

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140485/OO/2024

Date registered valid: 13 February 2025

Proposal: Outline application for the erection of 42 residential units within two 4 storey buildings with associated car parking with matters relating to access, layout and scale to be considered

Address: Land Next to Blackley Conservative Club and at junction with Middleton Old Road, Old Market Street, Manchester, M9 8DT

Ward(s): Harpurhey Ward

Applicant: Mr Javed Aslam, Arshad & Tahir Mahmood

Agent (if any): Mr Subhan Saleem, Saleem Architects

Case officer: Steven McCoombe
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Recommendation: Refuse

Date of recommendation: **May 2025**

Application details

Type of application: Outline Consent

Development type: Major Dwellings

Date of site visit: 21 March 2025

Standard consultations:

Printed: 20 February 2025 Expired: 13 March 2025

Neighbour notifications

Printed: 20 February 2025 Expired: 13 March 2025

Site notice

Posted: 21 March 2025 Expired: 11 April 2025

Press advert

Published: 25 February 2025 Expired: 11 March 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to a vacant area of land located on the corner of Middleton Old Road and Old Market Street.



View of application site from opposite side of Old Market St

The site is bounded by Old Market Street to the north; a part single, part three storey (including lower ground) former Conservative Club building to the east (now in use as flats); a part single, part two storey medical centre and its associated car park to the south; and Boggart Hole Brook to the south.

The site is situated in a prominent gateway location adjacent to the junction of Old Market Street and Middleton Old Road and due to local topography, lies below the level of Old Market Street.

Boggart Hole Brook is situated to the rear of site, beyond which the land steeply rises to Sidmouth Drive. A footpath runs along the northwestern boundary of the site to the brook and beyond toward Churchside Close.

It is understood that most recent use of the site was as a car sales garage, with the former buildings having since been cleared. The site comprises a combination of hard-standing and sparse grassland and scrub vegetation and is used for the ad hoc parking of vehicles (origin unknown) and also houses a storage structure. A right of access to the former Conservative Club remains through the application site.



View of the site from inside of boundary fence

The site incorporates two existing access points at each end of the site, with access onto Old Market Street. The site is enclosed by a combination of corrugated metal panels, brick wall, metal railings, concrete panels and blocks.



View of site from Middleton Old Road

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area is mixed use in character and includes residential uses, a medical centre to the south, a vacant public house and large, 2/3 storey warehouse buildings used as a gym and used furniture sales to the north, to the opposite side of Old Market Street.

Blackley Village local centre is located a short distance to the west along Old Market Street, with the main arterial route of Rochdale Road, which links Manchester city centre and M60 motorway, a short distance to the east. The wider area is generally residential in character.

Description of development

Outline planning permission is sought for the erection of 42 residential units (Class C3) within 2 x 4 storey buildings, with associated car parking for 27 vehicles. Only matters relating to access, layout and scale are to be considered as part this application, with appearance and landscaping reserved for future consideration.

The proposal comprises 19 apartments (6 x 1 bedroom and 13 x 2 bedroom) to Block A and 23 apartments (11 x 1 bedroom and 12 x 2 bedroom) to Block B.



Proposed site layout

The principal elevation to Block A faces eastwards, with its side elevation fronting Old Market Street. Block B would present its primary elevation to Old Market Street.

Vehicular access would be provided from Old Market Street, with a right of access maintained to Blackley Conservative Club at 15-17 Middleton Old Road. The proposed access would consolidate the two existing access points into a single access.

A small area of communal garden is positioned to the north-eastern corner of the site, with waste storage and cycle storage provided adjacent to the car park.

Consultations & Notification Responses

Local Residents/Occupiers – 4 representations have been received, including 3 objections and a neutral comment requesting further information. Comments are summarised below:

-The proposal would add to traffic congestion in the area and would be a blight on the landscape.

-The proposed development raises serious concerns that access to 17 and 19 Old Middleton Road may be severely restricted or removed by the proposed development and would not allow for maintenance to these properties.

-The addition of 42 apartments would introduce a significant increase in the number of vehicles in the area, potentially leading to at least 42 additional cars. This would create severe congestion, restrict access and exacerbate parking problems in the area.

-A construction project of the scale proposed would result in significant noise pollution, which will impact the well-being of existing residents, many of which work at home. If the development proceeds, restrictions should be placed on construction hours to minimise the impact on residents, particularly during early mornings and late evenings.

-The proposed development is out of scale and would tower over our homes, significantly affecting neighbouring levels of privacy and natural light.

-The proposal does not include sufficient parking space.

Greater Manchester Ecology Unit (GMEU)

The main considerations for this application are biodiversity net gain and the brook running along the back of the development.

Biodiversity Net Gain

The information submitted with the application includes a Biodiversity Net Gain (BNG) report and statutory Biodiversity Metric. The appraisal found the site had some ecological value, consisting of mostly Ruderal/Ephemeral and Modified grassland.

The calculations provided are considered satisfactory. After construction of the development, onsite biodiversity remediation and the 10% net gain requirement there is due to be a deficit of 0.49 Area Habitat units and a gain of 0.18 linear habitat units; With the units lost being low to very low distinct habitats and the market for offsite units maturing, this appears to be a realistic achievement for the site and therefore the LPA can be reasonably confident that the statutory biodiversity condition could be discharged.

The applicant should consider their options for sourcing units. The applicant could increase the enhancement onsite, purchase offsite units or purchase statutory credits. It is not considered that the onsite mitigation/enhancement is significant. If approved, the Biodiversity Gain Plan (BGP), Habitat Management and Monitoring Plan (HMMP) and updated metric should be completed to show how the biodiversity gain would be managed.

Main River – Boggart Hole Brook

The application is within 10 metres of a main river. The Environment Agency should be consulted. Conditions are suggested to protect the watercourse and the wildlife it supports.

Flood Risk Management

It is unclear where the applicant proposes to discharge surface water to. Should the applicant propose to discharge to the culverted watercourse, and objection is raised until sufficient further investigation and surveying of the culvert is undertaken. Otherwise, a surface water drainage condition is requested.

United Utilities

Following our review of the proposed site layout and supporting Flood Risk Assessment, the proposal is not acceptable.

Proposed features are located above or in close proximity to critical sewer infrastructure, including an overflow pipe. The location of existing sewer infrastructure (including overflow pipes) has not been agreed with United Utilities to date. This includes understanding required easements afforded to the infrastructure in the site. To agree necessary protection, a detailed plan showing exact location of sewer infrastructure overlaid on the site layout is required, to be agreed with United Utilities with evidence to show how this has been determined. Amended drainage details must include a full investigation of the hierarchy of drainage options for surface drainage with reference to the National Planning Practice Guidance.

Until such time that the applicant has resolved all concerns regarding the proximity of proposed development to United Utilities' asset(s) and surface water discharge, and objection is raised.

Environment Agency

No objection in principle to the proposed development, but comments are made in relation to ground contamination and proximity to a main river.

Environmental Health

Conditions are advised requiring the submission and agreement of a construction management plan, construction hours, acoustic insulation, external plant equipment, waste management, air quality, electric vehicle charging and the remediation of ground conditions.

Highway Services

The following principal comments are made:

Trip Generation

The proposed trip generation is considered acceptable. Overall, the assessment indicates that the proposed development would not result in a significant number of trips.

Highway Safety

No safety concerns adjacent to the site.

Off-Site Highway Works

It is requested that footways bounding the site are resurfaced which would require a S.278 agreement.

Parking and Access

A new access is to be provided which is considered acceptable in principle. It is requested that dropped kerbs and tactile paving are installed across the access.

Existing TROs must remain in place to reduce inconsiderate parking. It is requested that TRO refreshment is undertaken where necessary.

67% parking provision proposed (28 parking spaces). There is concerns with this level of parking and that it would exacerbate existing on-street parking issues.

Swept path analysis for a vehicle accessing and egressing parking spaces 10, 11 and 12 is requested.

The number of electric vehicle charging and accessible spaces is considered acceptable.

Cycle Parking

An external cycle store for 21 cycle spaces proposed. It is requested that 100% cycle parking (42 spaces) be provided.

Servicing

Confirmation is requested on how the site will be serviced.

Construction Management

A condition is requested which requires the submission and agreement of a Construction Management Plan.

Planning History

100359/FO/2012/N1

Erection of 9 no. four bedroom terraced houses, with associated landscaping, car parking, boundary treatment and new vehicular access off Old Market Street. *Approved 15 March 2013.*

077553/FO/2005/N1

Residential development comprising 2 four storey buildings to provide 32 two-bedroom apartments, with 32 ancillary car parking spaces and with vehicular access from Old Market Street. *Approved 10 November 2006.*

067844/FO/2003/N1

Erection of 28 residential units within 4 storey building. Associated car parking and landscaping. *Approved 24 July 2003.*

065549/OO/NORTH1/02

Outline application for siting and means of access for a four-storey building comprising 28 residential units with associated car parking and landscaping. *Approved 9 April 2003.*

059218/FO/NORTH1/00

Construction of a covered car display area. *Approved 3 July 2000.*

048041/FO/NORTH1/95

Erection of a new repair bay at rear of existing car sales and garage. *Approved 3 September 1995.*

054096/FO/NORTH1/98

Extension to existing repair bay. *Approved 25 September 1998.*

054098/FO/NORTH1/98

Change of use to car sales with associated fencing. *Approved 24 September 1998.*

032692

Erection of MOT bay and office/waiting room at an existing garage/car showroom. *Approved 20 December 1988.*

026094

Single storey extension at side of existing club. *Approved 3 April 1986.*

F03111

Erection of a concrete garage at side of club. *Approved 1 August 1975.*

Adjacent Site

109373/FO/2015/N1

Change of use of former Conservative Club (Class A4) to 8 no. self-contained residential apartments (Class C3a) on the lower ground, ground and newly created first floors, together with elevational alterations including dormer roof extensions to the sides and rear and associated car parking, boundary treatments and landscaping. *Approved 21 April 2016.*

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 H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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

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.

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.

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 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.

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, although the principle of residential development is likely to be suitable for this site, the proposed development is not considered acceptable and is in conflict with the aforementioned development plan policy.

It is considered that the proposed layout and access arrangement is unacceptable and would have a harmful impact upon the character of the area and the living conditions of prospective occupiers, whilst prejudicing the potential redevelopment of the neighbouring medical centre site to the south. The specific issues not subject to reserved matters are outlined further below.

Access

The proposed site plan shows that access to the neighbouring Conservative Club would be maintained as part of the proposed development via the main vehicular access and through the centre of the car park to through to the south-eastern corner of the site.

It is considered that this represents both an unsuitable access arrangement and poor layout which would effectively open-up the proposed car park as a semi-public area. This in turn would allow unchecked visitors which would undermine the safety and security of the prospective occupiers who would experience activity, noise and disturbance at the rear of the site, with unrestricted access to rear ground floor windows which lack any kind of defensible space. As a result, the amenity and living conditions of occupiers would be severely undermined.

Saved policy DC26 of the UDP seek to safeguard new development from adverse noise conditions, whilst policies H1, DM1 and SP1 of the Core Strategy require regard be given to the safety and amenity of occupiers of new development and this is echoed within the NPPF.

For this reason, the proposed layout and access arrangement for the proposed development is considered unacceptable.

Appearance

This is a reserved matter not for consideration as part of this application.

Landscaping

Whilst this is a reserved matter not for consideration as part of this application, it is considered that due to the proposed layout not being acceptable, it follows that the Council would expect a far greater proportion of the site to be landscaped, with a greater proportion of soft landscaping and greenery to enhance the visual appearance of the site and provide a setting for the development.

Layout

As a consequence of the proposed site layout, the proposed southern (rear) elevation to Block A would introduce habitable windows right up to the common boundary with the neighbouring medical centre, with only a narrow gap in between.

The Council are concerned that the proposed building layout would partially sterilise the potential redevelopment of the neighbouring site, prejudicing its future redevelopment by introducing overlooking and a subsequent loss of privacy.

Policies H1, DM1 and SP1 all seek for new development to safeguard residential amenity and be designed to give privacy to both its residents and neighbours and refer to the need for the appropriate layout of new development.

Paragraph 2.13 of the Guide to Development in Manchester (SPD) provide further guidance for the design of new development and notes that *'The scale, position and external appearance of*

new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline’.

It is considered that the applicant has failed to demonstrate that the layout of Block A would not give rise to overlooking because of the window positioning in relation to the neighbouring site, where there is a realistic possibility, it could be redeveloped. On this basis, the proposal is considered contrary to policy.

A further concern relates to the imbalance between built form, hard-standing and car parking, with only the inclusion of a token area of small, communal garden to the north-eastern corner of the site.

The site would be dominated by the buildings and rear parking area which would present an intrusive, negative and visually unappealing feature, harmful to the character of the area.

As advised by policies H1, DM1 and SP1 new development should look to have regard to the character of the surrounding area and seek to create well designed places that enhance or create character.

Supplementary to this, within paragraph 2.36 of the Guide to Development in Manchester (SPD) UDP it is stated that *‘sufficient space should be allowed for on-site planting, which should be of a stature and species appropriate to the character and context of the development’.*

The application site is situated within a prominent location adjacent to a river and because of site topography, views of the rear of the site would be afforded from Middleton Old Road.

New development should aim to provide a decent setting for buildings and provide an appropriate balance between hard and soft architectural and landscaped features.

The development in this case would present a very hard edge to the site which would contrast with the degree of verdancy which characterised neighbouring sites. It is maintained therefore that the proposed layout would have a detrimental impact to visual amenity and the general character of the area, contrary to the identified policy and guidance.

Scale

Given the local context, including the relationship of the site with local topography, the size and scale of the facing warehouse building to the opposite side of Old Market Street and the prominent position of the site in a gateway location to Blackley Village, the proposed 4 storey scale is considered satisfactory in this instance.

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: Refuse

Article 35 Declaration

Officers have attempted to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

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

1) The applicant has failed to demonstrate that the proposed development would not lead to the overlooking and associated loss of privacy of the adjoining site to the west, which in turn would prejudice its redevelopment. On this basis, the proposed layout is not considered acceptable, contrary to policies H1, DM1 and SP1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and National Planning Policy Framework (NPPF).

2) With the exception of a perimeter hedge to the site frontage and a small area of communal lawn to the north-eastern corner of the site, the proposed layout is dominated by built form, hard standing and off-road parking. The lack of a setting to the development caused by an imbalance between hard standing, car parking and green space would create a negative and visually harmful feature, detrimental to visual amenity and the general character of the area. On this basis, the proposed development is considered contrary to policies H1, DM1 and SP1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and National Planning Policy Framework (NPPF).

3) The proposed access arrangement would allow for a shared access for residential occupiers of the proposed development and patrons of the neighbouring Conservative Club. This would open up the rear of the building and associated car park as a semi-public area, which in turn would undermine the safety and security of residential occupiers, as well as having a harmful impact to their living conditions as a result of increased levels of activity, noise and disturbance at the rear of the site. The proposed development is therefore contrary to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies H1, DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
United Utilities Water PLC
Greater Manchester Ecology Unit

Unit 4 And Unit 5, Lion Works, Old Market Street, Manchester, M9 8FY
25 Middleton Old Road, Manchester, M9 8DS
3 Churchside Close, Manchester, M9 8HZ
20 Grant Close, Manchester, M9 8HY
22 Sidmouth Drive, Manchester, M9 8BU
23 Middleton Old Road, Manchester, M9 8DS
21 Middleton Old Road, Manchester, M9 8DS
Flat 5, 19 Middleton Old Road, Manchester, M9 8DS
Flat 4, 19 Middleton Old Road, Manchester, M9 8DS
Flat 3, 19 Middleton Old Road, Manchester, M9 8DS
Flat 2, 19 Middleton Old Road, Manchester, M9 8DS
Flat 1, 19 Middleton Old Road, Manchester, M9 8DS
Flat 10, 1133 Rochdale Road, Manchester, M9 7FW
Flat 9, 1133 Rochdale Road, Manchester, M9 7FW
First Floor To Third Floor, Lion Works, Old Market Street, Manchester, M9 8FY
Lock Up 2 Adjacent Unit 8, Old Market Street, Manchester, M9 8FY
Lock Up 1 Adjacent Unit 8, Old Market Street, Manchester, M9 8FY
Unit 4A, Lion Works, Old Market Street, Manchester, M9 8FY
Unit 3, Lion Works, Old Market Street, Manchester, M9 8FY
Offices, Lion Works, Old Market Street, Manchester, M9 8FY
Store Adjacent Unit 1, Lion Works, Old Market Street, Manchester, M9 8FY
Flat 8, 1133 Rochdale Road, Manchester, M9 7FW
Flat 7, 1133 Rochdale Road, Manchester, M9 7FW
Flat 6, 1133 Rochdale Road, Manchester, M9 7FW
Flat 5, 1133 Rochdale Road, Manchester, M9 7FW
Flat 3, 1133 Rochdale Road, Manchester, M9 7FW
Flat 4, 1133 Rochdale Road, Manchester, M9 7FW
Lion Works, Old Market Street, Manchester, M9 8FY
Flat 2, 1133 Rochdale Road, Manchester, M9 7FW
Flat 1, 1133 Rochdale Road, Manchester, M9 7FW
Unit 1, Lion Works, Old Market Street, Manchester, M9 8FY
Unit 10, Lion Works, Old Market Street, Manchester, M9 8FY
1 Churchside Close, Manchester, M9 8HZ
1097 Rochdale Road, Manchester, M9 7FW
19 Sidmouth Drive, Manchester, M9 8BU
16 Sidmouth Drive, Manchester, M9 8BU
17 Middleton Old Road, Manchester, M9 8DS
27 Middleton Old Road, Manchester, M9 8DS
25 Old Market Street, Manchester, M9 8DX
Unit 11, Lion Works, Old Market Street, Manchester, M9 8FY
Unit 9, Lion Works, Old Market Street, Manchester, M9 8FY
Unit 8, Lion Works, Old Market Street, Manchester, M9 8FY
Unit 6, Lion Works, Old Market Street, Manchester, M9 8FY
21 Sidmouth Drive, Manchester, M9 8BU

20 Sidmouth Drive, Manchester, M9 8BU
11 Sidmouth Drive, Manchester, M9 8BU
4 Churchside Close, Manchester, M9 8HZ
9 Churchside Close, Manchester, M9 8HZ
7 Churchside Close, Manchester, M9 8HZ
Unit 2, Lion Works, Old Market Street, Manchester, M9 8FY
1127 Rochdale Road, Manchester, M9 7FW
7 Sidmouth Drive, Manchester, M9 8BU
18 Grant Close, Manchester, M9 8HY
1131 Rochdale Road, Manchester, M9 7FW
1129 Rochdale Road, Manchester, M9 7FW
15 Middleton Old Road, Manchester, M9 8DS
9 Sidmouth Drive, Manchester, M9 8BU
23 Sidmouth Drive, Manchester, M9 8BU
18 Sidmouth Drive, Manchester, M9 8BU
17 Sidmouth Drive, Manchester, M9 8BU
15 Sidmouth Drive, Manchester, M9 8BU
2 Churchside Close, Manchester, M9 8HZ
5 Churchside Close, Manchester, M9 8HZ
13 Sidmouth Drive, Manchester, M9 8BU
5 Sidmouth Drive, Manchester, M9 8BU

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA