

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142514/TEL/2025

Date registered valid: 24 March 2025

Proposal: Prior approval for the installation of 20m telecommunications mast, equipment cabinets and boundary fence.

Address: Land At Inkerman Street, Manchester, M40 7TR

Ward(s): Harpurhey Ward

Applicant: Cornerstone

Agent (if any): Mr Josh Fiteni, Clarke Telecom

Case officer: Jack Naven
Tel: 0161 219 2095
Email: jack.naven@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 18 June 2025

Application Details

Type of application: Telecommunication Application

Development type: Notifications

Date of site visit: 11 April 2025

Standard consultations:

Printed: 27 March 2025 Expired: 17 April 2025

Neighbour notifications

Printed: 27 March 2025 Expired: 17 April 2025

Site notice

Posted: 11 April 2025 Expired: 4 May 2025

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of Site/Area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application site is a car park off Inkerman Street in north Manchester. The site borders the junction of Topley Street/Queens Road (A6010) and Rochdale Road (A664), which are major arterial routes. The site currently features numerous tall trees on the site. To the east of the site, there is a billboard that

To the north of the proposed installation, Inkerman Street continues shortly after connecting with Queens Road.

The immediate surrounding area is primarily residential in nature, with residential properties direct opposite the application site on Queens Road and Topley Street from the site, with mixed use spaces, commercial spaces, and green spaces in the wider area.

Description of Development

The application seeks prior approval for the installation of a 20m telecommunications mast, equipment cabinets and boundary fence.

Related Applications

139685/TEL/2024 - Prior approval for the installation of 25m telecommunications mast and equipment cabinets.

Withdrawn April 2024.

Consultations & Notification Responses

Publicity - Neighbour notification letters were sent to surrounding properties. A site notice and local press advert were also produced. At the time of writing this report, six objections have been received.

The objections can be summarised as follows:

Siting and Appearance

Objections over the mass, siting, and appearance of the structure and the overbearing nature this will have on the immediate surrounding residential properties.

Environmental Concerns/Trees

Concerns over trees on the site having to be pruned and that the mast is not contributing to the Council's environmental objectives or to BNG.

Public Health

Concerns about the impact of 5g of nearby residents as sensitive receptors.

Loss of Parking

Objections to the loss of parking on the site

Environmental Health - Recommended that if approved, a condition be added for a noise assessment to be produced for the cooling fan and any other noise-making equipment, to assess the impact of this noise on nearby residents.

Highway Services - Confirmed that if approved, for safety reasons, Highways would request that a kerb/upstand should be installed to form the boundary of the site against the adopted Inkerman Road carriageway, including a flush kerb at the pedestrian access gate. Confirmed that if approved and if the kerb extends onto the public highway or footpath the applicant will be required to enter into a Section 278/184 agreement for any alterations to the existing highways and that this will be at the applicants own cost and would include any required technical approval. Also confirmed that the final positioning of apparatus should maintain the minimum desirable clearance of 2m to any adjacent street furniture.

Arboricultural - Confirmed that if approved, all works must be carried out in accordance with BS:5837 during the excavation of the site. Confirmed that the proposed lateral branch reduction is necessary for the installation, but this is for the lateral branches and there should be no height restrictions on the trees unless specified. An informative has been added to this affect.

Greater Manchester Ecology Unit - Confirmed that the development is located on a small area of hardstanding on land surrounded by busy roads. Pruning back of one adjacent early mature tree and introduced scrub is required. If the proposal were to be approved, they recommended that an informative regarding bird nesting.

Policy

Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2) Order 2016

The proposal falls within Part 16, Class A - 'Electronic communications code operators', of the above regulations. This requires that Local Planning Authorities assess whether prior approval is required for the siting and appearance of the development.

The Adopted Core Strategy for the City of Manchester (2012)

DM1 (Development Management) states that all development should have regard to a number of specific issues the following of which are relevant to this application and for which more detailed guidance may be given within a supplementary planning document:

- Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development.
- Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and prevention.
- Design for health.
- Refuse storage and collection.
- Vehicular access and car parking.

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 improve access to jobs, services and open space, and provide good access to sustainable transport provision.

The Unitary Development Plan (UDP) for the City of Manchester (1995)

DC17.1 (Telecommunications) states that 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.

E3.3 (Environmental Improvement and Protection) states the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems to improve the appearance of the City's major road and rail routes both as an important element in improving the local environment for people living and working on or close to these major routes; to improve the image of the City in order to attract new investment and jobs; and make the City more attractive to tourists and visitors. The Council wishes to see green areas which are established alongside roads designed to a high quality and without the use of shrubs where these would form a litter trap. Where high quality open space cannot be provided then the Council will promote the site for built development.

Places for Everyone (2024)

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

The following policies are considered relevant to this application:

JP-P1 (Sustainable Places) states an aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy, and varied places, each having the following key attributes that all development, wherever appropriate, should be distinctive, with a clear identity, visually stimulating, socially inclusive, resilient, adaptable, durable, resource efficient, safe, supported by critical infrastructure, functional and convenient, incorporating accessibility, legible easy to move around, well connected, comfortable and inviting, incorporating high quality and well managed green infrastructure and public realm, well served by local shops, services and amenities.

JP-C1 (An Integrated Network) aims to deliver an accessible, low carbon Greater Manchester with world-class connectivity by delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes, enabling the provision of high quality digital infrastructure; locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality; meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure, ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the Global Street Design Guide(125) hierarchy (highest priority first) and developing local transport industry skills and education to ensure the right skills are available into the future.

JP-C2 (Digital Connectivity) states that the provision of affordable, high quality, digital infrastructure is supported. In making decisions we will support a range of measures, including enabling the roll-out of latest generation mobile technology in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/changing technology.

JP-S1 (Sustainable Development) states that in order to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Preference will be given to using previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer

environment through Secured by Design principles, appropriate waste management measures, and environmental sustainability.

In **Chapter 2 'Design'**, paragraph 2.7 outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment and encourages "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing, and orientation of its buildings should achieve a unified form which blends in with and links to adjacent areas.

Paragraph 2.14 states that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 The impact of site boundaries can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well-designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment

National Planning Policy Framework (NPPF) (2024)

Decisions should accord with the requirements of the National Planning Policy Framework (NPPF) (2024), which sets out the Government's Planning Policies for England and how these are expected to be applied.

The following sections are of relevance to this application:

Section 8 (Promoting healthy and safe communities) outlines how planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings.

Section 10 (Supporting High Quality Communications) states that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being, but advises that the number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing buildings and other structures for new electronic communications capability should be encouraged. Where new sites are required (such as for new 5G networks), equipment should be sympathetically designed and camouflaged where appropriate.

Paragraph 120 states that the number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged. Where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate.

Paragraph 122 states that 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. This should include:

- a) the outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome, technical site or military explosives storage area; and
- b) for an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines on non-ionising radiation protection; or
- c) for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met.

Paragraph 123 states that local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operations, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

Section 12 (Achieving well-designed places) advises that the government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

It specifically states that:

"Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Developments should help to raise the standard of design more generally in an area and fit in with the overall form and layout of their surroundings" (**paragraph 139**).

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).

This is further explored in paragraph 8, which confirms that 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 National Design Guide (January 2021)

Illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

- Context - enhances the surroundings
- Identity - attractive and distinctive
- Built form - a coherent pattern of development
- Movement - accessible and easy to move around
- Nature - enhanced and optimised

- Public Spaces - safe, social, and inclusive
- Uses - mixed and integrated
- Homes and buildings - functional, healthy, and sustainable
- Resources - efficient and resilient
- Lifespan - made to last

Issues

Principle of the Development

The Town and Country Planning (General Permitted Development) (England) Order 2015 confers 'permitted development rights' for certain types of telecommunications development.

This now includes the erection of telecommunications masts which do not exceed a height of 30m above ground level on unprotected land. These permitted development rights remove the need to submit a full planning application but rather require a 'prior approval' application to be made.

This means that the Local Planning Authority (LPA) can only control the details of the siting, design and external appearance of a telecommunication development, as the acceptability of the principle of the development is already established. The Local Planning Authority has 56 days in which to let the applicant know of its decision on whether prior approval is required for siting and appearance and to let the operator know of its decision to allow or refuse approval. This period can be extended if there is an agreement between the applicant and LPA.

Given background Government planning guidance, a principal theme running through the National Planning Policy Framework is the commitment to ensuring sustainable economic growth. This includes the advancement of infrastructure and the use of smarter technologies.

Paragraph 118 at Section 10 of the NPPF states that “Advanced, high-quality communications infrastructure is essential for sustainable economic growth and social well-being”.

Saved policy DC17.1 of the UDP similarly looks to support telecommunication development, subject to minimising any impact upon siting and appearance.

Further, the public benefits of a greatly enhanced communications network for businesses and residents alike in this location, would qualify as a considerable positive that would contribute to the wider economic output of the area, as well as social improvements.

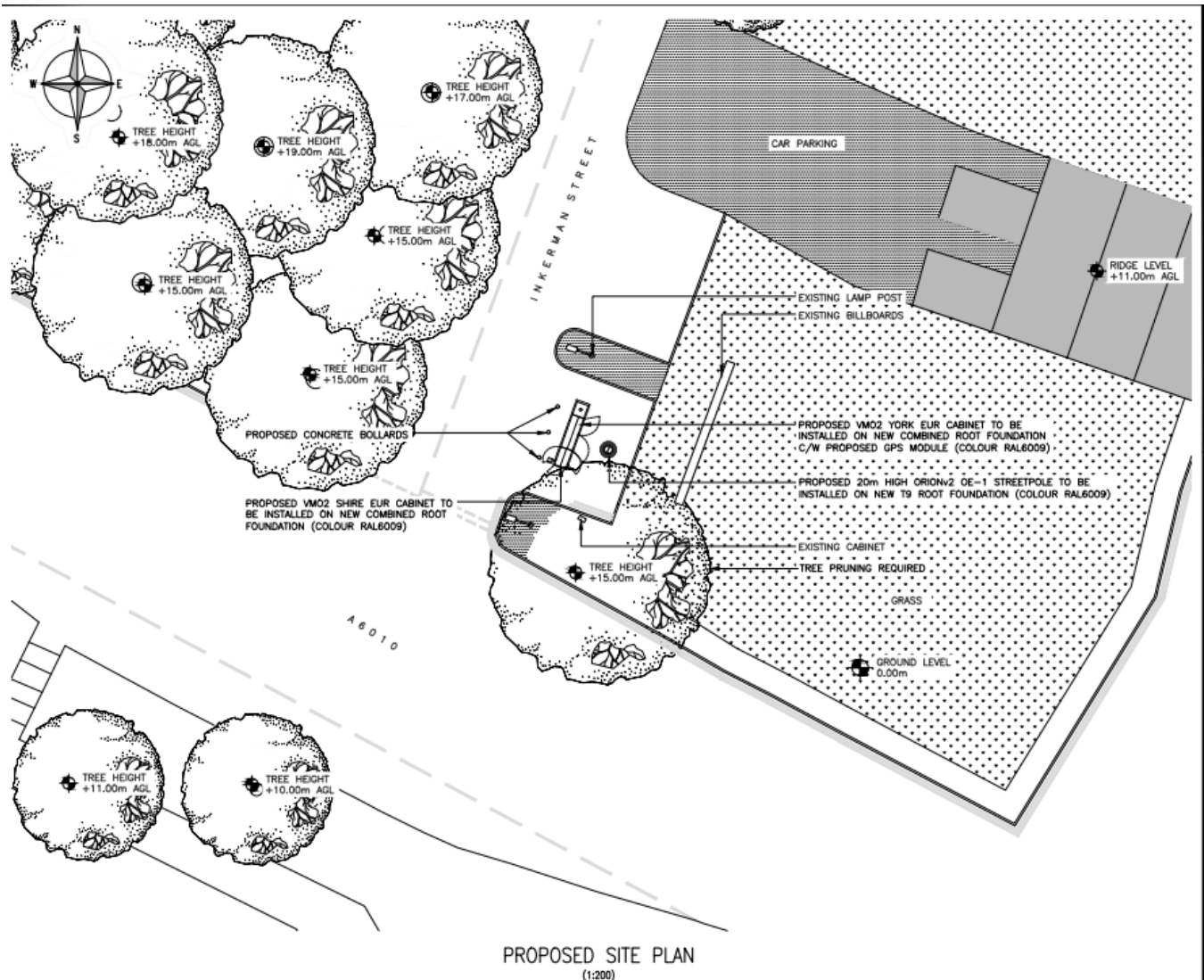
In light of the above, it is considered that the proposal complies with the overarching policy framework which outlines a general presumption in favour of telecommunication development. It is necessary however to further assess the appropriateness of the siting and appearance of the proposed equipment, as outlined below.

Siting and Appearance

In keeping with the National Planning Policy Framework, which advocates the use of high-quality communications infrastructure, the proposed design has been selected to minimise visual impact upon the street scene.

The introduction of a tall structure will always to some degree be noticeable, particularly to passers-by and nearby occupiers. This does not necessarily mean any harm will result or that there will be an overwhelming, undue impact. In this instance, it is considered that the applicant has minimised the impact by practicable and appropriate siting and design, balancing the siting

and appearance of the installation against technical requirements and material planning policy and guidance which advocates a presumption in favour of such equipment.



Proposed site plan

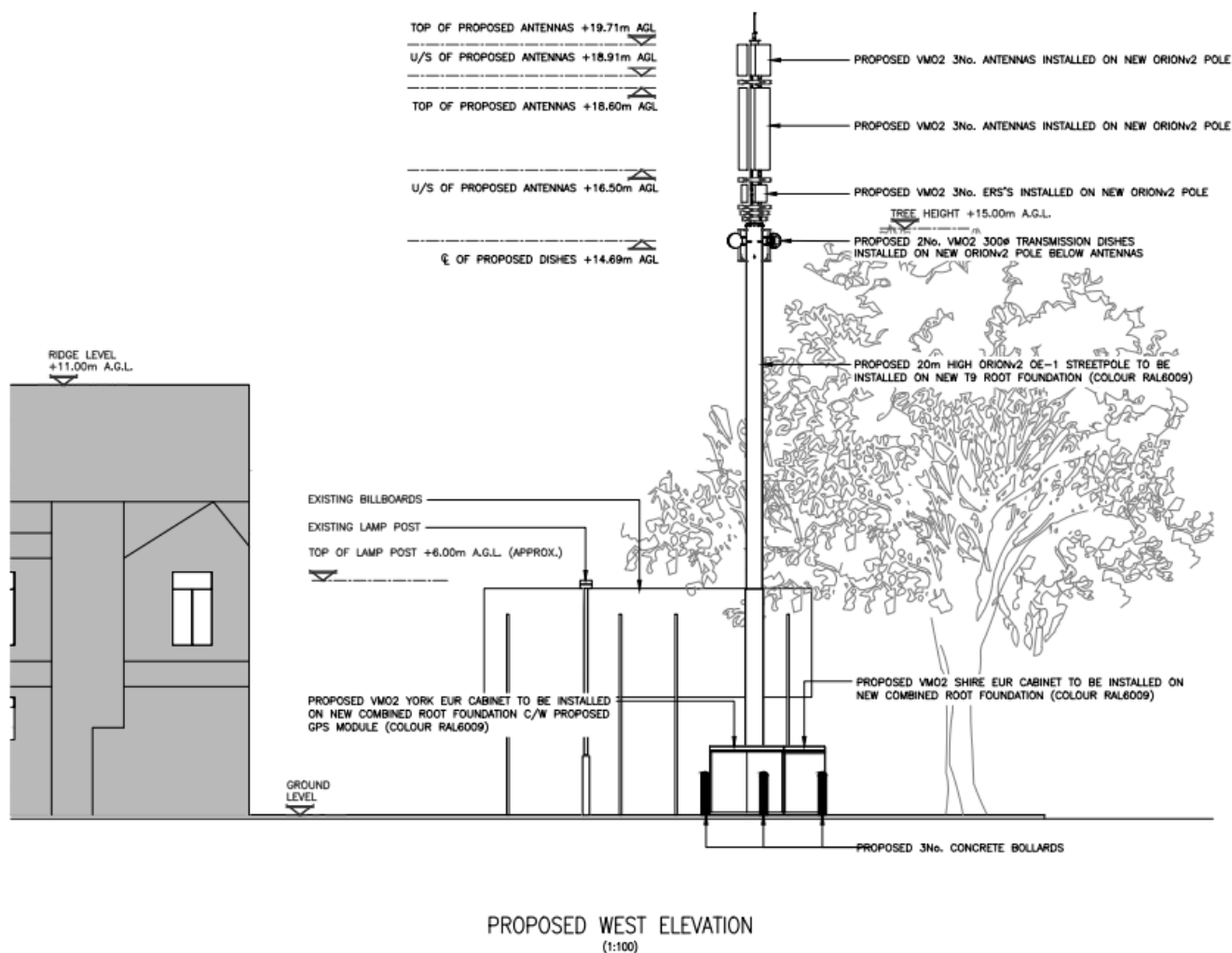
The proposed design is typical of this form of mast and related equipment. Its height and composition would be appropriate in the context of the application site.

Whilst the proposal will be visible from views from some surrounding residential properties, the proposed installation will not appear overly dominant, particularly as it will be screened by surrounding trees. A billboard in place to the east will also provide some screening of the structure from this direction.

Through discussions with the Local Planning Authority, the height of the mast has been reduced from 22.5 metres, where it would have been visible over nearby trees, to 20 metres, where it will appear as a similar height to surrounding trees.

The monopole has been reduced through discussions to be slimmer, therefore preventing a bulky incongruous feature from appearing at the top of the structure

The structure will be painted in Green (RAL 6009), as opposed to white, in order to blend in better with the surrounding trees.



Proposed west elevation

As such, it is not considered that the proposed mast and associated equipment would not form overly intrusive features, nor would there be any significantly harmful impact upon the character and appearance of the area.

Impact on Health and Safety

Representations have been received on public access from the wider public in which concerns are raised about the impact to human health as a consequence of the proposed installation, as well as the impact to health due to the location of nearby residential dwellings.

The role of the planning system however is not to duplicate existing controls under other legislation and is not the place to determine health safeguards. It is the Governments' view that if a proposed development conforms to International Compliance for Public Exposure Guidelines for Public Exposure to Electromagnetic Fields established by the International Commission on Non-Ionising Radiation Protection (ICNIRP), further consideration of this issue should not be necessary by the Local Planning Authority.

Access/Impact on Highway and Pedestrian Safety

The installation would be sited within a section of tarmac, separate from the public footway, with sufficient 2m clearance from the back of the highway, and there are no objections from Highway Services.

Conclusion

The proposal is considered to be in accordance with the provisions outlined in Schedule 2, Part 16, Class A of the General Permitted Development Order 2015.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of five years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Schedule 2, Part 16, Class A of the General Permitted Development Order 2015.

2) The development must, except to the extent that the local planning authority otherwise agrees in writing, be carried out— where prior approval has been given as mentioned in subparagraph (8)(b)(i), in accordance with the details approved, received by Manchester City Council as the Local Planning Authority on 07 April 2025:

- Arboricultural Layout
- Arboricultural Report

And received by Manchester City Council as the Local Planning Authority on 11 June 2025:

- Proposed Site Location Maps Rev A
- Proposed Site Plan Rev E
- Proposed Site Elevation Rev E

Reason - Required to be imposed pursuant to Schedule 2, Part 16, Class A of the General Permitted Development Order 2015.

3) Removal when not required any electronic communications apparatus provided in accordance with that permission is removed from the land or building on which it is situated, as soon as reasonably practicable after it is no longer required for electronic communications purposes; and such land or building is restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Reason - Required to be imposed pursuant to Schedule 2, Part 16, Class A of the General Permitted Development Order 2015

4) The structure shall be painted in Green RAL colour 6009

Reason - In the interests of visual amenity in accordance with policies SP1, EN3 and DM1 of the Core Strategy.

Informatives

1) For safety reasons, Highways request that a kerb/upstand should be installed to form the boundary of the site against the adopted Inkerman Road carriageway, including a flush kerb at the pedestrian access gate.

2) If the kerb extends onto the public highway or footpath the applicant will be required to enter into a Section 278/184 agreement for any alterations to the existing highways. This will be at the applicants own cost and would include any required technical approval.

The application form can be found on the MCC Website as follows:
https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements

3) The final positioning of apparatus should maintain the minimum desirable clearance of 2m to any adjacent street furniture.

4) It is recommended that the applicant liaises with MCC's Street Lighting Team regarding the potential requirement to relocate an existing street lighting column - streetlighting@manchester.gov.uk

5) Operatives undertaking installation / servicing / maintenance will be expected to comply fully with the relevant traffic laws, including any local parking and movement restrictions.

6) The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

7) The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

8) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately, and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

9) All works must be carried out in accordance with BS:5837 during the excavation of the site.

The proposed lateral branch reduction must be completed in accordance with BS:3998.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Greater Manchester Ecology Unit
Environmental Health
Neighbourhood Team Leader (Arboriculture)

53 Keyhaven Walk, Manchester, M40 7TQ
51 Keyhaven Walk, Manchester, M40 7TR
73 Keyhaven Walk, Manchester, M40 7TQ
67 Keyhaven Walk, Manchester, M40 7TQ
59 Keyhaven Walk, Manchester, M40 7TQ
61 Keyhaven Walk, Manchester, M40 7TQ
6 Tarvington Close, Manchester, M40 7XP
387 Queens Road, Manchester, M9 5FF
Flat 6, 647 Rochdale Road, Manchester, M9 5SH
631 Rochdale Road, Manchester, M9 5SH
13 Erindale Walk, Manchester, M40 7TG
41 Keyhaven Walk, Manchester, M40 7TR
371 Queens Road, Manchester, M9 5FF
2 Reedshaw Road, Manchester, M9 5FY
3 Reedshaw Road, Manchester, M9 5FY
359 Queens Road, Manchester, M9 5FF
Flat 2, 351 Queens Road, Manchester, M9 5FF
Flat 6, 649 Rochdale Road, Manchester, M9 5SH
15 Barnstaple Drive, Manchester, M40 7XL
17 Barnstaple Drive, Manchester, M40 7XL
39 Keyhaven Walk, Manchester, M40 7TR
381 Queens Road, Manchester, M9 5FF
Flat 2, 647 Rochdale Road, Manchester, M9 5SH
615 Rochdale Road, Manchester, M40 7XH
7 Reedshaw Road, Manchester, M9 5FY
363 Queens Road, Manchester, M9 5FF
353 Queens Road, Manchester, M9 5FF
19 Erindale Walk, Manchester, M40 7TG
15 Erindale Walk, Manchester, M40 7TG
71 Keyhaven Walk, Manchester, M40 7TQ
65 Keyhaven Walk, Manchester, M40 7TQ
373 Queens Road, Manchester, M9 5FF
8 Reedshaw Road, Manchester, M9 5FY
Flat 3, 647 Rochdale Road, Manchester, M9 5SH
357 Queens Road, Manchester, M9 5FF
Flat 6, 351 Queens Road, Manchester, M9 5FF
Flat 3, 649 Rochdale Road, Manchester, M9 5SH
47 Keyhaven Walk, Manchester, M40 7TR
43 Keyhaven Walk, Manchester, M40 7TR
Flat 5, 351 Queens Road, Manchester, M9 5FF
63 Keyhaven Walk, Manchester, M40 7TQ
8 Tarvington Close, Manchester, M40 7XP
385 Queens Road, Manchester, M9 5FF
379 Queens Road, Manchester, M9 5FF
377 Queens Road, Manchester, M9 5FF
Flat 1, 649 Rochdale Road, Manchester, M9 5SH
Flat 5, 647 Rochdale Road, Manchester, M9 5SH

1 Reedshaw Road, Manchester, M9 5FY
367 Queens Road, Manchester, M9 5FF
355 Queens Road, Manchester, M9 5FF
Flat 4, 351 Queens Road, Manchester, M9 5FF
49 Keyhaven Walk, Manchester, M40 7TR
17 Erindale Walk, Manchester, M40 7TG
69 Keyhaven Walk, Manchester, M40 7TQ
57 Keyhaven Walk, Manchester, M40 7TQ
383 Queens Road, Manchester, M9 5FF
375 Queens Road, Manchester, M9 5FF
4 Reedshaw Road, Manchester, M9 5FY
Flat 4, 649 Rochdale Road, Manchester, M9 5SH
Flat 1, 647 Rochdale Road, Manchester, M9 5SH
629 Rochdale Road, Manchester, M9 5SH
617 Rochdale Road, Manchester, M40 7XH
5 Reedshaw Road, Manchester, M9 5FY
Flat 3, 351 Queens Road, Manchester, M9 5FF
1 Rutherglade Close, Manchester, M40 7XQ
75 Keyhaven Walk, Manchester, M40 7TQ
3 Rutherglade Close, Manchester, M40 7XQ
6 Reedshaw Road, Manchester, M9 5FY
Flat 5, 649 Rochdale Road, Manchester, M9 5SH
369 Queens Road, Manchester, M9 5FF
Flat 1, 351 Queens Road, Manchester, M9 5FF
55 Keyhaven Walk, Manchester, M40 7TQ
Flat 4, 647 Rochdale Road, Manchester, M9 5SH
389 Queens Road, Manchester, M9 5FF
Flat Above, 615 Rochdale Road, Manchester, M40 7XH
365 Queens Road, Manchester, M9 5FF
361 Queens Road, Manchester, M9 5FF
Flat 2, 649 Rochdale Road, Manchester, M9 5SH
22 Park View, Harpurhey, Manchester, M9 5EJ
20 Park View, Harpurhey, Manchester, M9 5EJ
Flat 6, 651 Rochdale Road, Manchester, M9 5SH
Flat 4, 651 Rochdale Road, Manchester, M9 5SH
10 Reedshaw Road, Manchester, M9 5FY
9 Reedshaw Road, Manchester, M9 5FY
16 Park View, Harpurhey, Manchester, M9 5EJ
30 Park View, Harpurhey, Manchester, M9 5EJ
28 Park View, Harpurhey, Manchester, M9 5EJ
24 Park View, Harpurhey, Manchester, M9 5EJ
14 Park View, Harpurhey, Manchester, M9 5EJ
12 Park View, Harpurhey, Manchester, M9 5EJ
10 Park View, Harpurhey, Manchester, M9 5EJ
8 Park View, Harpurhey, Manchester, M9 5EJ
4 Park View, Harpurhey, Manchester, M9 5EJ
2 Park View, Harpurhey, Manchester, M9 5EJ
Flat 3, 653 Rochdale Road, Manchester, M9 5SH
Flat 2, 653 Rochdale Road, Manchester, M9 5SH
Flat 3, 651 Rochdale Road, Manchester, M9 5SH
Flat 5, 651 Rochdale Road, Manchester, M9 5SH
Flat 2, 651 Rochdale Road, Manchester, M9 5SH
42 Park View, Harpurhey, Manchester, M9 5EJ
40 Park View, Harpurhey, Manchester, M9 5EJ

36 Park View, Harpurhey, Manchester, M9 5EJ
26 Park View, Harpurhey, Manchester, M9 5EJ
44 Park View, Harpurhey, Manchester, M9 5EJ
38 Park View, Harpurhey, Manchester, M9 5EJ
34 Park View, Harpurhey, Manchester, M9 5EJ
32 Park View, Harpurhey, Manchester, M9 5EJ
18 Park View, Harpurhey, Manchester, M9 5EJ
6 Park View, Harpurhey, Manchester, M9 5EJ
Flat 1, 653 Rochdale Road, Manchester, M9 5SH
Flat 1, 651 Rochdale Road, Manchester, M9 5SH

Appendix 2 – Planning constraints

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