

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136209/FO/2023

Date registered valid: 20 April 2023

Proposal: Creation of 1 no. self-contained basement apartment to form 32 no. apartments within the building in total; together with associated works to the front boundary to install vehicular access gates and bin store; amendments to the car parking layout and creation of additional car parking space.

Address: 26 Whalley Road, Manchester, M16 8AB

Ward(s): Whalley Range Ward

Applicant: Mr Jonathan Sym, C6H12 Construction Ltd

Agent (if any): Mr Dan Newport, Re-form Architects

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 January 2024.

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 31 May 2023

Standard consultations:

Printed: 25 September 2023 Expired: 5 October 2023

Neighbour notifications

Printed: 25 September 2023 Expired: 5 October 2023

Site notice

Posted: 31.05.2023 Expired: 21.06.2023

Press advert

Published: 16 May 2023 Expired: 6 June 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Whalley Range Conservation Area 1992

Tree Preservation Order: No

The application site relates to a large semi-detached Victorian villa converted into 31 no. flats situated on the western side of Whalley Road in the Whalley Range conservation area. The building is constructed of light buff brick with pitched slate roofs and occupies a garden plot covering 2.5000m². There are mature trees along all boundaries and parking approved along the front under a previous application. At the time of a site visit, the building was undergoing refurbishment, assumed to be implementation of 105655/FO/2014/S1. Publicly available images on Google Street View indicate that the works to implement this permission commenced within 2014.

Description of area

The site faces the Grade II listed St. Margaret's church and is within a primarily residential area characterised by similar large Victorian villas set within a mature landscaped and tree-lined setting. The Conservation Area designation refers to the trees together with the level and quality of architectural detailing of buildings, materials, landscaping, and boundary walls.

Description of development

Creation of 1 no. self-contained basement apartment to form 32 no. apartments within the building in total; together with associated works to the front boundary to install vehicular access gates and bin store; amendments to the car parking layout and creation of additional car parking spaces.

The configuration of flats comprises of:

1 x 1-bed 2 person flat of 54 metres squared.

Planning History

2022 - 133468/FO/2022 - Conversion Of Loft To Form 2 Additional Apartments together with Roof lights. Approved.

2014 - 106163/TCA/2014/S1 - Tree pruning Works (Approved)

2014 - 105655/FO/2014/S1 - Conversion of bedsits to apartments and elevational alterations (Approved)

1992 - 041373 - (26 Only) - Conversion of house to apartments, with rear ext. to provide apartments. Approved

1990 - 037592 - (24 Only) Rear Extension to form 7 additional apartments (Approved)

1989 - 033404 - (24 Only) Additional two-storey building to provide Four apartments plus parking (Refused)

1988 - 032490 - (26 Only) Proposed Conversion To Hostel For The Homeless (Withdrawn)

1988 - 031129 -(26 Only) Proposed Conversion to Nursing Home (Approved)

1983 - 019858 - Conversion Of House To 8 bedsits and two apartments (Approved)

1980 - F14287 - Demolition Of Existing Houses and replacement with new apartment block.

Consultations & Notification Responses

A total of 75no. addresses were notified of the application by letter and public display of site notice - No comments were received.

The Highways Team

The site is located adjacent to the junction of the adopted highway Whalley Road in the ward of Whalley Range. There are no kerb side restrictions directly adjacent to the site. A 20mph speed restriction is in place on Whalley Road.

HIGHWAYS RESPONSE

The site is considered to be reasonably accessible by sustainable modes and is in close proximity to a number of local bus services.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

PARKING AND ACCESS

Pedestrian access is acceptable to Highways. There is a proposed increase from 25-26 on-site car parking spaces, including two disabled parking spaces, this is acceptable to Highways. Standard parking spaces should be a minimum of 2.4 x 4.8m with disabled bays a minimum of 3.6 x 6m. We request that any additional parking bays are provisioned with electric vehicle (EV) charging (minimum 7kW charge units), and where possible the infrastructure (ducting) is installed within the car park to facilitate further future EV provision.

Vehicles will use the existing access point from Whalley Road to access the car parking area. For the avoidance of doubt, there must be no requirement for vehicles to reverse into/from the site.

Additionally, there must be appropriate stacking space for one vehicle to wait off the adopted highway to prevent disrupting traffic flow on Whalley Road. Given the width of the access point, two vehicles are unable to pass, therefore priority should be given to vehicles accessing the site to prevent queuing vehicles on Whalley Road. The cycle parking arrangements are acceptable to us.

BOUNDARY TREATMENTS

Boundary treatments with frontage to the adopted highway should be visually permeable upwards of 0.6m. For the avoidance of doubt, the applicant is advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

WASTE

A designated waste storage area is highlighted within the site, which is acceptable and is unlikely to generate any adverse impact on the highway.

CONSTRUCTION

Detail should be sought from the applicant in relation to any proposed construction, or fitout arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Email:- highwaylicences@manchester.gov.uk

FURTHER HIGHWAYS COMMENTS - 28 September 2023

Highways comments remain applicable, with additional comments are as follows:

Verification is required concerning the path and pedestrian access around the proposed bin store, including confirmation of path dimensions. Regarding car parking spaces, it is requested that the applicant demonstrates, with a suitable swept path, that vehicles can access/egress the car park spaces suitably, in particular spaces 14 and 26, taking into consideration the close proximity to the bin store.

It would be useful to understand refuse arrangements in more detail, including collection point location, to ensure there is no obstruction on the highway. This should take into account the new bin store location and the close proximity to the junction of Whalley Road and Rufford Road.

Environmental Health

- DEMOLITION/CONSTRUCTION HOURS

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy

REFUSE

a) Before the development commences 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.

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

b) 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.

Reason - In the interests of amenity and public health.

AIR QUALITY 2

a) Prior to commencement of the development, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority.

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 Core Strategy.

The developer should refer to MCC's AQ Guidance Note for EV charge point recommendations, and also IAQM Planning guidance for further information on boilers etc if relevant.

Neighbourhood Trees

Raised no objection to the proposal, as the applicant has confirmed no trees will be affected or removed as part of the scheme. The tree report that accompanied the application related to a previous scheme to convert the building to residential use and this document has no relevance to the proposal.

Whalley Range Forum

Were consulted and no representation was received.

Whalley Range Conservation Area Group

Were consulted and no representation was received.

Issues

National Planning Policy Framework (July 2021)

The National Planning Policy Framework replaced previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. This theme is given emphasis in each of the sections of the Framework that are relevant to this application:

Section 5 - Delivering a wide choice of high-quality homes - This guidance refers to the delivery of policies that will result in significant increases to the supply of housing. It specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive, and mixed communities.

Section 12 - Achieving Well-Designed Places - This guidance emphasises the importance of design to the built environment and its contribution to sustainable development and making places better for people and creating attractive, safe, and accessible environments.

Section 16 - Heritage and the Environment - This guidance requires that applicants and the local planning authority identify heritage assets and that proposals give priority to their preservation and enhancement. Proposals should be assessed for the level of harm to heritage assets and where harm is assessed as 'less than substantial', the public benefits of the proposal should be demonstrated.

Core Strategy Development Plan

Manchester's Core Strategy Development Plan Document now forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan; however, some of the UDP policies will remain extant until they are superseded by policies in a future.

Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester and states that, outside the City Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

Policy H1 states that proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations.

Policy H6 - South Manchester Housing - 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 District Centres as part of mixed-use schemes. Outside the District Centres priorities will be for housing which meets identified shortfalls, including family housing.

Policy T2 seeks to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and education opportunities.

Policy DM1 seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Policy EN3 requires that development preserves and enhances the City's heritage assets and makes best efforts to reverse harmful development to better reveal those assets.

Policy EN16 relates to air pollution and requires that development seeks ways of improving air quality and a reduction in emissions.

Unitary Development Plan

Saved UDP Policies DC5.1 to DC5.3 relate to proposals to convert property to flats, whilst policy DC18.1 relates to Conservation Areas.

Policy DC5.1 states that regard should be had to: The standard of accommodation; the effects on adjoining houses; the adequacy of car parking; general effects on the character of the neighbourhood; provision of adequate private outdoor amenity space; the desirability of achieving easy access for all and satisfactory provision of refuse storage and collection facilities.

Policy 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, and they will be particularly welcome where large, old, difficult to re-use properties are involved.

Policy DC5.3 states that notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which: Do not provide accommodation to the Council's current approved standards; 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; involve conversion schemes without adequate private external amenity space; or are schemes without satisfactory refuse storage and collection facilities.

Issues

Principle

Saved UDP policy DC5 makes provision for houses to be converted to flats and, as this is the established character of the application site, there is no objection to the principle of the proposal. Whalley Road is characterised by larger Victorian villas within spacious garden plots, with many of the villas having been converted to flats.

The proposal is subject to compliance with the above policies within the development plan and associated guidance covering residential and visual amenity including the character of the

Conservation Area and impact on the listed church facing, space standards, parking, cycle parking and waste management.

Residential Amenity

The proposal represents acceptable development within an existing building. It makes use of redundant space with no impacts on the amenity of existing residents living above.

Visual Amenity

The proposal has little impact on the appearance of the building, the Grade II listed church and character of the Conservation Area. The proposal would constitute less than substantial harm that would be outweighed by the benefits of the scheme. The replacement wall is considered to be acceptable, as the height has been reduced over the years and the current proposal raises the height and introduces piers consistent with boundary treatments in design terms are commonplace within the street scene. The bin store has been relocated to the side of the site, which reduces its visibility from within the street scene. No trees would be affected by the scheme.

Space Standards

The proposal exceeds current Nationally Described Space Standards for 1-bedroom dwellings based on the requirements within the NDSS table below (2021):

The 1-bedroom (2 person) 50 m². The proposal measures 54m². The proposal therefore meets these guidance criteria.

Parking

Two additional parking spaces are provided in this application which is acceptable to Highway Services who have assessed the application. The additional space however has been facilitated by the conversion of 1no. disabled parking space which is not supported. Details of the car park layout that includes the existing level of disabled car parking provision is therefore required and a condition has been attached to the consent.

Highway Services and the Environmental Health Officer recommend that the development incorporates electric vehicle charging or the infrastructure within the car park to accommodate future provision. This is also reflected in Condition 4 and will ensure that the development caters for future EV charging demand within the curtilage of the site and contributes towards a reduction in air pollution within the vicinity of the site.

Waste Management

The proposal utilises the existing waste containers that are located on the side elevations of the site. The EHO has assessed this element of the proposal and has no objection but has recommended that internal waste including food waste containers are provided. The agent has accepted this, and a condition is appended at the end of this report to ensure that the development provides an appropriate level of waste provision including for recycling.

Conclusion

The proposal represents a conforming use within a building that has permission for the conversion and external works being implemented. The basement conversion and boundary treatment and the bin storage will have an acceptable impact on the appearance of the building, setting of the listed building facing the site and the character of the Conservation Area.

Conditions are appended to ensure an adequate level of waste management provision is included in each flat and that the development improves the options for electric vehicle charging within the site curtilage.

On the basis of the above, the proposal complies with the above policies within the development plan and NPPF.

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

The local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application subject to appropriate conditions and for the reasons outlined in the delegated report. The proposed extension was notified by letter to 75no. addresses and by display of a public site notice; no comments were received in response and the application has been determined in a timely manner.

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:

Recycle Storage RD/CH/22-435 Rev C and the Design and Access Statement, stamped as received on the 9 February 2023,
Proposed Apartment Elevations and Floor Plans RD/CH/22-435 011 Rev B, RD/CH/22-435 012 Rev C and The Waste Management Proforma, stamped as received on the 30 March 2023,
The Site Plan RD/CH/22-435 010 Rev D, stamped as received on the 21 September 2023,
RD/CH/22-435 013 Rev C, stamped as received on the 20 April 2023, RD/CH/22-435 021 Rev A, received electronically on the 28 September 2023 and 022 Rev A, received electronically on the 18 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 Core Strategy.

3) Prior to the occupation of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment, including gates, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) Prior to commencement of the development, a scheme for electric vehicle charging, shall be submitted to and approved in writing by the City Council as local planning authority.

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

5) Notwithstanding the car parking layout on drawing number RD/CH/22-435 010 Rev D, stamped as received on the 21 September 2023. Prior to first occupation of the apartments hereby approved, details of the car parking layout at the front of the building shall include the provision of 2no. disabled parking spaces, the demarcation of parking spaces and the position of electric vehicle charging infrastructure, shall be submitted to and approved in writing by the City Council as local planning authority. The approved car parking shall be implemented in accordance with the approved details and retained whilst the building is in use thereafter.

Reason - In the interests of residential amenity to ensure adequate parking provision for all residents and a reduction in air pollution pursuant to policies EN16, T1, T2, SP1 and DM1 of the Manchester Core Strategy.

6) Notwithstanding the car parking layout, as indicated on drawing number, RD/CH/22-435 010 Rev D, stamped as received on the 21 September 2023 and 022 Rev A, received electronically on the 18 January 2024 by the City Council as Local Planning Authority. Prior to the occupation of the development details of the dimension of the car parking layout, including swept path details showing vehicles accessing and egressing the car park and details of the path and pedestrian access around the proposed bin store, including confirmation of path dimensions,

shall be submitted. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

7) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been 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.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

Informatives

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) Detail should be sought from the applicant in relation to any proposed construction, or fitout arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Email:- highwaylicences@manchester.gov.uk.

3) Gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Whalley Range Forum
Whalley Range Conservation Area Group
Environmental Health
Highway Services
Neighbourhood Team Leader (Arboriculture)
Whalley Range Conservation Area Group
Whalley Range Forum

8 Langfield Avenue, Manchester, M16 8LH
4 Langfield Avenue, Manchester, M16 8LH
48 Whalley Road, Manchester, M16 8AB
Apartment 22, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 16, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 14, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 17, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 13, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 12, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 11, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 20, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Flat 6, 20 Whalley Road, Manchester, M16 8AB
Flat 3, 20 Whalley Road, Manchester, M16 8AB
Flat 11, 20 Whalley Road, Manchester, M16 8AB
Apartment 19, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 18, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 15, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
29 Whalley Road, Manchester, M16 8AD
44 Whalley Road, Manchester, M16 8AB
9 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 15, 20 Whalley Road, Manchester, M16 8AB
Flat 4, 20 Whalley Road, Manchester, M16 8AB
5 Moss Grange Avenue, Manchester, M16 7RJ
Flat 13, 24 Whalley Road, Manchester, M16 8AB
Flat 5, 24 Whalley Road, Manchester, M16 8AB
Flat 3, 24 Whalley Road, Manchester, M16 8AB
Flat 2, 24 Whalley Road, Manchester, M16 8AB
Flat 13, 20 Whalley Road, Manchester, M16 8AB
Flat 9, 20 Whalley Road, Manchester, M16 8AB
Flat 9, 26 Whalley Road, Manchester, M16 8AB
Flat 8, 26 Whalley Road, Manchester, M16 8AB
Flat 4, 26 Whalley Road, Manchester, M16 8AB
Flat 8, 24 Whalley Road, Manchester, M16 8AB
14 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 10, 20 Whalley Road, Manchester, M16 8AB
Flat 2, 26 Whalley Road, Manchester, M16 8AB
Flat 1, 26 Whalley Road, Manchester, M16 8AB
Flat 15, 24 Whalley Road, Manchester, M16 8AB
Flat 14, 24 Whalley Road, Manchester, M16 8AB
Flat 6, 24 Whalley Road, Manchester, M16 8AB
Flat 13, 26 Whalley Road, Manchester, M16 8AB

Flat 12, 26 Whalley Road, Manchester, M16 8AB
10 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
7 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
5 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 5, 26 Whalley Road, Manchester, M16 8AB
Flat 12, 24 Whalley Road, Manchester, M16 8AB
Flat 10, 24 Whalley Road, Manchester, M16 8AB
Flat 7, 24 Whalley Road, Manchester, M16 8AB
Flat 1, 24 Whalley Road, Manchester, M16 8AB
12 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
6 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
8 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 14, 26 Whalley Road, Manchester, M16 8AB
Flat 11, 26 Whalley Road, Manchester, M16 8AB
Flat 10, 26 Whalley Road, Manchester, M16 8AB
Flat 7, 26 Whalley Road, Manchester, M16 8AB
Flat 3, 26 Whalley Road, Manchester, M16 8AB
Flat 6, 26 Whalley Road, Manchester, M16 8AB
Flat 4, 24 Whalley Road, Manchester, M16 8AB
Flat 11, 24 Whalley Road, Manchester, M16 8AB
Flat 9, 24 Whalley Road, Manchester, M16 8AB
11B Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
42 Whalley Road, Manchester, M16 8AB
Flat 8, 20 Whalley Road, Manchester, M16 8AB
Flat 2, 20 Whalley Road, Manchester, M16 8AB
6 Langfield Avenue, Manchester, M16 8LH
Flat 12, 20 Whalley Road, Manchester, M16 8AB
Flat 7, 20 Whalley Road, Manchester, M16 8AB
Flat 5, 20 Whalley Road, Manchester, M16 8AB
Flat 1, 20 Whalley Road, Manchester, M16 8AB
Flat 14, 20 Whalley Road, Manchester, M16 8AB
6 Moss Grange Avenue, Manchester, M16 7RJ
Flat 11, Hilden Court, 83 - 85 Upper Chorlton Road, Manchester, M16 7RQ
St Margarets Rectory, Rufford Road, Manchester, M16 8AE

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
Conservation Area - Whalley Range Conservation Area 1992
Hazard - Major Accident Hazard Pipeline - Upper Chorlton Road
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA