide limited ancillary floorspace and there is a need to maintain circulation space within the site. The provision of cycle storage would be an onerous requirement in these circumstances. It is noted, however, that the site is located on a major bus route that would facilitate access via sustainable public transport. Policy T1 would thereby be appropriately responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development would not unduly harm residential amenity and provision for security measures can be related to the extension. Appropriate waste management would be provided. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to the City Centre. It is considered that the new development would satisfactorily contribute to the street scene, be reflective of existing built form within the site and the surrounding locality. The development would thereby accord with policy E3.3.

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate, including customers and traffic movements and the undertaking of servicing and deliveries. In case, it is considered that noise disturbance would be absorbed into the surrounding environment; including the operation of the petrol filling station and the heavily trafficked Stockport Road. There are no immediate residential uses that would be affected by the development. It would thereby be positively related to policy DC26.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to secure satisfactory development in Manchester. It is considered that the development would be satisfactorily related the Guide requirements for design and community, safety and crime prevention.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, 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. In this case the planning application has been submitted with sufficient information to facilitate the assessment of the application without the need for further negotiation.

Principle of the development – The development would be related to the on-going uses of the site and conditioned accordingly. A hairdressers or beauty therapists appears to have been present at the ground floor and its planning status may require further investigation. Notwithstanding the above, it is considered that this use lies outside the scope of this application, which is directly connected the operation of the PFS. The development is modest in scale and magnitude and appropriately related to the capacity of the site. The design has also been informed by the existing built form and its context. The principle of the development is considered to be acceptable.

Height, scale and massing – The development would be surrounded by built form comprising one and two storeys, and would thereby be appropriately related to the localised height parameters. The style and proportions of the enlarged building would be related to the scale of neighbouring housing. The impact of the height of the enlarged building along the northern boundary would not be unduly harmful to existing relationship to the neighbouring car park. There are no immediate residential uses that would be affected by the development.

Siting – As the development would be formed above an existing single storey building. The siting of the development would maintain the relationship between built form and the street

boundary to Stockport Road. Whilst the rear projection of the extension would be notable, it would be related to the configuration of existing building and informed by the depth of the neighbouring health centre. As stated, the northern elevation would be presented to a car park and nearby houses would not be affected.

Residential amenity – The character of the surrounding neighbouring is characterised by industrial and medical uses and there would be no apparent impact on residential amenity. Any additional activity would be subsumed with the on-going operation of the site.

Use – A condition has been included that relates the development to the formation of an extension to be used in conjunction with and ancillary to the retail shop and related to the operation of the petrol filling station.

Design - The appearance of the proposed extension would be appropriately related to the existing petrol filling station building in terms of its composition and roof and window design. A condition has been included to ensure that the materials used in the construction of the development relate to the existing petrol filling station building in terms of brickwork and roof materials. On this basis, the proposed design is considered to be acceptable.

Crime and security - The recommendations of GM Police Design for Security are related to the development through an informative.

Waste management - The applicant has indicated a waste storage area within the site. It is considered that the development would be subsumed into the existing storage and collection arrangements.

Highways issues – It is not considered that the development would affect the operation of access to the petrol filling station or its circulation space. Given the limited magnitude of the development it is not considered that the development would raise significant concern regarding additional traffic generation, which is characterised by the activity associated with the operation of the PFS.

Opening hours – The operation of the site as petrol filling station has been historically established without restrictions to opening hours. As the use of the extension is related to the operation of the petrol filling station, it is considered that the inclusion of an hours condition would be an onerous and unreasonable requirement.

Servicing hours - A condition has been included to relate deliveries, servicing and collections to the following hours as a safeguard to residential amenity:

Monday to Saturday - 7:30 am to 8:00 pm;
No deliveries / waste collections on Sundays and Bank Holidays.

Construction management – Given the limited scale of the development it is considered that a condition requiring a construction management plan would be an onerous requirement.

Conclusion - It is considered that the development would represent an appropriate and proportionate addition to the property subject to the conditions set out below. The extension is considered to be of an appropriate height and scale with a design that is satisfactorily related to the character of the development in the surrounding area.

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

In this case, 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. In this case the planning application has been submitted with sufficient information to facilitate the assessment of the application without the need for further negotiation.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority stamped on 10 March 2021 and 22 March 2021:

Planning application forms;
Location plan with a red edge;
Existing Floor Plan Ref: NA-P01;
Proposed Floor Plan Ref: NA-P02;
Proposed First Floor Plan Ref: NA-P03;
Existing and Proposed Plan Ref: NA-P04.

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

3) The materials to be used in the construction of the extension hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing building, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The permission hereby granted relates to the use of the first floor extension as shown on drawing ref: Proposed Floor Plan Ref: NA-P02 and Proposed First Floor Plan Ref: NA-P03 for storage, 1 x office and ancillary accommodation to be use, in connection with the operation of the existing petrol filling station and ancillary retail shop only and for no other purpose, including as an independent storage unit and/or commercial, business and service use (including retail use) within Use Class B8 or Class E respectively of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020 (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To ensure that appropriate use of the development, safeguard the character of the neighbourhood and highway safety at the site and to enable the City Council as local planning authority to consider any further change of use on its merits, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Unitary Development Plan.

5) The planning permission hereby granted does not confer consent for the partial ground floor use of the building as a separate retail unit (Class E) with a principal elevation facing toward the Stockport Road boundary as shown on drawings ref: Proposed Floor Plan Ref: NA-P02.

Reason - For the avoidance of doubt and to ensure that the development is appropriately related to the constraints of the application site pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Unitary Development Plan.

6) Deliveries, servicing and collections, including waste collections should be conditioned and not take place outside the following hours:

Monday to Saturday - 7:30 am to 8:00 pm;

With no deliveries/waste collections on Sunday and Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) a) Before occupation of the authorised extension, any externally mounted ancillary plant, equipment and servicing required as part of the development shall be related to a scheme to be submitted and approved in writing by the City Council as local planning authority to demonstrate that any appropriate level of noise attenuation is achieved when measures at the nearest noise sensitive location. The approved scheme shall be implemented in accordance with the approved details to a timescale agreed with the City Council as local planning authority.

b) Following its installation, any externally mounted ancillary plant, equipment and servicing required as part of the development, shall be related to a verification report to be submitted to and approved in writing by the City Council as local planning authority. The verification report shall be submitted within an agreed timescale and shall validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

8) Before the occupation of the authorised extension, details of the provision and specification of external lighting and confirmation of CCTV camera coverage relating the stairwell to the authorised first floor entrance of the extension shall be submitted to and approved in writing by the City Council and local planning authority. The agreed measures shall be fully implemented prior to the occupation of extension and maintained in situ at all times thereafter.

Reason - In order to ensure appropriate site security and to reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

Informatives

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

2) Guidance for developers can be found via the following link:

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

3) The following security measures are recommended:

- i. Any new external fittings (i.e. shutters, windows or doors) should be certified to Secured by Design standards;
- ii. Dusk to Dawn lighting should be installed on all external doors.

4) It is recommended that the applicant designs and constructs a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system. It is also recommended that consideration of a green sustainable drainage system to mitigate any loss in impermeable area.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

1 Kirkmanshulme Lane, Manchester, M12 4NA
6 Newton Avenue, Longsight, Manchester, M12 4EW
Unit A3, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit A2, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 6B, Longsight Industrial Estate, Linnett Close, Manchester, M12 4EZ
Longsight Industrial Estate, Linnett Close, Manchester, M12 4EY
4 Newton Avenue, Longsight, Manchester, M12 4EW
Unit 3B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 6A, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY

Unit 2, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 2B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit C, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit D, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit E, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4HW
Store Adjacent Unit E, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4HW
Unit B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4HW
Unit 10, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 5A, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 5B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
New Bank Health Centre, 339 Stockport Road, Manchester, M12 4JE
Overton House, 2 Newton Avenue, Longsight, Manchester, M12 4EW
Flat 39, 1 Birch Lane, Manchester, M13 0NW
Flat 38, 1 Birch Lane, Manchester, M13 0NW
Flat 37, 1 Birch Lane, Manchester, M13 0NW
Flat 34, 1 Birch Lane, Manchester, M13 0NW
Flat 33, 1 Birch Lane, Manchester, M13 0NW
Flat 32, 1 Birch Lane, Manchester, M13 0NW
Unit 7, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Flat 31, 1 Birch Lane, Manchester, M13 0NW
Flat 28, 1 Birch Lane, Manchester, M13 0NW
Flat 25, 1 Birch Lane, Manchester, M13 0NW
Flat 20, 1 Birch Lane, Manchester, M13 0NW
Flat 17, 1 Birch Lane, Manchester, M13 0NW
Flat 14, 1 Birch Lane, Manchester, M13 0NW
Flat 9, 1 Birch Lane, Manchester, M13 0NW
Flat 6, 1 Birch Lane, Manchester, M13 0NW
Flat 4, 1 Birch Lane, Manchester, M13 0NW
Unit A1, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 3A, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 4, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Flat 30, 1 Birch Lane, Manchester, M13 0NW
Flat 29, 1 Birch Lane, Manchester, M13 0NW
Flat 27, 1 Birch Lane, Manchester, M13 0NW
Flat 26, 1 Birch Lane, Manchester, M13 0NW
Flat 22, 1 Birch Lane, Manchester, M13 0NW
Flat 21, 1 Birch Lane, Manchester, M13 0NW
Flat 19, 1 Birch Lane, Manchester, M13 0NW
Flat 18, 1 Birch Lane, Manchester, M13 0NW
Flat 16, 1 Birch Lane, Manchester, M13 0NW
Flat 15, 1 Birch Lane, Manchester, M13 0NW
Flat 13, 1 Birch Lane, Manchester, M13 0NW
Flat 10, 1 Birch Lane, Manchester, M13 0NW
Flat 8, 1 Birch Lane, Manchester, M13 0NW
Flat 7, 1 Birch Lane, Manchester, M13 0NW
Flat 5, 1 Birch Lane, Manchester, M13 0NW
Flat 3, 1 Birch Lane, Manchester, M13 0NW
Flat 2, 1 Birch Lane, Manchester, M13 0NW
Flat 1, 1 Birch Lane, Manchester, M13 0NW
Unit 12, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH2