

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130287/JO/2021
Date registered valid: 4 May 2021
Proposal: Variation of condition number 2 (specified plans) from planning approval reference 123297/JO/2019 to allow for elevation alterations and internal layout changes; and the introduction of roof level solar photovoltaic panels
Address: 287A Chester Road, Manchester, M15 4EY
Ward(s): Hulme Ward

Applicant: Generation 100 Ltd C/o Agent
Agent (if any): Julian Austin Paul Butler Associates 31 Blackfriars Road, Salford, M3 7AQ
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk
Recommendation: Approve
Date of recommendation: 29/6/21

Application details

Type of application: Variation or Removal of Condition

Development type: Notifications

Standard consultations:

Printed: 17 May 2021 Expired: 7 June 2021

Neighbour notifications

Printed: 17 May 2021 Expired: 7 June 2021

Site notice

Posted: 25 May 2021 Expired: 15 June 2021

Press advert

Published: 25 May 2021 Expired: 15 June 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site is approximately 775m² in size and is bounded by Chester Road to the north, Cleworth Street to the east, existing terraced housing and gardens to the south and public green space and a commercial parade to the west. On the opposite side of Cleworth Street lies public open space. The site was previously home to the Bull's Head Hotel which closed in the early 90s and was destroyed by fire in 2012. The remains of the building were subsequently demolished with the lower portion of the external wall retained to form the current boundary to the site.

The buildings surrounding the site vary in scale. To the west, the site shares a party wall with a 3-storey mixed use commercial parade. To the east there is a 4-storey deck access residential building. A 12-storey residential tower is currently under construction on the opposite side of Chester Road. The building heights drop significantly to the south where two lines of 2-storey terraced houses are located.

Listed building: no
Conservation area: no
Tree Preservation Order: no

Description of development

The applicant obtained planning permission under reference 118303/FO/2017 (amended by 130287/JO/2021) to erect a three, four and six storey building to form 27 self-contained flats. They are now applying to amend the proposal by:

Ground Floor:

- Minor changes to internal layout consisting of mechanical plant room reduced in size and addition of cleaner's store.
- External access door to electrical plant room.
- Plots 1 & 2: windows onto Chester Road changed from fixed light to top hinged / open out.
- Cycle store relocated.

Fourth Floor:

- Alternate windows onto external terrace now shown as fixed lights (all plots).

Fourth Floor / Fifth Floor:

- Minor changes to floor layout to change plot 25 from 1 bed apartment to 2 bed apartment.
- Roof level: solar PV introduced to roof.

All floors:

- Minor changes to internal apartment layouts.

Elevations:

Front block:

- Soldier coursing at parapet level reduced to 3 bricks high.
- Recessed brick panels Flemish bond now without projecting headers.
- Projecting headers omitted from masonry surrounding main entrance.

Rear block:

- Soldier coursing at parapet level omitted.
- Recessed brick panels stretcher bond in place of Flemish bond with projecting headers.

North Elevation:

- Windows shown as Coltlite ventilators to provide smoke extract to internal corridors, GF canopy introduced to accommodate services.

Consultations & Notification Responses

Local Residents – no comments received.

Highway Services – Highways are satisfied with the proposed variation of condition 2, specified plans, and have no objections to the scheme in principle

Greater Manchester Police – No objections to the amendments.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. 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.

Paragraph 59 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Core Strategy 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) 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. Relevant policies in the Core Strategy are detailed below:

Objective S03, *Housing* – Supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

Policy SP1, *Spatial Principles* – 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 and protect and enhance the built and natural environment.

Policy H5, *Central Manchester* – Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy EN 4, *Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 6, *Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies* – This policy requires applications for residential development of 10 or more units and all other development over 1,000m² to meet a minimum target.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy 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:-

- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;

Year 2013 - Code Level 4;

Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

Issues

Principle of the Proposal – Given the recent developments in the vicinity of the site, the predominantly residential character of the area and the previous approval, the principle of the proposal is considered acceptable. Notwithstanding this, the impact of the proposal upon existing levels of visual and residential amenity must be assessed, as well as any impact upon existing levels of pedestrian and highway safety along this section of Chester Road.

Affordable Housing – The applicant had previously demonstrated via a development appraisal that sufficient funds are not available to make a Section 106 contribution towards affordable housing. This was corroborated by the Council's Development Team.

Accessible Housing – The accommodation provided has been designed to meet accessibility needs of all potential users with the project designed in accordance with the Building Regulations Part M(1).

- The apartment entrances will be operated via an audio-video access control system.
- All the apartments will have level access and could be adapted to comply with guidance should there be a future requirement. The only exception being the duplex apartments.
- Level access is provided throughout the development. The surface materials will be smooth, easy to maintain and slip resistant.

Design – The proposed revisions would not dilute the overall appearance of this apartment block. The lower elements of the scheme reference the form of nearby historic mills such as Albert Mill and Britannia Mill, with regular fenestration and large vertically proportioned, inset openings. Contemporary elements are provided with areas of metal cladding and balconies.

The upper level duplex apartments reference the form of similar developments within the locality. The proposed building will use a select palette of materials that reflect the style, character and detail of the surrounding area. Materials will include a variety of red facing brickwork; glazing; and clear and patterned metal cladding to the 'crown' element. The overall effect of the design approach remains one of a contemporary development with references to the historic context of the site and surroundings.

Scale and Massing – The scale of the development ranges from 3 to 6 storeys. The varied scale and massing responds to the height of existing and proposed buildings fronting onto Chester Road and steps down in height through the rear of the site in order to respond to the height of the residential properties to the south. Given this, it is not considered the proposal create an imposing feature in the streetscene.

Site Layout – The proposed building increase the level of natural surveillance on this side of Chester Road and introduces natural surveillance and an active frontage to Cleworth Street. In addition, proposed car parking is located at the rear of the building and access is from Cleworth Street in order to avoid conflict with the pedestrian crossing on Chester Road.

Residential Amenity – The amendments to the design would not have an detrimental impact upon the levels of residential amenity enjoyed by the occupants of the nearby dwellings and future residents.

Visual Amenity – Given the design, scale and massing of the proposed building it is not considered that the development will have a detrimental impact upon the levels of visual amenity that exist along Chester Road.

Car Parking – A parking provision of 29% is proposed and this is considered acceptable in this instance given the proposal's sustainable location. In addition, 10% electric charging point provision has been made as well as ducting proposed to allow for the future provision on the remaining spaces.

Pedestrian and Highway Safety – It is not considered that the proposal would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Chester Road. Highway Services have confirmed that the level of proposed development is acceptable and have raised no significant highway safety concerns.

Waste Storage – The revised waste management strategy confirms that facilities for the storage of refuse and recycled waste will be provided within the kitchen areas of each dwelling, whilst an internal communal bin store (catering for refuse, paper, glass and cans) for the apartments will be provided on the ground floor of the building. The implementation of the waste management strategy will be conditioned.

Energy Efficiency – An Energy & Sustainability Assessment has been prepared by Watt Energy & Consulting Engineers Ltd and its implementation would be the subject of a condition.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the commercial elements. However, given the number of units proposed, and the anticipated car ownership levels, the overall significance of potential impacts is considered to be low.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Heritage Assets – While there are a number of listed buildings in the area they are a sufficient distance away from the application site, as such it is not considered that their setting or character would be diminished.

Crime and Anti-Social Behaviour – Imposition of the Secured by Design condition will ensure that the property and the site boundary are secure.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of the original planning permission (118303/FO/2017) approved on 12th November 2018.

Reason - Required to be imposed pursuant to Section 92 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:

- 1) Site Location Plan A288_P_100, stamped as received on 27th November 2017
- 2) Block Plan A288_P_101, stamped as received on 27th November 2017
- 3) Existing Topo Plan A288_P_102, stamped as received on 27th November 2017
- 4) Existing Site Plan A288_P_103, stamped as received on 27th November 2017
- 5) Existing Chester Road Elevation A288_P_104, stamped as received on 27th November 2017
- 6) Existing Cleworth Street Elevation A288_P_105, stamped as received on 27th November 2017
- 7) Existing South Elevation A288_P_106, stamped as received on 27th November 2017
- 8) Existing West Elevation A288_P_107, stamped as received on 27th November 2017
- 9) Existing Context Elevations A288_P_108, stamped as received on 27th November 2017
- 10) Proposed Ground Floor Plan A288_P_200d, stamped as received on 4th May 2021
- 11) Proposed First Floor Plan A288_P_201b, stamped as received on 4th May 2021
- 12) Proposed Second Floor Plan A288_P_202b, stamped as received on 4th May 2021
- 13) Proposed Third Floor Plan A288_P_203c, stamped as received on 4th May 2021
- 14) Proposed Fourth Floor Plan A288_P_204c, stamped as received on 4th May 2021
- 15) Proposed Fifth Floor Plan A288_P_205c, stamped as received on 4th May 2021
- 16) Proposed Roof Plan A288_P_206c, stamped as received on 4th May 2021
- 17) Proposed Chester Road Elevation A288_P_300d, stamped as received on 4th May 2021
- 18) Proposed Cleworth Street Elevation A288_P_301d, stamped as received on 4th May 2021
- 19) Proposed South Elevation A288_P_302c, stamped as received on 4th May 2021
- 20) Proposed West Elevation A288_P_303d, stamped as received on 4th May 2021
- 21) Proposed Context Elevations A288_P_304, stamped as received on 27th November 2017
- 22) Proposed rear north elevation A288-P-305a, stamped as received on 4th May 2021
- 23) Proposed Section A-A A288_P_400a, stamped as received on 10th April 2019
- 24) Proposed Section B-B A288_P_401a, stamped as received on 10th April 2019
- 25) Proposed Typical Envelope Detail A288_P_2000b, stamped as received on 4th May 2021
- 26) Proposed Typical Envelope Detail A288_P_2001a, stamped as received on 4th May 2021
- 27) Design and Access Statement, stamped as received on 27th November 2017
- 28) Planning Statement, stamped as received on 27th November 2017
- 29) Viability Appraisal, stamped as received on 23rd April 2018
- 30) Waste Collection Strategy, ref 65879 CUR 00 XX DR TP 03001 P03, stamped as received on 10th April 2019

31) Waste Management Strategy, stamped as received on 10th April 2019

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.

3) Previously discharged under application - CDN/21/0277. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) Previously approved under application - CDN/19/0117. Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy Development Plan Document.

5) The approved noise insulation scheme contained within the submitted Environmental Noise Assessment (Peak Acoustics Ltd. Ref: LH1809172NR rev.1) shall be completed and thereafter maintained before any of the dwelling units are occupied.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policies SP1, H1 and DM1 of the Core Strategy Development Plan Document.

6) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy and Collection Strategy, stamped as received on 10th April 2019 and shall remain in-situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy (2012).

7) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

8) The development hereby approved shall be implemented in full accordance with the measures as set out within the environmental sustainability statement (Watt Energy & Consulting Engineers Ltd - Energy & Sustainability Assessment, 26th October 2017), including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

9) Before the development hereby approved is first occupied a Travel Plan, based on the Highway Assessment Technical Note (Curtins Ref: TPMA B065879/HATN), stamped as received on 27th November 2017, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

10) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and reenacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes pursuant to policies SP1, DM1, H1, H6 and H11 of the Core Strategy for Manchester and the guidance contained within National Planning Policy Framework including section 16.

11) Previously discharged under application - CDN/21/0080. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities
7. measures to control the emission of dust and dirt during construction
8. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy Development Plan Document.

12) The development shall not be occupied until a Traffic Regulation Order scheme, including a timetable for implementation, has been submitted to and approved by the City Council as local planning authority. The development shall be undertaken in accordance with the agreed scheme.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 in the Core Strategy Development Plan Document for Manchester.

13) The drainage scheme, approved under application CDN/19/0117 on 25th June 2019, shall be implemented in full and thereafter maintained before occupation of the development hereby approved.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

Informatives

1) Highway Works:

Vehicular crossovers - Any proposed vehicular crossovers will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Traffic Regulation Orders - The Traffic Regulation Order along Cleworth Street shall comprise of double yellow lining to the western side of the carriageway (adjacent to the development) and surrounding the turning head, with further single yellow lines along the eastern side.

All of the above works are subject to discussion and agreement with MCC's Capital Programmes and Property team via a new Section 278 agreement, to be funded at the expense of the applicant.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

285 Chester Road, Manchester, M15 4EY
287 Chester Road, Manchester, M15 4EY
291A Chester Road, Manchester, M15 4EY
295A Chester Road, Manchester, M15 4EY
Flat 1, 289 Chester Road, Manchester, M15 4EY
7 Manson Avenue, Manchester, M15 4FT
13 Manson Avenue, Manchester, M15 4FT
9 Brackley Avenue, Manchester, M15 4FS
49 Brackley Avenue, Manchester, M15 4FS
295 Chester Road, Manchester, M15 4EY
8 Cleworth Walk, Manchester, M15 4EU
10 Cleworth Walk, Manchester, M15 4EU
Flat 2, 289 Chester Road, Manchester, M15 4EY
9 Manson Avenue, Manchester, M15 4FT
5 Manson Avenue, Manchester, M15 4FT
3 Manson Avenue, Manchester, M15 4FT
11 Manson Avenue, Manchester, M15 4FT
1 Manson Avenue, Manchester, M15 4FT
7 Brackley Avenue, Manchester, M15 4FS
51 Brackley Avenue, Manchester, M15 4FS
5 Brackley Avenue, Manchester, M15 4FS
39 Brackley Avenue, Manchester, M15 4FS
37 Brackley Avenue, Manchester, M15 4FS
3 Brackley Avenue, Manchester, M15 4FS
29 Brackley Avenue, Manchester, M15 4FS
27 Brackley Avenue, Manchester, M15 4FS
25 Brackley Avenue, Manchester, M15 4FS
23 Brackley Avenue, Manchester, M15 4FS
21 Brackley Avenue, Manchester, M15 4FS
19 Brackley Avenue, Manchester, M15 4FS
17 Brackley Avenue, Manchester, M15 4FS
15 Brackley Avenue, Manchester, M15 4FS
13 Brackley Avenue, Manchester, M15 4FS
11 Brackley Avenue, Manchester, M15 4FS
1 Brackley Avenue, Manchester, M15 4FS
293 Chester Road, Manchester, M15 4EY
291 Chester Road, Manchester, M15 4EY
6 Cleworth Walk, Manchester, M15 4EU
4 Cleworth Walk, Manchester, M15 4EU
2 Cleworth Walk, Manchester, M15 4EU
14 Cleworth Walk, Manchester, M15 4EU
12 Cleworth Walk, Manchester, M15 4EU

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH