

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138338/FO/2023

Date registered valid: 15 November 2023

Proposal: Change of use from existing House in Multiple Occupation to 7 no. self contained residential flats (C3 use) with associated bin store, cycle parking and car parking

Address: 92 Alexandra Road South, Manchester, M16 8QJ

Ward(s): Whalley Range Ward

Applicant: Mr. Abdul Latif

Agent (if any): Mr Amjad Tahir, AFR Studio Ltd

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 31.01.2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 8 January 2024

Standard consultations:

Printed: 22 November 2023

Expired: 13 December 2023

Neighbour notifications

Printed: 22 November 2023

Expired: 13 December 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to a large 2 storey detached property with accommodation in the roof and basement, and a rear outrigger at the junction of Alexandra Road South and Wilbraham Road in Whalley Range ward.

The area the front of side of the property is predominantly hard surfaced and used for off street parking, with a small area of soft landscaping behind the boundary wall at the junction of Alexandra Road South and Wilbraham Road. The boundaries to the adjacent highways comprise a brick wall with concrete copings above, and vehicular access is from Alexandra Road South

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The property lies in a predominantly residential area with a mix of dwellinghouses and apartments in proximity to the site.

Description of development

Consent is sought to convert the existing detached 2 storey building with accommodation at basement level and in the roof space into 7 no. flats. (mix of 5no.1 bedroom flats and 2no , two bedroom flats) . No elevational alterations are proposed.

There are existing off-street parking arrangements within the curtilage of the property which would be reconfigured to provide 7no.parking spaces (including 2 no. spaces for disabled users). Two parking spaces alongside the entrance to the property would have electric vehicle

charging points. The proposal also includes the provision of 7 no. new cycle spaces adjacent to the entrance to the property.

Refuse storage would be located adjacent to the northern boundary of the site in proximity to the rear elevation of the property.

The existing boundary treatment would be retained.

Consultations & Notification Responses

Local residents/adjoining occupiers – No comments received.

Highways Services – 01.12.2023. Have made the comments set out below and recommend a cycle storage condition is attached to any approval.

TRIP GENERATION AND JUNCTION CAPACITY

Given the scale and accessible location of the development proposals, Highways anticipate that the proposed change of use is unlikely to generate any network capacity concerns.

SITE ACCESSIBILITY The site is located in an established residential area and is well accessed by bus with services running in close proximity of the site along both Alexandra Road South and Wilbraham Road.

PARKING AND ACCESS

Plans indicate that the existing car park access from Alexandra Road South will be retained along with 10no. car parking spaces although internal parking layout alterations will be required. Parking bay dimensions are unclear and bay nos. 7 to 10 appear to be small. The applicant should demonstrate that all parking bays measure min. 2.4m x 4.8m with sufficient aisle/manoeuvring space. At least 1no. disabled bay should also be provided (with 1.2m side/rear clearance). Highways also request provision of at least 20% Electric Vehicle charging bays. Given that the proposed bin store is located directly adjacent to the access, Highways require submission of a visibility splay assessment in order to understand whether the proposed bins store would affect pedestrian and vehicle visibility for egressing vehicles.

CYCLE PARKING

Bicycle parking is shown on submitted plans to be located within the site curtilage. It appears that min 7no. spaces are provided which is considered acceptable by Highways, however such provision should be sheltered and secure.

REFUSE AND SERVICING Bins will be stored within the site curtilage within a new bin store with servicing from Alexandra Road South. Whilst on-road servicing is considered acceptable by Highways, large Eurobins placed out onto the footway would inhibit pedestrian movement at this location. Highways therefore request that bins are serviced directly from the bin store which should also be identified within the Waste management Strategy.

CONSTRUCTION MANAGEMENT The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk.

SUGGESTED CONDITIONS Cycle parking

UPDATED HIGHWAYS COMMENTS 12.01.24

Revised plans have been submitted by the applicant which show that the standard parking bays will be demarcated in alignment with MCC standards, however, only 1m hatching has been provided along the side of the disabled bays. This should be increased to 1.2m in accordance with MCC Design for Access 2 standards.

2no. EV bays are proposed which is accepted by Highways.

The proposed bin store has been relocated further within the site although the bin presentation area is still unclear - Highways therefore request further details.

Cycle parking has been relocated within the site. The proposed level of provision is accepted by Highways but it must be ensured that the facility is sheltered and secure. As the cycle store is located directly adjacent to the access, Highways require submission of a visibility splay assessment in order to understand whether the proposed store would affect pedestrian and vehicle visibility for egressing vehicles.

Further comments 26.01.2024

The revised layout looks much better, however the bin presentation area should not be on the footway due to the use of large Eurobins, they have suggested that this could be next to parking bay no.5 so they are close to the access for servicing.

Environmental Health - Have advised that any approval has a refuse storage conditions attached as the scheme would incorporate the use of Eurobins, whereas guidance requires the provision of individual wheeled bins for less than 11 dwelling units

National Planning Policy Framework (September 2023)

The NPPF sets out the Government's planning policies and how these are expected to be applied. At Paragraph 7 it confirms that the purpose of the planning system is to contribute to sustainable development. At Paragraph 8, it identifies three overarching objectives to sustainable development: - Economic: building a strong, responsive and competitive economy; - Social: supporting strong, vibrant and healthy communities; and - Environmental: protecting and enhancing the natural environment and built and historic environment. Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework. Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to-date development plan without delay."

Of particular relevance to this application is Section 5 of the NPPF – 'Delivering a sufficient supply of new homes' states that in order 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 development accords with this section of the NPPF as it would lead to the provision of 7 flats.

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 111 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles.

Section 11 'Making Effective Use of Land'

Paragraph 123 states that planning decisions should promote and support the development of under-utilised land and buildings.

Section 12 'Achieving Well Designed Places' 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 131).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that

contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraphs 10, 11, and 12, of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The relevant policies within the Core Strategy are as follows: Policy SP1 'Spatial Principles', Policy T1 'Sustainable Transport', Policy EN1 'Design principles and strategic character areas', Policy H1 'Overall Housing Provision', Policy H6 'South Manchester', Policy EN8 Policy EN19 'Waste' and Policy DM1 'Development Management'. For the reasons given below, it is considered that the proposal is consistent with the policies listed above.

Unitary Development Plan

Saved policy DC5 relates to flat conversions

DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly

welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- o whether or not a significant adverse effect is occurring or likely to occur;
- o whether or not an adverse effect is occurring or likely to occur; and
- o whether or not a good standard of amenity can be achieved. Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
 - o engineering: reducing the noise generated at source and/or containing the noise generated;
 - o layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
 - o using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
 - o mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building. Design states that where appropriate the following should be considered:
 - o layout - the way in which buildings and spaces relate to each other
 - o form - the shape of buildings
 - o scale - the size of buildings
 - o detailing - the important smaller elements of building and spaces
 - o materials - what a building is made from.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise. These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Residential Growth Strategy (2015-2025)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

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. In relation to one bedroom, one person, units the minimum standard of accommodation is set at 39 square metres (where a bathroom is proposed). The proposed one bedroom units range from 43.8sqm to 95.5 sq.m, with the two bedroom units ranging from 71.1 sqm to 83.4sqm which accords with the guidance.

Issues

Principle of use

Policy H1 outlines the strategic approach to housing growth in the City.

Policies SP1 and H1 also seek to encourage development on previously developed land and the conversion and re-use of vacant buildings including the renewal of areas characterised by poor quality housing. The proposed development would involve the redevelopment of a an HMO. The application is viewed in terms the conversion of a building which has previously been in a residential use. Although, the use of the property for family housing would be the preferred option, due to the large size of the accommodation , it is considered that the conversion to flats would be acceptable in principle . The proposal also complies with Saved policy DC5 of the UDP which relates to flat conversions, as it is considered that a satisfactory level of accommodation can be provided without any significant undue effects upon prospective or nearby occupiers, or the general character of the neighbourhood. Given the above, the proposed development is considered acceptable and would lead to the reuse of vacant floorspace in order to provide 7 flats in a residential development which accords with the aspiration for residential growth in this area. Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Standard of accommodation/housing mix

The 7 flats proposed comprise a mix of 5 one-bedroom units and 2 two bedroom units. The proposed one bedroom units range from 43.8sqm to 95.5 sq.m, with the two bedroom units ranging from 71.1 sqm to 83.4sqm which exceeds the floorspace guidance figures in the Residential Quality Guidance. Furthermore, the scheme represents an improvement on the existing use, as an HMO, in that it would lead to the provision of improved accommodation on site and is also likely to lead to a less intensive use of the site. For these reasons the proposed accommodation type is considered to be acceptable.

Site layout

The site has a limited amount of available land, which has to meet the needs of the residents with regards to both car parking and amenity space. Whilst the area of soft landscaping at the junction of Wilbraham Road and Alexandra Road South is limited, this would be retained for use by the future occupiers.

Car/cycle parking

Policies T2, DM1 and SP1 of the Core Strategy and saved policy DC5 of the UDP require that adequate car parking is provided for new developments. Policy T2 in particular states that the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. The existing car park spaces on the site would be configured to provide 7no.parking spaces (including 2 no spaces for disabled users). Two spaces alongside the entrance to the property would have electric vehicle charging points. It is recommended that these aspects of the scheme are conditioned.

The proposal also includes the provision of 7 no new cycle spaces, but no detail of the cycle shelter have been provided for consideration. It is therefore recommended that a condition be attached to any approval to require the finalised details of the type of cycle storage, together with any canopies are submitted for consideration prior to the first occupation of the flats. Both Alexandra Road South and Wilbraham Road have cycle lanes and Traffic Regulation orders, so the retention of off street parking facilities and cycle storage provision would be required for the future occupiers. Furthermore, bus services are available on both Alexandra Road South and Wilbraham Road, adjacent to the property.

Waste

At present there are a significant number of 140 litre bins for mixed recycling, pulpable waste , green waste and general waste which are left on the hard surfaced area close to the entrance on the Alexandra Road frontage . The application has proposed that 4 x 140litres and three 1,1000 litre euro bins to the rear of the building within a bin store formed of slatted fencing. It is

considered the proposed bin storage area would have some visual impact upon the locality, due to the open nature of the overall site. Consequently, the proposed location is accepted subject to a condition relating to the final treatment of the proposed bin store.

The waste collection drawing indicates that the bins would be taken to a collection point on the pavement on Alexandra Road South. In order to ensure that bins are taken out for collection and not left to the footway after the collection has taken place it is recommended that a refuse management strategy is submitted which includes management arrangements for putting out and bring in the bins on collection days is attached to any approval.

Disabled Access

The property is accessed currently by 7 steps due to the basement being partly above ground level. It is acknowledged that the provision of a ramped access would involve the loss of a significant number of parking spaces from the scheme, and whilst a step lift could be installed this would effectively only provide access to the two flats at ground level.

Visual Amenity

No external alterations are proposed. The existing windows in the western elevation serve a kitchen, a bedroom and bathroom and toilet accommodation at ground floor level, a bedroom and landing at first floor level and a toilet at second floor level. The proposed internal layout would mean that the existing window openings would be retained, and would serve rooms for the same purposes. As such there would be no changes to the existing circumstances in terms of any overlooking or loss of privacy.

Residential amenity

The premises are currently used as a HMO, and it is considered that converting this into 7 flats represents an improvement on the existing situation. It provides improved accommodation that should lead to a less intensive use of the site and less-transient occupiers. A development of 7 apartments will lead to a number of comings and goings, and general activity at the site, but it is not considered that the current proposal would have a more detrimental impact, upon the living conditions of nearby residents, than the existing use.

Conclusion

The proposed development represents a significant improvement on the existing situation and use of the site, and given the particular site circumstances, it is considered that the proposed development is 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 based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have taken place with the applicant through the course of the application, particularly in respect of the arrangements for car parking, cycle storage and waste management. The current proposal is considered to be acceptable, subject to the recommended conditions.

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

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.
Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Location plan ref: A-01

Site plan ref: A-02

Proposed building (Ground and basement) floor plans ref: A-06

Proposed building (First and second) floor plans ref: A-07

Proposed building elevations plan ref: A-08

Block Site plan ref: A-09

Waste Collection drawing ref: A-10

Received 31st January 2024

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 (2012).

- 3) The car parking shown on the approved plans shall be surfaced, demarcated and made available for use before the development is occupied. The car parking spaces shall then be available at all times whilst the building is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 4) a) The cycle storage arrangements shall be provided in location approved Block Site plan ref: A-09 received 31st January 2024 before the development is occupied.
- b) Finalised detailed design of the cycle shelter shall be submitted to and approved in writing by the City Council as local planning authority, before the development is occupied.

The development shall only be carried out in accordance with these approved details. These facilities shall then be permanently retained for bicycle storage.

Reason - To ensure that adequate provision is made for bicycle storage so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

- 5) a) The refuse storage arrangements shall be implemented with the details on Waste Collection drawing ref: A-10 (notwithstanding the annotated collecting point location).
- b) Prior to occupation of the development hereby approved, finalised details of the elevations and materials forming the proposed bin store, together with management arrangements for the putting out and bringing in of bins from a finalised collection point shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved scheme, and the waste management arrangements shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential and visual amenity and public health pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

- 6) a) Finalised specifications of the electric charging points shown on Block Site plan ref: A-09 shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development hereby approved.
- b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- 1) The applicant is advised that any requirements licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

351 Wilbraham Road, Manchester, M16 8NP
343 Wilbraham Road, Manchester, M16 8GL
Flat 9, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 8, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 7, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 6, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 5, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 4, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 3, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 2, 347 - 349 Wilbraham Road, Manchester, M16 8NP
Flat 1, 347 - 349 Wilbraham Road, Manchester, M16 8NP
92A Alexandra Road South, Manchester, M16 8QJ
Flat 4, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 3, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 2, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 1, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 10, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 9, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 8, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 7, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 6, 92 Alexandra Road South, Manchester, M16 8QJ
Flat 5, 92 Alexandra Road South, Manchester, M16 8QJ
353A Wilbraham Road, Manchester, M16 8NP
90A Alexandra Road South, Manchester, M16 8QJ
Flat 7, 90 Alexandra Road South, Manchester, M16 8QJ
Flat 5, 90 Alexandra Road South, Manchester, M16 8QJ
Flat 6, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Simply Cherish Day Nursery, Gordon Barritt House, 77 Alexandra Road South, Manchester, M16 8GJ
73 Alexandra Road South, Manchester, M16 8GJ
Flat 4, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 1, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 11, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
353 Wilbraham Road, Manchester, M16 8NP
Flat 10, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 9, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 6, 90 Alexandra Road South, Manchester, M16 8QJ
Flat 2, 90 Alexandra Road South, Manchester, M16 8QJ
Flat 1, 90 Alexandra Road South, Manchester, M16 8QJ
Flat 8, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 7, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 5, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
75 Alexandra Road South, Manchester, M16 8GJ
Russley Lodge, 276 Wilbraham Road, Manchester, M16 8WP
102 Alexandra Road South, Manchester, M16 8WU
Flat 3, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 2, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP
Flat 12, Arnold Court, 278 Wilbraham Road, Manchester, M16 8WP

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

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA