

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143440/FO/2025

Date registered valid: 29 July 2025

Proposal: Conversion of roof space into 3 no. additional bedrooms for existing 1 no. bedroom flat to create a new 4 no. bedroom flat with associated external elevational alterations

Address: Flat 21, 427 Ashton Old Road, Manchester, M11 2DL

Ward(s): Ancoats & Beswick Ward

Applicant: Mr Mark Robinson, Stamford Developments Ltd

Agent (if any): Mr Mark Stimpson, GreenSky Architecture

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 September 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 7 August 2025 Expired: 29 August 2025

Neighbour notifications

Printed: 7 August 2025 Expired: 29 August 2025

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:

Tree Preservation Order:

This application relates to a five storey apartment block in a residential area which was granted planning permission, as part of a wider residential scheme, in 2005 (074824/MO/2005/N2). In addition to the 5 stories, of residential accommodation, there is a partial sixth storey with elements, on either side of the building, which are set back from the frontages of the building. One of these elements is currently used as an upper storey, for one of the flats, and the other is indicated as general storage, with access from the roof only.

This area, in part, lies above apartment 21, a one bedroom flat, and it is proposed to convert this area into three additional bedrooms, and two additional bathrooms, and create an internal stairway into apartment 21 to convert this into a four bedroom apartment. The proposal also includes introducing four new windows into the side elevation of the sixth floor element.

There have previously been two planning permissions, granted on this site, for identical proposals:

112310/FO/2016/N2 - Conversion of roof space into 3 no. additional bedrooms for existing 1 no. bedroom flat to create a new 4 no. bedroom flat with associated internal alterations - Approved 27 July 2016

123614/FO/2019 - Conversion of roof space into 3 no. additional bedrooms for existing 1 no. bedroom flat to create a new 4 no. bedroom flat with associated internal alterations - Approved 11 July 2019

Consultations & Notification Responses

Local Residents - Two objections have been received for the following reasons:

- Noise nuisance and additional traffic due to increase in accommodation.
- They would be overlooked from the new accommodation.
- There are too many people, and apartments in the area, with too many short stay tenancies and rented properties are not maintained.
- The drains in the area will not cope with anymore people
- The flat is being used as Air B&B accommodation, with resulting noise and anti-social behaviour, which would be the use of the new accommodation

A further objection was received, which was solely on the grounds that this block of flats is being used as Air BnB accommodation, and the proposal is likely to be an extension for more BnB accommodation turning the block of flats into more of a hotel than residential accommodation.

A further comment was received from a resident who neither supported nor objected to the application. They wished to ensure that there were no external works proposed, which might impact on currently proposed works in relation to fire and safety certificates.

Highway Services - Makes the following comments:

PARKING:

The additional bedrooms can be expected to generate additional car ownership and as a consequence increase the demand for parking spaces.

Parking in the immediate area is controlled by a Permit Parking regime with some limited time parking offered. There is street parking available on nearby streets such as around the Bell Crescent and Broyne Close and Falonwood Way area. Overall any increase on the parking demand on-street is not seen as unacceptable.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

The assumption is that there is cycle parking available for the apartment block as a whole.

CONSTRUCTION MANAGEMENT:

Any construction works are to take place on site only; The works period is expected to be only short in time and have a small impact locally. No traffic management plan is needed on this occasion.

Strategic Area and Citywide Support Manager - No objections.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

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.

Policy SP1 identifies the City Council's Core Development Principles and states 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 wellbeing of residents

- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- 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 H4 relates to sites in East Manchester and states that, over the lifetime of the Core Strategy, East Manchester will accommodate around 30% 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 the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 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 and 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.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC5 relates to flat conversions

DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved Development Control policy DC26, of the Unitary Development Plan, relates to development and noise and states that the council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both:

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

Manchester Residential Quality Guidance 2016 sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce

emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses. In relation to four bedroom units, the minimum standard of accommodation is set at 97 square metres (5 person), 106 square metres (6 person), 115 square metres (7 person) and 124 square metres (8 person).

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

Principle - The application site lies in an residential apartment complex. In addition, the principle of additional residential development has been established by the previous planning decisions on this site, which are identical, to the current proposal. Also, the corresponding element, on the opposite side of the building, is already used as extended living accommodation, and it is considered that utilising existing space within a building, to provide improved accommodation, is acceptable in principle.

Standard of accommodation - The proposal would improve the existing accommodation, converting it from a one bedroom flat into a four bedroom flat, making it more sustainable accommodation. In addition, the flat would have an internal floor area of approximately 175 square metres, plus external balcony areas, which is significantly in excess of minimum space standards for four bedroom living accommodation.

Residential amenity - The proposal represents the addition of three bedrooms to an existing one bedroom flat in an existing apartment complex. Whilst the additional bedrooms would lead to an increase in occupants, of this flat, it is not considered that this would be of such a level that there would be any noticeable increases in matters such as noise and comings and goings, when considering the complex as a whole.

In relation to potential overlooking, the existing top floor structure is set-back from the edges of the main apartment block, so views will be restricted, due to the building design, meaning there will be long distance views, from the windows, but not such oblique views down into the curtilage of nearby properties. There are balconies indicated, at either side of the structure, but views will be of the frontages of nearby properties, rather than rear gardens, and, from the 6th floor, views would be too oblique to allow views into the rooms of nearby two storey properties.

In addition the applicant has confirmed that the flat is not and will not be used as an Airbnb. The applicant owns 20 of the units in the block and Airbnb is prohibited under the terms of the lease and the units are rented out on assured tenancies with a minimum 6month term. The applicant also states that they have no objections to a condition being attached, to any permission, which prevents Air BnB use of the flat. Based on the above, it is not therefore considered that the proposal would impact upon the amenity of residents in the complex or residents on surrounding residential streets.

Amenity space- The flat benefits from balcony areas and there is communal provision, at ground floor level, within the complex. This provision is considered to be satisfactory.

Car/cycle parking - The existing car parking facilities for the apartment block are considered adequate, and it is not considered that the proposal would lead to a significant change in demand for these spaces. Also, the accommodation has a balcony area, on either side, which could be utilised for cycle storage. In addition no highways concerns have been raised, by Highway Services and the proposed arrangements are considered to be satisfactory.

External alterations - The new windows would replicate the appearance, of the sixth floor element, on the opposite side of the building. This element is set-back from the remainder of the building and it is not considered that the introduction of 4 windows would have an adverse impact upon the character of this building, or the visual amenity of the area.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance clarification was sought in relation to comments, made by local residents, in relation to the use of the flat. Otherwise, no negotiations were necessary as the scheme is considered to be in accordance with Council policy.

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 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:

Drawing numbered 1191-LOC, stamped as received by the City Council, as Local Planning Authority, on 14 July 2025.

Drawings numbered 1191.1 rev A and 1191.2 rev A, stamped as received by the City Council, as Local Planning Authority, on 29 July 2025.

Email from Mark Stimpson, dated 10 September 2025, which confirms that the premises would not be used as Airbnb accommodation or for short term lets.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM1, H4 and SP1 of Manchester's Core Strategy.

3) The extended apartment hereby approved shall be used only as a private dwelling (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 re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families, pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

55 Bell Crescent, Manchester, M11 3UA
Flat 11, 425 Ashton Old Road, Manchester, M11 2DL
Flat 10, 425 Ashton Old Road, Manchester, M11 2DL
Flat 9, 425 Ashton Old Road, Manchester, M11 2DL
Flat 8, 425 Ashton Old Road, Manchester, M11 2DL
Flat 7, 425 Ashton Old Road, Manchester, M11 2DL
Flat 22, 425 Ashton Old Road, Manchester, M11 2DL
Flat 21, 425 Ashton Old Road, Manchester, M11 2DL
Flat 20, 425 Ashton Old Road, Manchester, M11 2DL
Flat 19, 425 Ashton Old Road, Manchester, M11 2DL
Flat 18, 425 Ashton Old Road, Manchester, M11 2DL
Flat 17, 425 Ashton Old Road, Manchester, M11 2DL
Flat 16, 425 Ashton Old Road, Manchester, M11 2DL
Flat 15, 425 Ashton Old Road, Manchester, M11 2DL
Flat 14, 425 Ashton Old Road, Manchester, M11 2DL
Flat 13, 425 Ashton Old Road, Manchester, M11 2DL
Flat 12, 425 Ashton Old Road, Manchester, M11 2DL
Flat 6, 425 Ashton Old Road, Manchester, M11 2DL
Flat 5, 425 Ashton Old Road, Manchester, M11 2DL
Flat 4, 425 Ashton Old Road, Manchester, M11 2DL
Flat 3, 425 Ashton Old Road, Manchester, M11 2DL
Flat 2, 425 Ashton Old Road, Manchester, M11 2DL
Flat 1, 425 Ashton Old Road, Manchester, M11 2DL
2A Brennock Close, Manchester, M11 3LD
2B Brennock Close, Manchester, M11 3LD
2C Brennock Close, Manchester, M11 3LD
2D Brennock Close, Manchester, M11 3LD
2E Brennock Close, Manchester, M11 3LD
2F Brennock Close, Manchester, M11 3LD
2G Brennock Close, Manchester, M11 3LD
40 Hartwell Close, Manchester, M11 3TW
38 Hartwell Close, Manchester, M11 3TW
Flat 9, 1 Falconwood Way, Manchester, M11 3LN
Flat 6, 1 Falconwood Way, Manchester, M11 3LN
Flat 5, 1 Falconwood Way, Manchester, M11 3LN
Flat 4, 1 Falconwood Way, Manchester, M11 3LN
Flat 8, 1 Falconwood Way, Manchester, M11 3LN
Flat 7, 1 Falconwood Way, Manchester, M11 3LN
Flat 1, 1 Falconwood Way, Manchester, M11 3LN
Flat 2, 1 Falconwood Way, Manchester, M11 3LN
Flat 3, 1 Falconwood Way, Manchester, M11 3LN
2 Kylemore Way, Manchester, M11 3LH
1 Broyne Close, Manchester, M11 3TZ
Flat 23, 427 Ashton Old Road, Manchester, M11 2DL
Flat 22, 427 Ashton Old Road, Manchester, M11 2DL
Flat 20, 427 Ashton Old Road, Manchester, M11 2DL
Flat 19, 427 Ashton Old Road, Manchester, M11 2DL
Flat 18, 427 Ashton Old Road, Manchester, M11 2DL
Flat 17, 427 Ashton Old Road, Manchester, M11 2DL

Flat 16, 427 Ashton Old Road, Manchester, M11 2DL
Flat 15, 427 Ashton Old Road, Manchester, M11 2DL
Flat 14, 427 Ashton Old Road, Manchester, M11 2DL
Flat 10, 427 Ashton Old Road, Manchester, M11 2DL
Flat 9, 427 Ashton Old Road, Manchester, M11 2DL
Flat 8, 427 Ashton Old Road, Manchester, M11 2DL
Flat 7, 427 Ashton Old Road, Manchester, M11 2DL
Flat 6, 427 Ashton Old Road, Manchester, M11 2DL
Flat 5, 427 Ashton Old Road, Manchester, M11 2DL
Flat 4, 427 Ashton Old Road, Manchester, M11 2DL
Flat 3, 427 Ashton Old Road, Manchester, M11 2DL
Flat 2, 427 Ashton Old Road, Manchester, M11 2DL
Flat 1, 427 Ashton Old Road, Manchester, M11 2DL
427 Ashton Old Road, Manchester, M11 2DL
Flat 25, 425 Ashton Old Road, Manchester, M11 2DL
Flat 25, 427 Ashton Old Road, Manchester, M11 2DL
Flat 24, 427 Ashton Old Road, Manchester, M11 2DL
7 Broyne Close, Manchester, M11 3TZ
5 Broyne Close, Manchester, M11 3TZ
3 Broyne Close, Manchester, M11 3TZ
Flat 13, 427 Ashton Old Road, Manchester, M11 2DL
Flat 12, 427 Ashton Old Road, Manchester, M11 2DL
Flat 11, 427 Ashton Old Road, Manchester, M11 2DL
Flat 24, 425 Ashton Old Road, Manchester, M11 2DL
Flat 23, 425 Ashton Old Road, Manchester, M11 2DL
Manchester Education Committee, Kay Street, Manchester, M11 2DU
Pawprints Doggy Day Care Centre, Kay Street, Manchester, M11 2DT
51 Bell Crescent, Manchester, M11 3UA
53 Bell Crescent, Manchester, M11 3UA
20 - 26 Kay Street, Manchester, M11 2DU
410 Ashton Old Road, Manchester, M11 2DT
Manchester Motor Factors Ltd, 412 - 414 Ashton Old Road, Manchester, M11 2DT
44 Hartwell Close, Manchester, M11 3TW
42 Hartwell Close, Manchester, M11 3TW
425 Ashton Old Road, Manchester, M11 2DL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH AREA