

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141045/FO/2024
Date registered valid: 20 December 2024
Proposal: Erection of 4 no. two-storey detached dwellings (Class C3) following demolition of the existing building
Address: 60A Wood Road, Manchester, M16 8BL
Ward(s): Whalley Range Ward

Applicant: Mr Mohommed Chunara
Agent (if any): Mr Umayr Azam Northedge Architecture
Case officer: David Lawless
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Recommendation: Refuse
Date of recommendation: 2 April 2025



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 7 January 2025

Standard consultations:

Printed: 3 January 2025 Expired: 24 January 2025

Neighbour notifications

Printed: 6 January 2025 Expired: 27 January 2025

Site notice

Posted: 7 January 2025 Expired: 28 January 2025

Press advert

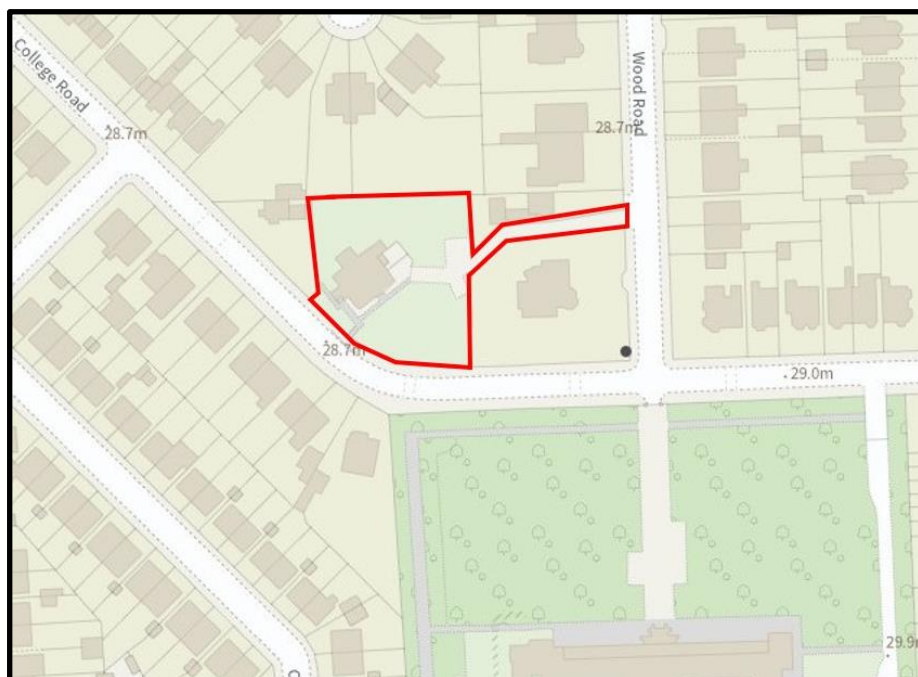
Published: 7 January 2025 Expired: 28 January 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

60A Wood Road was originally constructed as a children's home in the 1990s and was subsequently converted into self-contained flats. The property is three storeys in height and constructed from red brick and topped by concrete tiles. Vehicular access to the site is taken from Wood Road, between numbers 60 and 60b, and there is a pedestrian access on College Road. The site forms little less than half of the substantial grounds originally associated with 60 Wood Road, a large house that is currently in use as self-contained flats. The application site is shown below:



The 60A Wood Road sits diagonally across the site with its side toward College Road and is set back from the road frontage. The boundary of the site to College Road comprises a stone wall and copings with timber fencing above. There is a significant level change between the site and College Road, with the ground level within the site being approximately at the top of wall on College Road. This makes the property visually prominent from College Road although it does not directly front on to the street.

The area surrounding the site is predominantly residential with a mix of housing types, but the Grade II* listed British Muslim Heritage Centre in its spacious grounds occupies a prominent site at the bottom of Wood Road. There is significant mature tree cover on and around the site, but there are still views through from College Road.

Listed building: Not applicable
Conservation area: Whalley Range Conservation Area 1992
Tree Preservation Order: Yes

Description of development

Erection of 4 no. two-storey detached dwellings (Class C3) following demolition of the existing building

Consultations & Notification Responses

Local Residents – 16 letters have been received from local residents, 13 in objection, 2 in support and 1 making a representation, the comments are as follows:

In objection:

- The density of the development is not in keeping with the surrounding conservation area and would result in significant impact to the ecology of the site. Maximising the plot and site development is prioritised over quality of space and landscape habitat. It appears to be an intensive 'back land' development with some units located very close to one another and to neighbouring boundaries. The 4no. dwelling units are very large 4 bed two-storey.
- The housing units to have windows to the gable ends as well as rear elevations - it is not clear from the site plan which gable elevations have windows. The 2no. units to the east side of the development plot would over-look the neighbouring properties and private gardens at 60b and 60 Wood Road. The proximity of the other units to boundaries would result in a loss privacy without careful screening of mature trees and boundary treatment.
- The development would cause the loss of mature trees (as set out in the tree report) protected by conservation area planning guidance. It is not clear how many mature trees are to be felled - it appears to be 7no. in total. This work is in addition to historical tree works carried related to at least 4no. previous applications for tree work and generally poor management and maintenance of the site and gardens. The associated loss of mature habitat has a significant effect on urban wildlife - this habitat can not be replaced by re-planting new saplings. This proposal would have a significant impact on the overall character of immediate area and the wider Whalley Range Conservation area.
- The trees on the grounds of this property are of significant value. In particular there is no need to fell the beautiful mature beech trees. The developer's statement that the beech trees to be felled have no amenity value is incorrect, they are clearly visible from the road and are of significant benefit to wildlife.

- The current private access road is very narrow and is not wide enough for two vehicles to pass. It has a 'blind bend' where there have been accidents in the past. The bin collection lorry does not currently use this road as it does not wide enough and there is no turning circle. Turning in and out on to Wood Road has poor view-point and visibility - Wood Road is particularly busy during school drop off and collection periods with travel made on foot, bicycle and vehicles.
- The result of the 4no. new units would see a large increase in traffic flow very close to the neighbouring house at 60b and garden at 60 Wood Road. This would significantly affect enjoyment of the external garden space and amenities along with resultant pollution from increased vehicle fumes. Given the proposed occupancy of 4no. units on-site parking space does not appear to be sufficient. There is limited provision for visitor parking (1no. space noted) so this would most likely end up on Wood Road.
- There is no information regarding connection to existing sewers. The development is going result in significant increase in waste / rainwater volumes. 60b shares common drain in the private access drive - this has already been subject to blockage through miss-use (60a) and during storm conditions.
- There is no provision for waste collection vehicles to drive down the narrow access road and turn as there is very limited space - bins are currently collected from the end of the access road on Wood Road - 4 x 4no. bins will need be placed at the end of the drive on collection days = 16 bins total blocking driveway access and pavements.
- The proposal has few architectural merits in relation to its setting within the Whalley Range Conservation Area. There are no measures to reduce 'carbon' or meet any current issues related to sustainability in the built environment. The material specification has a high 'embodied carbon' footprint. There are no listed measures to reduce 'operational carbon'.
- The dwelling design proposals are generic developer-led housing. The materials proposed for the dwellings appear to be poor quality, generally inexpensive standard building materials and not in-keeping with the architecture of the area. The materials are not annotated on the elevations.
- The proposed boundary treatment is generally poor quality. The external boundaries are currently in poor condition with rotten fencing and stone walls in disrepair. The proposal is to leave these as found.
- The site and gardens have been poorly managed over at least the last two decades affecting the mature trees and local ecology. The current condition of the site is very poor with litter, loose waste, broken domestic appliances, abandoned vehicles and fly tipping attracting vermin and foxes. This would appear to be a systematic neglect that has had a significant detrimental effect on the wellbeing of residents at the property, neighbouring properties and local environment of Whalley Range. Placing the land into separate 'private' dwellings rather than a (HMO) House of Multiple Occupancy would potentially result in a better management of the site, providing provision is put in place for the private 'adopted' roadways and associated landscaping.
- The Heritage report at 2.2 suggests that 'The proposed design of the new dwellings, and the location within a private gated estate, are sympathetic with the surrounding residential properties, and will therefore not impact upon the significance of the surrounding Whalley Range conservation area'. This is definitely not the case for the reasons outlined here, and that the proposals are an overdevelopment.
- There are too many large buildings for the size of the plot. From the site plans, there is barely enough room for 2 parking places for each house and little room for visitors' cars. This will have a negative impact on Wood Road and College Road as visitors will likely have to park on these roads. Parking can already be difficult on these roads, especially when there are events or religious services at the Muslim Heritage Centre (as there are very regularly), and this will only get more pronounced if the proposals to significantly expand the Muslim Heritage Centre go through.

- Given the proposed size of the houses, even if they are supposed to be family houses, there is a good chance that they will have more than 2 cars each anyway - and if the houses are divided up into shared accommodation to maximize income (which the design of each lends itself to), then it is highly probable that there will be more than 2 cars per household. This will significantly exacerbate the problem.
- The size and layout of the houses in the proposal suggest that they likely will not be family houses but rented shared-occupation houses - if the studies and living areas are turned into bedrooms, you could get 6 or 7 people renting in each house with these plans. The physical closeness of 3 of the houses also suggests the houses are actually designed to be shared accommodation - they are overlooking each other (a poor design) and families wouldn't like that. This would likely make the car issue much, much worse.
- In order to fit their cars in, it is likely that owners will simply pave over what it looks like is being proposed as garden space (the garden space is in fact a really good idea) and this will have a negative effect on the whole area from an ecological perspective. It does indeed seem as if that might precisely be the reason why trees T1, T2, T7, and T9 are going to be removed as part of the proposals as removing those currently viable trees would give the owners access and space to create potential driveways where the current plans appear to show garden spaces. So it looks like the garden space idea is in fact not real, but a decoy.
- Looking at the plans, there doesn't appear to be any reason why those particular trees are being taken down. They can still be there even with the proposed buildings in place. Taking all the trees down will have both an ecological and an aesthetic impact. One of the nice features of Whalley Range is the number of mature trees and the proposal destroys that in this particular corner.
- With the likely increase in traffic from the new properties, reducing the number of trees will have an impact on air quality in the area. It will also reduce the likelihood of many bird types visiting the area. The Ecological Appraisal Report 3.4.24 identified the following types of birds have been identified as visiting the site bullfinch (*Pyrrhula pyrrhula*), dunnock (*Prunella modularis*), house sparrow (*Passer domesticus*), song thrush (*Turdus philomelos*), starling (*Sturnus vulgaris*), tree sparrow (*Passer montanus*), grey heron (*Ardea cinerea*), peregrine falcon (*Falco peregrinus*), and herring gull (*Larus argentatus*), plus woodpigeons and nuthatches. Some of these birds are relatively rare, I think. Bats currently fly over the space. This is probably because the site is currently rather wild. It would have been good to have maintained that kind of environment in some way, possibly by creating a micro-forest or the like as part of the proposal. It will be difficult to maintain this level of biodiversity with the new proposals.
- The report says at 4.1.6. 'It has been informed by the client that replacement tree planting at a 1:2 ratio will be completed to compensate for loss of any trees. It is recommended that the planting comprises native species and species known to be of value for the attraction of wildlife. This will include fruiting and flowering species.' This amounts to 16 new trees. 8 are being taken out including the dead one. Dead trees are fantastic for biodiversity - the dead tree, for example, is likely one of the reasons that, according to the report, nuthatches have been seen populating the area. It is telling that the 16 new trees that will have to be planted are nowhere to be seen on any of the plans. This suggests that there is no real intention to plant them.
- The proposals therefore will damage the area ecologically. They will also have an impact on human health. The number of mature trees in a particular area has an impact on the air cleanliness of the area and also on keeping the external heat of a specific urban area down, which is very important for the environment and for human health.
- The Biodiversity Net Gain Assessment report at 2.1.1 says: 'The proposals include the construction of two detached houses. The arboricultural impact assessment concluded that seven trees will need to be removed to facilitate the development.' If the Biodiversity Net Gain Assessment report was done for 2 detached houses, what will the impact be for 4 detached houses?

- The access road is a major problem and with the size and number of the houses being proposed it will be very dangerous, particularly for children. There are too many buildings for the size of the access road. The access road is very narrow. It is very near to what is at particular times of the day a very busy junction.
- The significant increase in the number of cars envisioned by the proposal (not forgetting visitors and the likely effect if the houses are used as shared accommodation - as is probable - rather than family houses) will mean that there will be congestion issues for the access road. This will have a number of consequences, the worst of which is that it will make the exit of the access road extremely dangerous for people passing, particularly for pedestrians and cyclists.
- There are a number of both primary schools (Manley Park, St Margaret's, Our Lady's Primary Schools are all within a few hundred metres of the proposed site) and secondary schools (children going to Chorlton High and St Bede's use Wood Road to walk/cycle to school) in the area and many children use Wood Road to walk and cycle to and from school and the proposals would make the area very dangerous given the narrowness of the access road. If two cars are coming out of the access road at the same time, while a car is trying to go in to the access road, how is that going to be resolved? With a car backing out round a blind corner onto a road which is often quite busy, and a pavement that is also often very busy, especially at the times children are going to and coming home from school. College Road at school start and finish times is closed at Upper Chorlton Road, so traffic along Wood Road and round the junction with College Road is already bad at those times of day.
- The issue of the access road is going to get even worse on bin collection day. There will now be 12 different bins either on the access road (and therefore likely blocking it) or on the pavement of Wood Road on alternate Wednesdays. Waste collection is going to cause a major problem and will make the road, and particularly the pavement, very dangerous, particularly for school children.
- Cars at this end of Wood Road already park half on the pavement, so this issue with a lack of space for parking and the narrowness of the access road is going to make this end of Wood Road much more dangerous, particularly for schoolchildren and even more so when there are events at the Muslim Heritage Centre and on bin days.
- The access road problem is going to be very, very bad while demolition and construction are taking place. Where are the lorries delivering materials going to offload? Where is the machinery required going to go? Where are all the cars for the people working on site going to park? It will be total chaos.
- The current proposals are a significant overdevelopment which will have a negative impact in terms of their environmental, safety, health, and aesthetic effects on the area. They are a little better than the proposals from last year but the main issues have not been addressed. The proposed size and number of houses, not enough parking, bin collection issues, the access road and the number of trees being cut down, no guaranteed green space or replacement trees for wildlife (why couldn't they have put in a communal green area like in Green Walk?). Above all, the overdeveloped proposals would make that end of Wood Road much more congested and would make it very dangerous.

In support/representations:

- This would be a great use of this neglected site.
- The proposal will significantly enhance that particular corner in Whalley Range with quality housing. It comes across as proportionate and considerate to its surroundings and will have a major positive impact on this area as long as neighbours and trees are being taken into consideration during the construction period.
- It is good living in an area with balanced provision for flats, houses etc for all different needs. The site is currently not in a great state. Assurances are needed that the housing is in keeping with the character of houses surrounding it; as part of the conservation area.

- There are some concerns about trees and would again appreciate assurances that any replanting would be with suitable and quite mature saplings so the area can recover to a natural state as soon as would be possible.

Whalley Range Community Forum – The Forum do not object to the demolition of the existing building and its replacement with 4 family homes. In principle they would like these to be 'affordable' and energy efficient etc. However, their main concern is that the proposals include the removal of healthy mature trees. This goes against the MCC tree action plan, which sets out the value of mature trees and seeks to 'protect strongly'. In addition and specific to this site, this location is one of the original areas laid out in Whalley Range and is visually well known, both its walls, gates, buildings on College Road and its tree line. The trees therefore have significant amenity value, being at the heart of the Whalley Range Conservation Area.

Whalley Range Climate Action Group – This plan involves the felling of almost all the mature trees on the site and we oppose this from an environmental point of view and on grounds of loss of amenity. Large, mature trees like those proposed to be felled, are particularly effective at temperature regulation through shading and transpiration as well as improving drainage, reducing air pollution and acting as carbon sinks, . The massive benefits of these large trees at times of temperature crisis, heavy rainfall and toxic fumes will be felt over the next 10 to 50 years of climate change - long before any similar benefits will accrue from the proposed newly planted trees. We believe that the felling of seven large mature trees would have detrimental effects on local climate resilience and therefore oppose their felling.

The trees on this site, including three large and beautiful beeches, are visible to every passer- by on College Road which is a major Whalley Range thoroughfare. This group of trees links with the mixed park landscape of the British Muslim Heritage Centre across the road to form a spectacular, wooded effect at the corner. The felling of these trees would therefore represent a significant loss of amenity value.

We are not in principle against development of residential accommodation on the site but believe that any development should take existing mature trees into account. It seems to us that these points are supported by the ambitions expressed in Manchester City Council's Tree Action Plan (now under revision) particularly under Objective 1(Managing sustainably) and Objective 3 (Protecting Strongly). Replacement trees take years to develop

Manchester Heritage Advisory Panel – The Panel stated that the proposals did not respect the conservation area or the existing pattern of development. They commented that layout and position did not accord with the established building line and the orientation of the houses results in them turning their back against the main road which would lead to a poor relationship and frontage.

Members stated that the site was being overdeveloped and squeezed in between existing mature trees which would be compromised and at risk. They added that the loss of trees would have a detrimental impact on the character of the area.

The Panel observed that the proportions and detailing is poorly executed, with a lack of information on drawings and in the design and access statement.

In summary they felt that the development is inappropriate for the site and they would like to see a more considered scheme using the volume of the existing house as a starting point.

Highway Services – Have made the following comments:

- **Trip Generation and Junction Capacity** – Given that the proposed development is resultant in 4 additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- **Site Accessibility** – The site is well accessed by sustainable modes. Regular bus services are routed along Upper Chorlton Road and provides connections to Chorlton and Piccadilly Gardens. The closest Metrolink facility is located at Firswood and provides connections to Manchester Airport, Victoria via Market Street, East Didsbury, Shaw & Crompton and Rochdale.
- **Parking and Access** – There are 9 car parking spaces located within the site's curtilage, thus equating to a provision of 225%. Each dwelling has been assigned 2 parking spaces (8 spaces) and there is one visitor parking space. The Design & Access Statement confirms that the current access from Wood Road will be retained and would not be altered. It is noted that this access is an established private drive that serves the existing property. This access road is unadopted and it is understood that it will remain so. The dropped kerb access is located on the adopted highway and any changes / amendments to the access will have to be done via a Section 278 agreement. It is understood that the existing access will also be used as pedestrian and cycle access. It is recommended that an internal footway is installed to ensure that there are no conflicts between pedestrians and vehicles.
- **EV Charging** – The Design and Access Statement confirms that EV Charging will be available for each property. This is acceptable to Highways.
- **Cycle Parking** – In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.
- **Boundary Treatment** – It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.
- **Refuse and Servicing** – Designated refuse storage has been accommodated for each individual dwelling. The Design and Access Statement suggests that the refuse collection will remain as per the existing scenario to the existing flats. Confirmation is requested on whether the applicant will be using a private waste contractor who will enter, collect, and egress from the site. If so, it is requested that this information is provided, and swept path analysis provided. If the applicant proposes to use MCC's waste vehicle, then it should be ensured that the development meets GD04 Waste Storage and Collection Guidance. It is important to note the surface requirements detailed within Manchester City Council GD04 guidance. The collector must not be required to wheel a container more than 10m to the collection vehicle and residents must be within 30m of a bin collection point.
- **Construction Management** – A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

Environmental Health – Suggests a number of conditions in order to protect public health and/or residential amenity.

Neighbourhood Team Leader (Arboriculture) – Object to the proposal from an arboricultural perspective and recommend that a number of the trees are protected by a Tree Preservation Order (TPO).

Greater Manchester Police – Recommend the imposition of a *Secured by Design* condition.

Greater Manchester Ecology Unit – Have made the following comments:

Bats – Both the Preliminary Ecological Appraisal Report and the Preliminary Roost Assessment agree that the building to be demolished has low bat roosting potential. As such, and in line with national guidelines, they recommend that one dusk survey should be undertaken on the building. Such a survey does not appear to have been carried out.

All species of bat and their roosts, even when unoccupied, are protected under UK legislation and are a material consideration when determining planning applications. If the development is likely to disturb a potential bat roost then a full bat survey should be carried out before the application is determined. If bats are found on site under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, a licence is required from the Natural England to derogate the terms of this legislation. Before a licence can be granted three tests must be satisfied. These are:

- i. That the development is “in the interest of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequence of primary importance for the environment”;
- ii. That there is “no satisfactory alternative”;
- iii. That the derogation is “not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range”.

Defra Circular 01/2005 gives guidance to local authorities on how these issues should be considered, including that surveys for protected species should not be left to conditions. The application should therefore not be determined until a full bat survey is submitted. Such a survey should be undertaken by a licensed bat specialist and at an appropriate time of year. If bats are found then appropriate mitigation would need to be proposed to demonstrate that the favourable conservation status of bats would be maintained at the site.

Other Species Issues – Notwithstanding the above, the Preliminary Ecological Appraisal makes a number of precautionary recommendations to avoid harm to species during construction works. This includes timing of works to avoid the bird nesting season, soft felling trees and avoiding harm to mammals. It is therefore recommended that a Construction Environmental Management Plan for Biodiversity be required and the following condition be attached to any permission, should it be granted:

No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.*
- b) Identification of "biodiversity protection zones".*
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- d) The location and timing of sensitive works to avoid harm to biodiversity features.*
- e) The times during construction when specialist ecologists need to be present on site to oversee works.*
- f) Responsible persons and lines of communication.*
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*

h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

In addition as the proposals will result in the loss of nesting and roosting opportunities for bat and birds GMEU recommend that nest boxes and bat boxes should be incorporated into the landscaping scheme for the site. The recommendations regarding the inclusion of 'hedgehog highways' should also be followed. A condition to incorporate these features should be attached to any permission.

Biodiversity Net Gain – The Biodiversity Net Gain Assessment and metric indicate that the proposals will involve a net loss of biodiversity and that the applicant proposes to purchase off-site credits to compensate for the losses. The applicant will have to provide full evidence of these credits as part of any application to discharge the pre-commencement Biodiversity Net Gain Condition.

United Utilities Water PLC – Suggests the imposition of a condition requiring the submission, approval and implementation of a surface water drainage scheme for the site.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*), 12 (*Achieving well-designed places*) and 16 (*Conserving and enhancing the historic environment*) are of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;
- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵⁴, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 210 in Section 16 states that in determining planning applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 212 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 214 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9, *Southern Areas* – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-S1, *Sustainable Development* – This policy states that 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.

Policy JP-P2: *Heritage* – This policy states that the member authorities will proactively manage and work with partners to positively conserve, sustain and enhance their respective historic environments, heritage assets and their settings.

Policy JP-G7: Trees and Woodland – This policy states that the member authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and a number of associated activities, but in the case of development as follows:

- Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
- Protecting trees and woodland during the construction phase of development.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of:
 - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
 - ii. Adequately mitigating any harm to biodiversity, then
 - iii. Adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state 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 H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Saved UDP Policies – Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

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. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – While there is no objection in principle to the residential redevelopment of this site it is considered that this development would be out of character with the historic pattern of development found in the area, resulting in an incongruous and overbearing feature that would have a detrimental impact upon the character and spacious nature of the Whalley Range Conservation Area. In addition, the scheme would result in the loss of a mature trees which are an important part of this conservation area's verdant character. As such the proposal is not supported.

In addition, the scheme would result in the loss of a mature trees which are an important part of this conservation area's verdant character.

Impact of the Character of the Whalley Range Conservation Area – The requirement to preserve or enhance the Whalley Range Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved policy DC18 of the UDP, along with the objectives of the NPPF.

The proposed layout of the development, comprising four houses that do not front the street, would be out of character with the historic pattern of development within the Whalley Range Conservation Area. This area is characterised by a formal and coherent arrangement of dwellings that front onto the street, some set within generous plots and framed by mature landscaping, reflecting its origins as a planned Victorian suburb. The inward-facing, backland nature of the proposed development fails to respect this established grain, resulting in a fragmented and incongruous layout that undermines the area's historic and architectural significance. In accordance with Section 16 of the NPPF, this would constitute "less than substantial harm" to the significance of the designated heritage asset. As no public benefits of sufficient weight have been identified to outweigh this harm, the proposal does not comply with national heritage policy and therefore cannot be supported.

Residential Amenity – Given the domestic nature of the activity associated with a development of four dwellings, it is not considered that any comings and goings would have a detrimental impact upon the levels of residential amenity enjoyed by neighbouring residents.

The proposal does not raised any overlooking or privacy concerns.

Visual Amenity – The poor design and siting of the proposed four houses, which have not been informed by the existing grain, scale, or character of the surrounding dwellings, would result in an incongruous and visually intrusive feature within the streetscene. As a result, the new dwellings would appear awkwardly placed and disconnected from their surroundings, disrupting the visual harmony of the area. This insensitivity to context would significantly diminish the levels of visual amenity currently enjoyed within the vicinity of the site, undermining both the coherence and aesthetic quality of the wider townscape.

Loss of Trees – The felling of a number of mature, well-established trees within the grounds of 60A Wood Road would significantly undermine the verdant character that defines the Whalley Range Conservation Area. These trees contribute to the area's leafy, green aesthetic, which is central to its historic charm and ecological value. Their removal would not only erode the visual continuity of the tree-lined streetscape but also diminish the biodiversity and environmental quality that mature vegetation supports. Such loss would represent a permanent alteration to the established landscape character, negatively impacting both residents and the overall heritage value of Whalley Ranger Conservation Area.

Ecology – The comments from GMEU in respect of the requirement for further bat surveys is noted. However, as the scheme is not supported it was not considered necessary to require the applicant to incur further expense at this stage.

Car Parking – The level of car parking is considered acceptable purely in numbers terms but it is recognised that the area given over to their provision does contribute to the requirement to fell a number of the mature trees on site, as well as dictate the layout of the proposal, the latter of which it is believed has an impact upon the character of the Whalley Range Conservation Area.

Drainage – There are no drainage issues raised which could not be overcome with the imposition of a suitably worded drainage condition.

Security – The proposal does not raise any security concerns and it is noted that if it was to be recommended for approval the Secured by Design condition would be attached to any consent granted.

Conclusion

To conclude, while there is no objection in principle to the provision of housing on this site, the current proposal, by virtue of its design, siting and the number of units proposed, would be out of character with the established pattern of development within the Whalley Range Conservation Area. The inward-facing layout and backland positioning of the dwellings fail to respect the area's historic grain and spatial arrangement, resulting in a form of development that appears incongruous and unsympathetic to its context. Furthermore, the proposed loss of mature trees would erode the verdant, leafy character that is a defining feature of the conservation area, further diminishing its heritage significance. Taken together, the scheme would cause less than substantial harm as defined by the NPPF, which is not outweighed by any identified public benefits, and therefore cannot be supported in its current form.

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

The proposal was assessed against the policies within the Manchester Core Strategy Development Plan Document and the guidance contained within the National Planning Policy Framework. The applicant was advised that the proposal would have a detrimental impact upon the character of the Whalley Range Conservation Area, existing levels of visual amenity enjoyed within the vicinity of the site and result in an unacceptable loss of protected trees. The nature of the proposal is considered to be unacceptable and a solution that was acceptable to both the Local Planning Authority and the applicant could not be reached.

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

1) The proposed development, due to its design, siting and orientation, would be out of character with the historic pattern of development found in the area, resulting in an incongruous and overbearing feature that would have a detrimental impact upon the character and spacious nature of the Whalley Range Conservation Area causing less than substantial harm, contrary to policies DM1, EN3 and SP1 of the Manchester Core Strategy, saved policy DC18 of the Unitary Development Plan for the City of Manchester, Policy JP-P2 of The Places for Everyone Plan and guidance contained within the National Planning Policy Framework and guidance contained within the National Planning Policy Framework and the National Design Guide.

2) The proposed development, due to its design and siting, would form an incongruous feature in the streetscene and have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site, contrary to Policy DM1 in the Manchester Core Strategy and guidance contained within the National Planning Policy Framework and the National Design Guide.

3) The proposed development would have a detrimental impact upon the existing tree coverage and the resultant the loss of trees would have a detrimental impact upon the character of the Whalley Range Conservation Area and the levels of visual amenity enjoyed within the vicinity of the site. The development is therefore considered to be contrary to policies DM1, EN3, EN9, EN15 and SP1 of the Manchester Core Strategy, saved policy DC18 of the Unitary Development Plan for the City of Manchester, Policies JP-P2, JP-G7 and Policy JP-G8 of The Places for Everyone Plan and guidance contained within the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Greater Manchester Ecology Unit
Whalley Range Forum
Whalley Range Conservation Area Group
United Utilities Water PLC

97 College Road, Manchester, M16 0AB
107 College Road, Manchester, M16 0AB
105 College Road, Manchester, M16 0AB
101 College Road, Manchester, M16 0AB
29 Green Walk, Manchester, M16 9RE
109 College Road, Manchester, M16 0AB
Flat 9, 55 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 4, 53 Wood Road, Whalley Range, Manchester, M16 8BJ

Flat 1, 53 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 7, 55 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 6, 55 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 3, 55 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 8, 53 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 5, 53 Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 5, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 4, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 3, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 2, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 1, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 7, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 6, 58 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 6, 60A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 5, 60A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 4, 60A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 3, 60A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 2, 60A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 1, 60A Wood Road, Whalley Range, Manchester, M16 8BL
60B Wood Road, Whalley Range, Manchester, M16 8BL
Flat 1, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 5, 106 College Road, Manchester, M16 8BN
Flat 8, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 10, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 4, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 7, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
103 College Road, Manchester, M16 0AB
Flat 1, 58A Wood Road, Whalley Range, Manchester, M16 8BL
23 Green Walk, Manchester, M16 9RE
Flat 5, 58A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 3, 58A Wood Road, Whalley Range, Manchester, M16 8BL
192 College Road, Manchester, M16 0AA
21 Green Walk, Manchester, M16 9RE
55A Wood Road, Whalley Range, Manchester, M16 8BJ
Flat 2, 55 Wood Road, Whalley Range, Manchester, M16 8BJ
Basement Flat, 53A Wood Road, Whalley Range, Manchester, M16 8BJ
21A Green Walk, Manchester, M16 9RE
Flat 5, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 2, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 9, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 3, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 6, Cambrian House, 60 Wood Road, Whalley Range, Manchester, M16 8BL
Flat 6, 106 College Road, Manchester, M16 8BN
Flat 4, 106 College Road, Manchester, M16 8BN
Flat 3, 106 College Road, Manchester, M16 8BN
Flat 2, 106 College Road, Manchester, M16 8BN
Flat 1, 106 College Road, Manchester, M16 8BN
57 Wood Road, Whalley Range, Manchester, M16 8BJ
59 Wood Road, Whalley Range, Manchester, M16 8BJ
113 College Road, Manchester, M16 0AB
111 College Road, Manchester, M16 0AB
Flat 6, 58A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 4, 58A Wood Road, Whalley Range, Manchester, M16 8BL
Flat 2, 58A Wood Road, Whalley Range, Manchester, M16 8BL

104 College Road, Manchester, M16 8BN
27 Green Walk, Manchester, M16 9RE
25 Green Walk, Manchester, M16 9RE
99 College Road, Manchester, M16 0AB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Conservation Area - Whalley Range Conservation Area 1992
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA