MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143224/FH/2025
Date registered valid:	4 July 2025
Proposal:	Conversion of dwelling into two self contained flats with erection of two storey extension to rear and side and widening of the existing gate
Address:	144 Middleton Road, Manchester, M8 4LB
Ward(s):	Crumpsall Ward
Applicant:	Chakunda Properties
Agent (if any):	Mr Muthahar Khan Studio Tashkeel Architecture
Case officer:	Katie Raw Tel: 0161 234 4164 Email: katie.raw@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	**21 August 2025**

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 5 August 2025

Standard consultations:
Printed: 18 July 2025 Expired: 8 August 2025

Neighbour notifications
Printed: 18 July 2025 Expired: 8 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: No

Tree Preservation Order: No

The application site relates to 144 Middleton Road within the north Manchester ward of Crumpsall. The application site relates to a semi-detached, two storey, red brick dwellinghouse with a section of white render to the gable elevation, characterised with hipped roof, curved bay windows and gable feature and two storey rear outrigger. The property sits close to the junction of Middleton Road and Bowker Bank Avenue. Amenity space to the front of the property takes the form of hardstanding which extends to the side and rear. There is an elevated platform to the rear of the property. Soft landscaping is sited around the external amenity space including along the boundary adjoining Bowker Bank Avenue.

Description of area

The immediate area is residential in nature.

Description of development

The submitted application seeks planning permission for the conversion of dwelling into two self contained flats with erection of two storey extension to rear and side and widening of the existing gate.

The conversion of the dwellinghouse is possible with the proposed extensions.

The ground floor would accommodate 3B5P with an internal floor space of 97m2. The entrance to the property would be from the front door. Each bedroom would be equipped with a bathroom.

The first floor would accommodate 3B5P with an internal area of 115m2. Again, the entrance to the property would be from the front door and taking the stairs up to the first floor. Each bedroom would be equipped with a bathroom.

The two storey side extension would have approximate dimensions at the largest point of Height: 6.3 x Length: 9.5 x Width: 3.5 metres.

The two storey rear extension would wrap into the proposed side extension and would extend beyond the existing two storey rear outrigger at the site. At the largest point, the rear extension would have approximate dimensions of Height: 6.8 x Length: 4.7 x Width: 6.7 metres.

The extension would involve the insertion of 1no. window within the front elevation, 10no. windows within the side elevation and 2no. windows within the rear elevation. The extension would be constructed with a flat roof.

The proposal seeks consent for widening of the existing gate. However, at the time of the site visit, no gate could be seen. It would appear as though the opening of the boundary treatment to the front of the site would increase in width.

Materials to be used throughout the proposal would involve:
-bricks to match existing
-white UPVC windows to match existing.

Negotiations during the Course of the Application

The agent was advised in writing that the LPA could not support the application, as it was against local and national policies. No response was received by the agent.

Planning History

040648- Two storey side extension to dwellinghouse to form games room and kitchen with bedrooms over.
Approved 04.03.1992.

Consultations & Notification Responses

Local Residents

Local residents were consulted and one objection was received. Concern was raised that windows on the rear of the extension would result in overlooking to the neighbouring properties.

Highway Services

Highway Services reviewed the proposal and provided the following response:

The proposed changes are of a minor nature in terms of vehicular trip generation. As such, highways have no concerns on highway capacity.

The site is well accessed by sustainable modes, with a regular bus route on Middleton Road providing connections across the surrounding area. The closest Metrolink facility is located at Bower Vale, a distance of less than two hundred metres from 144 Middleton Road.

There are two car parking spaces currently located within the site's curtilage, this serves the existing dwelling which consists of four bedrooms. There will remain two parking spaces on site for the proposed two apartments. Each apartment consisting of three bedrooms.

The area has a high demand for on-street parking, but it is accepted that the potential of an additional parking demand of two spaces could be accommodated on-street.

No information on cycle storage has been provided. Secure and sheltered cycle parking provision should be made within the curtilage of the site, at a provision of one-per-unit. This will encourage the use of sustainable transport.

The proposed widening of the access is considered acceptable from a Highways perspective. The applicant should be advised that if gated, the gates will have to open inward to ensure they do not impact on the adopted footway or highway.

Designated refuse storage has been accommodated The bin storage is positioned at the side of the house, with kerbside collection available. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

A light Construction Management Plan should be provided by the applicant prior to any construction works beginning. It should include information on how the works will affect the highway and its users i.e. the erection of scaffolding for example. The document should also consider the ongoing construction works and contractor parking in the locality.

The applicant is 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) Email -highwaylicences@manchester.gov.uk.

Environmental Health

Environmental Health reviewed the proposal and requested a construction hours condition be attached to any approval granted.

Environmental Health requested a waste management condition be attached to any approval granted.

Issues

POLICY

The National Planning Policy Framework (December 2024)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
a) an economic objective
b) a social objective and
c) an environmental objective.

The following specific policies are considered to be particularly relevant to the proposed development:
Chapter 5. Delivering a sufficient supply of homes
Chapter 8. Promoting healthy and safe communities.
Chapter 11. Making effective use of land.
Chapter 12. Achieving well-designed places.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following adoption of Places for Everyone Joint Development Plan.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Of relevance are:
Policy DM1 (Development Management),
Policy SP1 (Spatial Principles) (Deletions replaced by PfE Policy JP-S1)
Policy EN1 (Design Principles and Strategic Character Areas)
Policy H3 (North Manchester)
Policy H11 (Houses of Multiple Occupation).

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

Policy DC1 Residential extensions
DC1.1 states that in determining planning applications for extensions to residential properties, the Council will have regard to:
a. The general character of the property;
b. The effect upon the amenity of the neighbouring occupiers;
c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
d. The overall appearance of the proposal in the a street scene;
e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:
a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);

b. They do not create undue loss of sunlight, daylight or privacy;
c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.
d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:
a. rearward extensions greater than 3.65m (12 ft) in length;
b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
c. 2-storey extensions to terraced properties which occupy the full width of the house;
d. flat roofed extensions to bungalows;
e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:
a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

DC1.6 For the avoidance of doubt, policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

Policy DC5 Flat Conversions
DC5.1 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 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 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 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.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Of relevance are paragraph 2.7, paragraph 2.14 and paragraph 2.16.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The following policies are relevant:
i.JP- S1- Sustainable development.

ISSUES

Principle of Development

The submitted application seeks planning permission for the conversion of dwelling into two self-contained flats with erection of two storey extension to rear and side and widening of the

existing gate. Limited information has been given to the reasoning for the conversion of the dwelling into two self-contained flats nor any justification provided as to why the property cannot continue as a single dwellinghouse. Whilst the submitted Design & Access statement states the proposal is to accommodate two families, each bedroom benefits from an en-suite and results in 3 bathrooms per flat. The agent was asked to explain the reasoning for the high prevalence of bathrooms for the proposed family use. Concern is raised the accommodation could be used for an HMO use. No response was received by the agent. The proposed extension works to accommodate such conversion is not considered acceptable in principle, as it is against the provisions of policy DC1 of the UDP and Core Strategy policies SP1 and DM1. The benefits to the applicant do not outweigh the potential harm in relation to residential and visual amenity. Such issues will now be discussed.

Residential Amenity

Potential harm to no.142 Middleton Road:
No.142 Middleton Road adjoins the applicant property. The proposed rear extension would extend a further 2.3 metres beyond the existing two storey rear outrigger at the site at both levels. As a result additional built form would be sited 2.8 metres from the common boundary. This element would have a flat roof and result in a blank elevation against the neighbour. As the neighbour sits due south of the applicant property, it is unlikely to result in any significant amount of overshadowing. However, given the flat roof of the rear extension, the proposal would result in an incongruous addition that would be overly large and bulky feature, which would be experienced when the neighbouring property utilises their rear amenity space.

Potential harm to the streetscene of Middleton Road, Bowker Bank Avenue and no.146 Middleton Road:
The proposal would result in a side extension with a width of 3.5 metres at both levels and a flat roof.

The proposal would result in 10no. windows within the side elevation of the proposal. The extension at this point would be sited 1.9 metres from the side boundary of the site. Although some of the windows would be partially obscure glazed, especially the bathroom windows, the proposed number of windows is considered excessive and would result in an unusual feature given the character and domestic nature of the street and properties in this location. Even if all the windows were obscure glazed, given the number and elevated position the extension would have on Bowker Bank Avenue it would give rise to the perception of overlooking to no.146 Middleton Road and result in an invasive feature to the street of Bowker Bank Avenue. This would be especially prominent given the elevated position of no.144 Middleton Road and the topographical changes along Bowker Bank Avenue at this point (see Figure 1).

Proposed residents:
The ground floor would accommodate 3B5P with an internal floor space of 97m2. The first floor would accommodate 3B5P with an internal area of 115m2.

Whilst it is acknowledged that both flats would be compliant with Manchester's space standards, it is not considered such conversion can be accommodated without the extensions which give rise to adverse residential implications.

Whilst the submitted Design & Access Statement states the proposal is to accommodate two families, each bedroom benefits from an en-suite and results in 3 bedrooms per flat. The agent was asked to explain the reasoning for the high prevalence of bathrooms for the proposed family use. Concern is raised the accommodation could be used for an HMO use. No response was received by the agent.

Visual Amenity

The proposed side extension results in a visually intrusive feature to the detriment of both Middleton Road and Bowker Bank Avenue. The use of the flat roof within the side extension and rear extension is wholly contrary to Policy DC1.3b of the UDP which states that such roof forms would not be supported, particularly those which would be visible from the public highway'. It is considered that the side extension as proposed would create an overly large and bulky feature, relating poorly to the host property. Further, the extension would unbalance the pair of semi-detached properties, especially given the scale of the proposal. Such adverse feature would be exacerbated by the property's elevated position above Bowker Bank Avenue and its position on a highly prominent corner adjacent a busy road. There would be clear views of the side elevation when travelling south along Middleton Road.



Figure 1, Applicant site shown at an elevated position to Bowker Bank Avenue

As viewed within the streetscene on Middleton Road, the flat roof two storey side extension would have no window to be inserted at ground floor level and given the width of the extension would results in a blank expression, contributing to the proposals overbearing and unsympathetic design.

The proposed rear extension would also be considered to create a visually intrusive feature to the detriment of the surrounding residents. The proposal would come closer to the shared boundary line with no.2 Bowker Bank Avenue and sits further forwards of the neighbour's building line than the existing circumstances, this would have the effect of reducing the sense of separation and openness currently experienced between the two properties. It is considered

that the result of the flat roof two storey extension would be to create an overbearing feature in the streetscene.

In short, the scheme is considered to give rise to impacts to the surrounding neighbours which are not outweighed by the benefits of the additional accommodation for the application property. As such the proposal is contrary to the City Council's Planning Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), saved policy DC1 of the Unitary Development Plan for the City of Manchester (1995), the Guide to Development in Manchester SPD and the National Planning Policy Framework.

Design and Scale

Whilst the proposed entrances are considered appropriate to the 2 self-contained flats, concern is raised as to the design and scale of the proposed extensions to be able to accommodate such conversion.

The extension would result in a lack of subservience, given the extent of built form proposed. The proposed side extension would be more than half of the width of the host property (3.2 metre width compared to 5.9 metre width of host property) and extends beyond the host property by 4.3 metres, at both levels. The cumulation of developed land to the side and rear of the plot results in a lack of subservience and so contrary to Policy DC1.4 of the UDP.

The use of the flat roof for the two storey side and rear extension would be wholly contrary to Policy DC1.3b which states that the Council would not approve 'b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway'. In this case, the flat roof would be visible from both Middleton Road and Bowker Bank Avenue and create an unsympathetic feature to the host property and the surrounding residential context.

The rear extension would extend 2.3 metres beyond the existing two storey rear outrigger. Whilst the dimensions of the rear extension could be in line with Policy DC1.3 of the UDP, which states that rearward projections should not exceed 3.65 metres, in this instance and location, it is not considered that such an extension with a two storey extension can be successfully accommodated given the highly prominent location of the property sitting at a junction of two roads and sitting at an elevated position.

It is acknowledged that the neighbour to the north, no.146 Middleton Road benefits from consent for a two storey side and rear extension (see planning ref: 063190/FH/NORTH1/01, approved 15.04.2002). As the proposal was approved prior to the current plan period, such history cannot be considered comparable. It is noted that the permission received for this property does not match what can be seen on site. Further, the roof form of the neighbour's extension reflects the host property and allows it successfully to assimilate into the street scene, plus as it sits below the street level, it does not appear as an overbearing structure.

Materials to be used throughout the proposal would involve:
-bricks to match existing
-white UPVC windows to match existing.
The proposed flat roof is not acceptable in materiality. It is noted however, that if an acceptable scheme with roof form amended be supplied to the LPA, material details could be dealt with via condition.

In short, the proposed design and scale of the proposal is considered contrary in regard to the resultant appearance and so would be considered contrary to Policy DC1 of the UDP and Core Strategy policies SP1 and EN1.

Widening of the Existing Gate

The proposal seeks consent for widening of the existing gate. However, no gate is at the site as existing. It would appear as though the entrance to the front of the site would increase from having a width of 4 metres to 5.8 metres. However, MCC Highway Services reviewed the proposal and raised no concern.

However, the agent was requested to supply further information for the LPA to understand the extent of works proposed as part of widening the existing gate. This also appears to include an increased level of hardstanding to the front of the property. No such response was received from the agent.

Proposed Conversion

The proposed conversion to 2 flats can only be accommodated by the proposed extensions, which are considered unacceptable.

The proposed conversion into 2 flats and loss of a family dwellinghouse is not supported by the LPA in this location. Flat conversions do not appear to be a character of the street scene and this would be the first of such a conversion in an area of single family dwellings. As such, the proposal would be contrary to Policy DC5.1 of the UDP where consideration must be given to the adverse impact that would be caused by introducing flat conversions into the area. Policy DC5.4 of the UDP states the Council will give particularly careful consideration where a scheme is the first in a street of otherwise single family dwellings. Although there are some flat blocks in the immediate area, these are a different property type to the applicant family dwellinghouse and so losing such family dwellinghouse would be considered inappropriate, contrary also to policy H3, H11 and DM1 of the Core Strategy.

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 polices of the Unitary Development

Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Refuse

Article 35 Declaration
The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a proactive manner, but no response was received from the agent during the course of the application.

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

1)The erection of two storey extension to rear and side by reason of its height, scale, massing, lack of subservience, incongruous roof form, proximity to the junction of Middleton Road and Bowker Bank Avenue in a highly prominent position, and proximity to neighbouring properties no.146 Middleton Road, no.142 Middleton Road and no.2 Bowker Bank Avenue would give rise to adverse visual amenity impacts on the character of the area and streetscene. The extension would unacceptably unbalance the pair of semi-detached properties, resulting in the over-intensification of the site and overly large extension. The proposed 10no. windows within the side elevation would give rise to adverse privacy implications to no.146 Middleton Road and the wider streetscene. As such the proposal is contrary to the City Council's Planning Policies SP1 and DM1 of the Manchester Core Strategy (2012), saved policy DC1.1, DC1.2, DC1.3, DC1.4 and DC1.6 of the Unitary Development Plan for the City of Manchester (1995), the Guide to Development in Manchester SPD and the National Planning Policy Framework.

2) The conversion of dwelling into two self contained flats would create a feature out of character with the immediate area. Converted semi-detached and detached properties for flats are not a feature of the area and so the proposal would result in the loss of a family dwellinghouse, whilst introducing an inappropriate feature in the streetscene. As such, the proposal is contrary to the City Council's Planning Policies H3, H11, SP1 and DM1 of the Manchester Core Strategy (2012), saved policy DC5.1 and DC5.4 of the Unitary Development Plan for the City of Manchester (1995), the Guide to Development in Manchester SPD and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

33 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
31 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
28 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
26 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
11 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
8 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
6 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
2 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
40 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
2 Bowker Bank Avenue, Manchester, M8 4LF
3 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
19 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
18 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
17 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
16 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
15 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
14 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
13 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
12 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
10 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
9 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
7 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
5 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
4 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
1 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
39 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
38 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
37 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
36 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
35 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
34 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
32 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
30 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
29 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
27 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
25 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
24 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
23 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
22 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
21 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
20 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
3 Gwendor Avenue, Manchester, M8 4LE

148 Middleton Road, Manchester, M8 4LB
142 Middleton Road, Manchester, M8 4LB
138 Middleton Road, Manchester, M8 4LB
8 Bowker Bank Avenue, Manchester, M8 4LF
4 Bowker Bank Avenue, Manchester, M8 4LF
1 Gwendor Avenue, Manchester, M8 4LE
159 Middleton Road, Manchester, M8 4JZ
146 Middleton Road, Manchester, M8 4LB
140 Middleton Road, Manchester, M8 4LB
6 Bowker Bank Avenue, Manchester, M8 4LF

Appendix 2 – Planning constraints

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