MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142786/FO/2025
Date registered valid:	23 April 2025
Proposal:	Installation of 1No. BT Street Hub Unit.
Address:	Footpath Outside 100 Brownley Road, Manchester, M22 8UD
Ward(s):	Northenden Ward
Applicant:	Simon Warner, BT Group Plc
Agent (if any):	Mr Martin Brown, Telent
Case officer:	Janet Lawless Tel: 0161 234 4535 Email: janet.lawless@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	18 June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 13th June 2025

Standard consultations:
Printed: 6 May 2025 Expired: 28 May 2025

Neighbour notifications
Printed: 6 May 2025 Expired: 28 May 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
The application site comprises of a section of footpath outside of the building identified as Brownley Court at 100 Brownley Rd. This is a block of residential flats with a decorative boundary fencing and lawned frontage. This portion of footpath is primarily clear of existing street furniture with the exception of a bus shelter, waste bin and lamp posts.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The area is predominantly residential in nature, comprising of a mix of purpose- built blocks of flats, semi-detached residential properties, and retirement village apartments that abridge Brownley Road and Hollyhedge Road. To the north- east of the proposed hub siting in St Lukes church which is a Grade II* listed building. To the south of the church is a simple open ended bus shelter. The immediate setting around the hub site is residential, with the Metrolink line and Manchester College Wythenshawe Campus at the junction of Brownley Road and Hollyhedge Road. The proposal site is located within the Northenden ward of the City.

Description of development
Planning permission is sought for the installation of 1No. BT Street Hub Unit and associated illuminated advertisement panels on either side of the unit. The unit measures 2986mm (H) x 1236mm (L) x 350mm (D)

Street Hubs are free-standing structures offering free Wi-fi, featuring digital HD display screens on two sides. The screens display content at 10-second intervals. The units are funded through the display of advertising via sponsorship from companies who would utilise the digital HD display screens on both sides of the unit.

The applicant states that the proposed unit is intended to allow for the relocation and upgrade of three No. existing BT phone boxes two on the Footpath outside, Rowlandsway, Civic Centre, Wythenshawe, and one the grass verge between 25 Etrop Court, Wythenshawe, and the tramway by replacing them with a single Street Hub unit at the proposed location.

The application is accompanied by an application for advertisement consent (Ref: 142787/AOH/2025) for the two LED screens to each side of the unit.

Planning History
No relevant history.

Consultations & Notification Responses

Local residents- were informed, no representations have been received.

Highways-Although the proposed plan indicates that the street hub is to be installed 2.3m from the edge of the carriageway. Highways have concerns that the street hub may obscure pedestrians along Brownley Road, particularly pedestrians waiting at the existing bus stop to the north. The street hub could impact sightlines for both pedestrians and drivers (particularly for vehicles travelling northbound on Brownley Road) which is a safety concern.
The details with regards to the frequency of maintenance and vehicle parking arrangements are also unclear.

Environmental Health-No comments received.

Greater Manchester Police-No objections to the proposal.

Cadent- no objections but suggest an informative be attached should consent be granted with regards to asset protection.

This application is one of 40 applications that have been submitted. Manchester City Council Digital Strategy team have made comments in relation to the applications as follows: As a user leaves the 150m range, they lose Wi-Fi access. Success of public Wi-Fi delivered in this way depends on density and frequency of similar Wi-Fi devices on streets. Smart Hubs are an addition to connectivity in the city, but do not meaningfully solve urban connectivity issues. The Manchester Digital Strategy's focus is on the provision of small cell infrastructure on street lighting rather than through free Wi-Fi installations such as the proposal.

Policy
Local Development Framework
The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 - 2027.

'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 also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:
Core Strategy policies
Policy SP1 (Spatial Principles) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Saved UDP policies
DC17 (Telecommunications) - Applications for telecommunications developments will normally be approved if the Council can be satisfied that the development has been sited and designed to minimise its impact on residential amenity and in environmentally sensitive areas. Wherever possible, the Council will expect the potential of existing buildings and masts, including the sharing of such facilities, to be fully explored before agreeing to additional separate development.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Policy E3.3 (Environmental Improvement and Protection) - refers to the Council looking to upgrade the appearance of the city's major radial routes.

Places for Everyone Greater Manchester Joint Development Plan (March 2024)
Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. The Plan and its policies form part of the development plan and are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.
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.

The following policies are considered relevant for this application:

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

Policy JP-C2 (Digital Connectivity) - Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/changing technology.

The Guide to Development in Manchester (SPD) (2007)
The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

National Planning Policy Framework
The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

Section 4 (Decision Making) provides guidance on the decision-making process and mirrors legislation in stating that planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Section 6 (Building a strong, competitive economy) paragraph 85 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. In this case, the benefits of the proposed infrastructure investment would be outweighed by the harm caused by the siting of the development on the character of the street scene and visual amenities of the area.

Section 10 (Supporting high quality communications) - Planning policies and decisions should support the expansion of electronic communications networks.
Applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development.
Local planning authorities must determine applications on planning grounds only.

Section 12 (Achieving Well Designed Places) provides guidance on achieving well designed places to ensure new development functions well and adds to the overall quality of the area.

Planning Practice Guidance - The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

Issues

Principle

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions are to be made in accordance with the development plan, unless material considerations indicate otherwise.
The NPPF at paragraphs 2 and 47 reinforces this requirement and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of

the development plan as a starting point for decision making, and that where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

In the case of this application, the principle of the proposal is not considered acceptable and conflicts with the aforementioned development plan policy and associated guidance. It is considered that the proposed development would have a visually intrusive impact within the wider streetscape. There is nothing similar within the immediate area, nor for a greater distance along the route northwards or southwards. Whilst it is acknowledged that there is a bus shelter to the north, this is a necessary functional piece of utilitarian furniture which contributes to the green policies of the City Council in enabling alternative modes of transport to the motor vehicle. To the opposite side of the road (east) is a very simple bus shelter that is open ended and does not contain any form of advertisement so as not to conflict with the setting of the Grade ll* listed church St Lukes. The only street furniture that is within the immediate vicinity of the proposed hub currently, is functional and necessary, in the form of a bus shelter, a waste bin and street-light.
Beyond this the pavement area provides an open vista in contrast to the busy 4 lane road dissecting Wythenshawe identified as Brownley Road.

The main issues in this case are outlined further below.

Visual and Residential Amenity
The proposed street hub is a freestanding structure which would be positioned along the primarily clutter free footway. The streetlights within the vicinity are at high level and there is one bus shelter, with the only departure from this openness being in the form of directional / highway signage. There is no additional street furniture within the vicinity of the site in the form of benches, planters or anything similar. The trees are planted behind boundaries to provide for greening of the area but keep the footpaths clear providing an open and attractive vista. There is currently no telecommunications equipment including poles or cabins along this footway, nor is there any free- standing signage either illuminated or non-illuminated other than that affixed to one end of the bus shelter.

The applicants have stated that part of the reasoning behind the introduction of the Hubs is to consolidate advertising, which is on various phone boxes and replace these with the advertising on the single hub, however this cannot be taken as a direct comparative replacement, as the advertisements on phone boxes are non-illuminated. In addition, the Hub is not proposed in an identical location but is proposed in a more prominent position so as to be viewed more readily within the street scene from a pedestrian and vehicular perspective, in what would be an attempt to maximise the views of the advertisements, as it is the revenue from these that would maintain the hub. It is therefore considered intentional to site these in a more visually prominent position, and in this case introducing illuminated signage into an area where this has been resisted due to its detrimental impact in such close proximity to residential properties.
It also enables the possible introduction of anti- social behaviour outside residential properties where currently there is nothing to attract that. The supporting statement refers to dealing with issues such as anti-social behaviour if they arise once the hub has been installed, however that does not state how, and, in the intervening time period this would have a detrimental impact upon the residential amenity of the residents local to the hub.

There is concern in this case that the proposed design and position of the proposed hub would form a visually strident feature in the locality, which would be harmful to visual amenity, and to the character of the area within which it would be located. Policy DM1 of the Core Strategy states that amongst other matters new development should have regard to the appropriate siting and appearance of development, the impact upon the surrounding area and the effects on amenity, accessibility.

The more strategic policy of SP1 advocates that all development in the city should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.

Saved policy DC17.1 of the Unitary Development Plan states that such development will only normally be approved if the Council can be satisfied that the development has been sited and designed to minimise its impact upon residential amenity and in environmentally sensitive areas. The hub would be west of a Grade ll listed building, sitting within its sightlines and to the front of residential properties.

Saved Policy E3.3 looks to upgrade the appearance of the city's main radial and orbital routes which is similarly reflected within policy EN1 of the Core Strategy which states that opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes. While it is acknowledged that this road is not an orbital or radial route nonetheless it is a primary route across the City.

Policy JP-P1 of Places for Everyone seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.
Further to this The Guide to Development in Manchester (SPD) states at paragraph 2.42 that: 'Badly designed and positioned street furniture can create clutter and confusion; we will, therefore, look to minimise the provision of unnecessary street furniture and encourage coordination of function'.
The proposed hub at nearly 3 metres high, along with its appearance, illumination and other physical dimensions, would introduce an unnecessary item of street furniture which would introduce an alien feature on a prominent section of highway. It would be contrary to the Guide to Development in that it would be introducing a large distracting piece of equipment in an area that has 4 lanes crossing at an intersection and leads to the Metrolink track, with warning signage for pedestrians, cyclists and motorists. The furniture and signage in an area like this should be necessary / functional to limit the distraction and confusion, and alternative methods of utilising the existing furniture such as the provision of Wi-Fi through the existing street lighting system would offer a much more considered approach.

Whilst the applicant states that the proposed hub would replace two existing BT phone boxes from Rowlandsway Civic Centre and one outside of Etrop Court Wythenshawe, these are not directly comparable both previous sites are outside commercial properties in predominantly commercial areas not outside of residential accommodation where there is no additional clutter beyond necessary street furniture. The proposed siting would instead introduce the feature into a more open prominent position. The removal of these less impactful features only to be replaced by the street hub in the proposed location, would not represent a material improvement to the area of footway that is subject to this application. It would be inserting a feature at a level where there is currently nothing within the eyeline at that height.

The need to safeguard visual amenity in the area aligns with the Council's regeneration objectives, development policy and guidance. It is maintained therefore that the proposed hub would only introduce street furniture into an attractive open area where currently there is none. This impact would be further compounded during the hours of darkness, when this would be combined with the illuminated signage on the bus shelter in a location that is to the frontage of the block of residential apartments, with habitable room windows overlooking the proposal site. Beyond the bus shelter to the north and beyond the proposal site to the south, there is no other illuminated signage along this section of footway making the introduction of the illuminated street hub a more obtrusive feature. The applicant has stated that there are advertisements on the ground and upper floors of the Manchester College, however these are internal decals and are not illuminated.

Accordingly, the siting and appearance of the proposed hub would harm the character and appearance of the area and have a detrimental impact upon the visual amenity of the area and upon the level of residential amenity that could reasonably be expected to be enjoyed by the occupants of the apartments.

Access
The applicant states within their submission that the proposed hub would be set back 2.3m from the edge of the carriageway along Brownley Road.

The proposed plan indicates that the digital communication street hub is to be located on the adopted pavement, set back circa 2.3m from the edge of the carriageway. This is considered unacceptable in principle from a Highways perspective. It is considered that the proposed street hub may obscure pedestrians along Brownley Road, particularly pedestrians waiting at the existing bus stop to the north. The street hub could impact sightlines for both pedestrians and drivers (particularly for vehicles travelling northbound on Brownley Road) which is a safety concern.

In addition to Highways concerns it is also considered to be contrary to policy JP-P1 of Places for Everyone which amongst other matters, seek for new development to result in well - designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, improve accessibility and community safety, as well as paragraph 2.42 of the Guide to Development in Manchester (SPD) which looks to minimise the provision of unnecessary street furniture. This would result in a 3m high illuminated structure close to residential properties, in an area where unnecessary street furniture has been resisted and is within the vicinity of a Grade II* Listed building in the form of St Lukes Church just to the eastern side of Brownley Road. It is not considered to contribute positively to the policy objectives of JP-P1 of Places For Everyone.

Noise
Given existing background noise levels, any impact can be effectively controlled through the use of a planning condition in relation to noise limits.

Lighting
Any impact can be effectively controlled through the use of a planning condition in relation to appropriate light levels.

Conclusion
Whilst Development Plan policy and the National Planning Policy Framework advocates the use of high-quality communications infrastructure, it is not considered that proposed site has been selected to minimise the impacts of the installation and would result in a visually incongruous feature, harmful to the character and appearance of the area.
Whilst the public benefits of a greatly enhanced communications network for businesses, residents and visitors alike in this location would qualify as a considerable positive, the detrimental impact to visual amenity, and character of the area as a consequence of the proposed hub is considered to outweigh these factors in this case. The provision of Wi-fi is limited and does not provide for a continuous reliable service. Therefore, a less incongruous holistic approach is preferable to this visually intrusive hardware in an otherwise uncluttered open area, by making use of existing street furniture to host the Wi-Fi service and provide coverage that would provide a more than limited service.

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 would not improve the social and environmental conditions of the area, nor does it comply with the development plan and therefore does not comprise sustainable development. There are no conditions which could reasonably have been imposed, which would have made the development acceptable, and it is therefore not possible to approve the application.

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

1) The proposed installation, by virtue of its siting, height, illumination and appearance, would form a visually intrusive and incongruous feature within the street scene and introduce street clutter in the locality to the detriment of visual amenity. As such, the proposal is contrary to policies DM1, EN1 and SP1 of the Manchester Core Strategy, saved policies DC17.1 and E3.3 of the Unitary Development Plan for the City of Manchester, policy JP-P1 of Places for Everyone Joint Development Plan, The Guide to Development in Manchester (SPD) and the National Planning Policy Framework.

2) The proposed development has not been supported with satisfactory details to demonstrate that the siting of the proposed hub would not harm or compromise pedestrian and highway safety, including the prevention of visual distraction of drivers arriving at and departing from the bus stop to the north of the application site. The development would thereby be contrary to policies DM1 and SP1 of the Manchester Core Strategy for the City of Manchester, saved policy DC17.1 of the Unitary Development Plan for the City of Manchester, and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Greater Manchester Police
Transport For Greater Manchester
Environmental Health

25 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
78 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
47 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
66 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
62 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
33 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
49 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 79, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 45, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 57, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 31, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 55, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 72, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 61, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 28, 3 Hollyhedge Court Road, Manchester, M22 4ZP
41 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
39 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
64 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
59 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 60, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 5, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 78, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 9, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 51, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 35, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 65, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 69, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 58, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 15, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 7, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 30, 3 Hollyhedge Court Road, Manchester, M22 4ZP
36 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
81 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
43 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
32 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
29 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
34 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 81, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 3, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 1, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 52, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 43, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 37, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 13, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 21, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 6, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 20, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 23, 3 Hollyhedge Court Road, Manchester, M22 4ZP

31 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
68 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
74 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
79 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
27 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
72 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 40, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 27, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 26, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 33, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 2, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 14, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 16, 3 Hollyhedge Court Road, Manchester, M22 4ZP
82 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
48 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
76 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
38 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
57 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
61 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
58 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 76, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 70, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 44, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 41, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 47, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 29, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 63, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 32, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 22, 3 Hollyhedge Court Road, Manchester, M22 4ZP
54 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
52 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
69 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 67, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 59, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 68, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 46, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 56, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 19, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 74, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 18, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 25, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 10, 3 Hollyhedge Court Road, Manchester, M22 4ZP
St Lukes Church Flat, Brownley Road, Manchester, M22 4PT
St Lukes Vicarage, Brownley Road, Manchester, M22 4PT
64 Longhey Road, Manchester, M22 8UB
98 Brownley Road, Manchester, M22 8UD
73 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
51 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
53 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
77 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
37 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
42 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
44 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
28 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH

Flat 34, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 71, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 77, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 75, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 54, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 48, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 39, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 36, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 11, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 12, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 8, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 4, 3 Hollyhedge Court Road, Manchester, M22 4ZP
46 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
67 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
71 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
56 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
63 Brownley Court, 26 Brownley Court Road, Manchester, M22 4QH
Flat 66, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 73, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 53, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 50, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 62, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 42, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 38, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 17, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 64, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 80, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 24, 3 Hollyhedge Court Road, Manchester, M22 4ZP
Flat 49, 3 Hollyhedge Court Road, Manchester, M22 4ZP
St Lukes Rectory, Brownley Road, Manchester, M22 4PT

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA