

Planning

Growth & Development

Delegated officer report for planning application

Application no.	134924/JO/2022
Date registered valid:	16 September 2022
Proposal:	Variation of condition number 2 (specified plans) from planning approval reference 128895/FO/2020 to allow design changes including the introduction of additional windows and reconfiguration of dormers and roof lights together with amendments to the landscaping scheme incorporating a revised vehicular access to the site and the amendments to the rear car parking
Address:	174 Palatine Road, Manchester, M20 2UW
Ward(s):	Didsbury West Ward
Applicant:	Mr Stuart Wall, Concorde No1 Ltd
Agent (if any):	Mr Steve Gibbons, SBW Concorde
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	2 April 2025

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Dwellings

Standard consultations:

Printed: 21 September 2022 Expired: 12 October 2022

Neighbour notifications

Printed: 21 September 2022 Expired: 12 October 2022

Site notice

Posted: 23 September 2022 Expired: 14 October 2022

Press advert

Published: 27 September 2022 Expired: 18 October 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

174 Palatine Road was a 2 storey (with attic accommodation) residential property dating from the late 19th century. Planning permission to extend it and convert it into 9 self-contained flats was approved in August 2021 (128895/FO/2020). Building works have completed and the properties are now occupied

To the front there is a hardsurfaced parking area while to the rear there is a garden area. To the north of the site there is a residential development nearing completion, whilst to the south there is a retirement complex. To the west there is a private school, whilst to the east, on the opposite side of Palatine Road, there are further residential properties.

Listed building: no

Conservation area: no

Tree Preservation Order: no

Description of development

As stated above planning permission for the following was granted in 2021:

Erection of part 3/part 4 storey plus basement rear extension, together with the installation of front dormers and rooflights in association with the conversion of the property to form 9 no. self-contained apartments together with associated elevational alterations, landscaping, basement car parking, cycle parking and bin store

The applicant has now applied to vary condition no. 2 in order to allow design changes including:

- Elevational alterations to all elevations
- Amendments to the landscaping scheme incorporating a revised vehicular access to the site and

- Amendments to the rear car parking

Consultations & Notification Responses

Local Residents – Two letters of objection have been received, the comments are summarised below:

- The proposal looks far more than design changes, more a total reconfiguration.
- All the balconies will spoil the appearance of the building, looks more like a cruise ship rather than a period property.
- There'll be lots of late-night noise and lighting from people partying into the late hours, the residents in the adjoining Barfield House specifically bought their apartments for peace and quiet.
- It's a monstrosity.

Environmental Health – No objections to the proposed variation.

Highway Services – Have made the following comments:

- Whilst we have no objection to the repositioning of the vehicle access, a S278 agreement (rather than S184) is now required because there will be a need to remove the redundant access (and convert back to full upstand footway) whilst lighting column 63 will now need repositioning.
- The plans provided indicate that the vehicle access gates will open inwards, and as per our previous comments we require that these are set back a minimum 5m from the edge of carriageway so vehicles awaiting entry do not disrupt through-traffic on Palatine Road.
- The cycle storage areas have now been distributed throughout the private garden and car park which is acceptable to us.
- The amended car parking layout is acceptable to Highways.
- For the avoidance of doubt, all parking spaces should be provisioned with EV charging.
- It is recommended that the Highway informative note is amended as follows: *"Changes will be required to the adopted highway to facilitate the revised vehicle access which are to be undertaken via a suitable agreement (S278) with the highway authority."*

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*) and 12 (Achieving well-designed places) 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

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.

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.

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 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 DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- 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.
- Community safety and crime prevention.
- Design for health.

- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

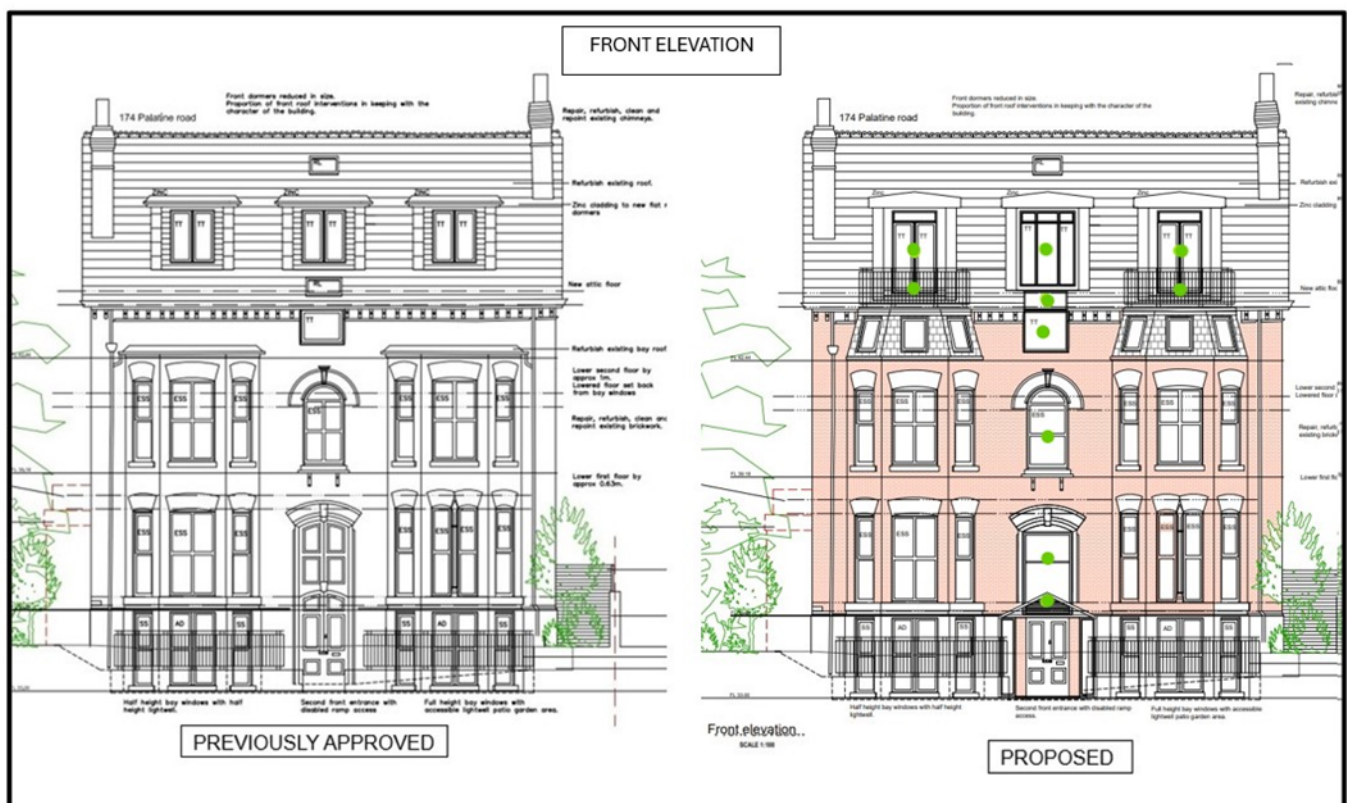
Saved UDP Policies – Policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely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

Issues

Principle of the Proposal – Given the previous approval and the predominantly residential nature of the site, there is no objection in principle to the scheme. Notwithstanding this, any impact resulting from the changes on existing levels of residential and visual amenity, along with pedestrian and highway safety, must be assessed.

Design – The amendments to the elevations are detailed below:

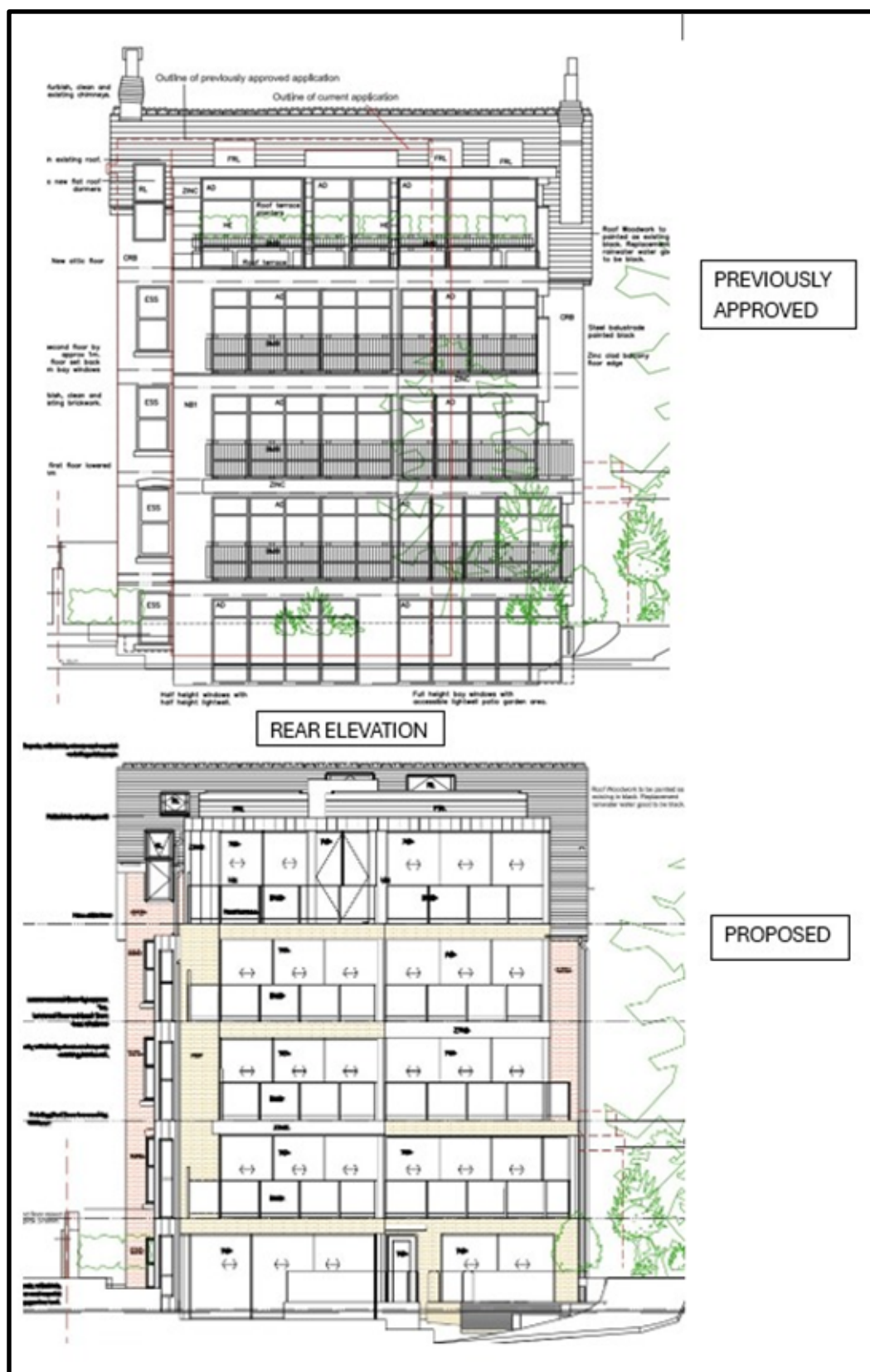
Front elevation – The area above the front door now consists of glazing; mansard type roofs, with balustrading, have been installed on top of the front bays; the dormers and window to the stairwell have been enlarged.



[illegible]

[illegible]

Rear Elevation – Changes to the type of glazed doors and introduction of glass balustrading; increase in height of the rooftop plant.



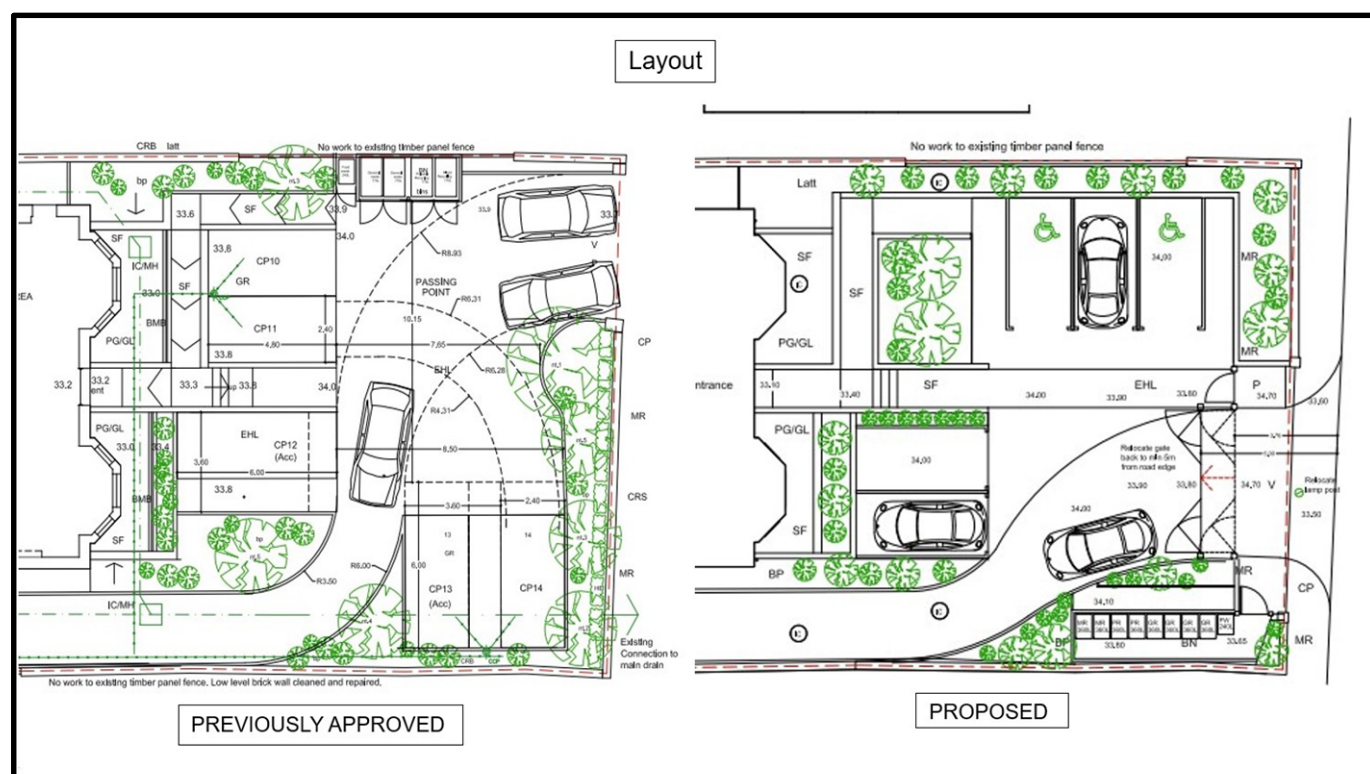
It is not considered that the proposed changes dilute the overall quality and appearance of the scheme. The inclusion and changes to window types may well give rise to concerns about overlooking but the imposition of an obscure glazing condition, as per the original consent, would ensure that any loss of privacy is kept to a minimum.

Residential Amenity – Several local residents have raised concerns about overlooking and the resultant reduction in the levels of residential amenity they enjoy. While it is not considered that the day to day activity associated with the self-contained flat would have a detrimental impact upon amenity levels, the impact upon privacy levels is recognised and for this reason it is felt prudent to attach an obscured glazing condition (no. 12) to any consent granted. This will ensure that any overlooking is kept to a minimum and existing levels of residential amenity are not unduly compromised.

Visual Amenity – Given the overall design of the proposal building it is not considered that the proposed amendments would have a detrimental impact upon the levels of visual amenity enjoyed along Palatine Road and within the vicinity of the site.

Pedestrian and Highway Safety – The applicant is proposing to amend the car parking layout and bin storage area at the front of the property, as well as relocate the entrance. They have also set the entrance gates back at the request of Highway Services.

Highway Services have no objection to the proposal and as a result it is not considered that the proposal would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed along this section of Palatine Road.



Car Parking – The overall level of car parking remains unaltered in order to limit any additional on-street parking on the surrounding highway network.

Landscaping – The amendments to the landscaping scheme, to incorporate the revised access arrangements are considered acceptable.

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

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any matters arising in relation to dealing with the planning application.

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

1) The development hereby approved shall be carried out in accordance with the following drawings:

- a) Proposed Front Elevation - 24-XXXX-002 P3, received on 2 December 2024
- b) Proposed Lower Ground Floor Plan - 24-XXXX-002 C1, received on 2 December 2024
- c) Proposed Ground Floor Plan - 24-XXXX-003 C1, received on 2 December 2024
- d) Proposed First Floor Plan - 24-XXXX-004 C1, received on 2 December 2024
- e) Proposed Second Floor Plan - 24-XXXX-005 C3, received on 2 December 2024
- f) Proposed Plan Third Floor - 24-XXXX-006 C3, received on 2 December 2024
- g) Railing Plan - 24-XXXX-010 C1, received on 2 December 2024
- h) Elevations Plan - 24-XXXX-011 C4, received on 31 March 2025

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

2) DISCHARGED UNDER APPLICATION CDN/22/0667. Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

3) PARTIALLY DISCHARGED UNDER APPLICATION CDN/22/0648. Above-ground construction works shall not commence until a scheme for acoustically insulating the proposed residential accommodation against noise from Palatine Road and Barlow Moor Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

4) DISCHARGED UNDER APPLICATION CDN/22/0651. Above-ground construction works shall not commence until a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health, pursuant to Policies SP1 and DM1 in the Manchester Core Strategy.

5) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) The ducting for the electric vehicle charging points, as shown on drawing nos. 152 - PL - GL1 REV D and 152 - PL - GL2 REV B, shall be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

7) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

8) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

9) DISCHARGED UNDER APPLICATION CDN/22/0683. Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

11) DISCHARGED UNDER APPLICATION CDN/22/0655. Above-ground construction works shall not commence until drawings and specifications of the terrace screens have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the screens shall be installed prior to first occupation of the residential element and remain in-situ in perpetuity.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

12) Before first occupation all new windows in the northern and southern elevation of the original property, along with all windows in the northern elevation of the rear extension, shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

13) DISCHARGED UNDER APPLICATION CDN/21/0847. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site;
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;

- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Greater Manchester Police
 West Didsbury Residents Association

Flat 6, 135A Barlow Moor Road, Manchester, M20 2PW
 Flat 13, 178 Palatine Road, Manchester, M20 2UW
 Ground Floor Flat, 174 Palatine Road, Manchester, M20 2UW
 125 Barlow Moor Road, Manchester, M20 2PW
 Flat 3, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
 Flat 8, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
 Flat 11, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
 Flat 6, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
 199 Palatine Road, Manchester, M20 2UN
 Flat 21, Barfield House, 3 Spath Road, Manchester, M20 2BX
 Flat 1, 135A Barlow Moor Road, Manchester, M20 2PW
 Flat 3, 135A Barlow Moor Road, Manchester, M20 2PW
 Flat 5, 135A Barlow Moor Road, Manchester, M20 2PW
 Flat 2, 135A Barlow Moor Road, Manchester, M20 2PW
 Flat 4, 135A Barlow Moor Road, Manchester, M20 2PW
 Flat 6, 129 Barlow Moor Road, Manchester, M20 2AJ
 Flat 1, 129 Barlow Moor Road, Manchester, M20 2AJ
 Flat 5, 178 Palatine Road, Manchester, M20 2UW
 Belong Morris Feinmann, 178 Palatine Road, Manchester, M20 2UW
 Flat 10, 135 Barlow Moor Road, Manchester, M20 2PW
 Cambridge House, 133 Barlow Moor Road, Manchester, M20 2PW
 Flat 20, Barfield House, 3 Spath Road, Manchester, M20 2BX
 Flat 9, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
 Flat 12, Barfield House, 3 Spath Road, Manchester, M20 2BX
 Flat 2, Barfield House, 3 Spath Road, Manchester, M20 2BX
 Flat 8, 129 Barlow Moor Road, Manchester, M20 2AJ
 Flat 7, 129 Barlow Moor Road, Manchester, M20 2AJ

127A Barlow Moor Road, Manchester, M20 2PW
Flat 12, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 7, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 10, 129 Barlow Moor Road, Manchester, M20 2AJ
Flat 2, 129 Barlow Moor Road, Manchester, M20 2AJ
125A Barlow Moor Road, Manchester, M20 2PW
127C Barlow Moor Road, Manchester, M20 2PW
Flat 4, 178 Palatine Road, Manchester, M20 2UW
Flat 1, 178 Palatine Road, Manchester, M20 2UW
Flat 11, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 18, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 16, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 16, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 9, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 6, Barfield House, 3 Spath Road, Manchester, M20 2BX
174A Palatine Road, Manchester, M20 2UW
Flat 15, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 14, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 5, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 3, 129 Barlow Moor Road, Manchester, M20 2AJ
Flat 7, 178 Palatine Road, Manchester, M20 2UW
Flat 9, 135 Barlow Moor Road, Manchester, M20 2PW
197 Palatine Road, Manchester, M20 2UN
174B Palatine Road, Manchester, M20 2UW
Flat 4, 129 Barlow Moor Road, Manchester, M20 2AJ
127 Barlow Moor Road, Manchester, M20 2PW
Flat 9, 129 Barlow Moor Road, Manchester, M20 2AJ
125B Barlow Moor Road, Manchester, M20 2PW
Flat 3, 178 Palatine Road, Manchester, M20 2UW
Flat 5, 129 Barlow Moor Road, Manchester, M20 2AJ
Flat 15, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 14, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Cambridge House Lodge, 133 Barlow Moor Road, Manchester, M20 2PW
Flat 6, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 5, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 2, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 15, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 17, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 8, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 7, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 1, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 14, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 3, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 1, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 4, 135 Barlow Moor Road, Manchester, M20 2PW
Flat 11, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 3, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 18, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 5, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 16, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 10, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 12, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 11, 178 Palatine Road, Manchester, M20 2UW
Flat 9, 178 Palatine Road, Manchester, M20 2UW

Flat 8, 178 Palatine Road, Manchester, M20 2UW
Flat 4, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 6, 178 Palatine Road, Manchester, M20 2UW
Flat 4, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 7, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 12, 178 Palatine Road, Manchester, M20 2UW
Flat 10, 178 Palatine Road, Manchester, M20 2UW
Flat 2, 178 Palatine Road, Manchester, M20 2UW
Moor Allerton Preparatory School, 129 - 131 Barlow Moor Road, Manchester, M20 2PW
Flat 17, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 10, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 13, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 2, Hawthornden, 201 Palatine Road, Manchester, M20 2TT
Flat 17, Barfield House, 3 Spath Road, Manchester, M20 2BX
Flat 8, Barfield House, 3 Spath Road, Manchester, M20 2BX

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Area Team Boundary - Name: SOUTH AREA