

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138035/FO/2023

Date registered valid: 27 September 2023

Proposal: Conversion of first floor to form 3 apartments (Class C3), erection of first floor side extension and elevational alterations with retained ground floor retail shop (Class E).

Address: 548 Gorton Lane, Manchester, M18 8EH

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Bilal Ashraf

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

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 5 December 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 8 November 2023

Standard consultations:

Printed: 20 November 2023

Expired: 27 November 2023

Neighbour notifications

Printed: 20 November 2023

Expired: 27 November 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The planning application relates to a former public house situated at the junction of Gorton Lane and Borwell Street. The building has a broadly triangular configurations with a small yard area accessed via Borwell Street and providing an entrance to upper floor residential accommodation. The main building has a pitched roof comprising grey slate. It has a roofscape articulated with chimney stacks. As the building returns the Borwell Street its height reduces from a gable adjoining a lower pitched roof element. A further reduction in height leads to the formation of a flat roof single storey toilet block. The building has some architectural merit. It comprises crème painted walls with stone detailing painted black. The ground floor windows have been enclosed with metal shutters and signage following the closure of the public house. The application forms indicated that the upper floor is currently vacant but has been previously used as residential accommodation.



Fig.1 – Views of the application property from Gorton Lane and Borwell Street

Description of development

The proposed development involves the erection of a first floor extension located above a flat roof single storey extension with a frontage to Borwell Street. The extension would incorporate a gable elevation and pitched roof with a maximum height of 8.2 metres. The proposed extension would match the height of the ridge and eaves of the adjoining two storey element of the building. It would also match its depth. The extension would facilitate the formation of an internal staircase providing access to a new doorway to Borwell Street and internal access to a dedicated residents' bin store. A reconfiguration of the ground floor internal floorspace would facilitate the formation of separate bin stores for residents and retail bin storage. A communal hallway would provide access to three studio apartments with floorspace of between 38 and 40 sq. metres. Externally window openings would be retained but with reconfigured sizes.



Fig.2 – Proposed elevations

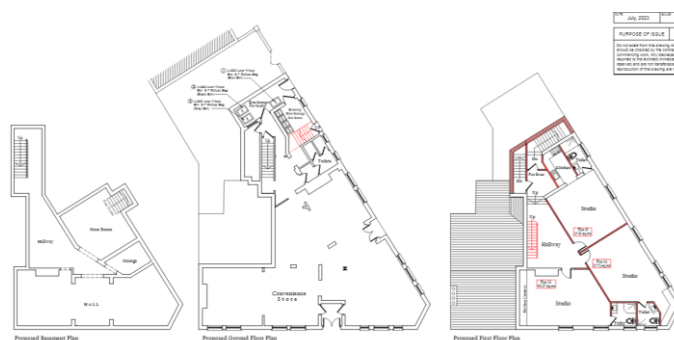


Fig.3 – Proposed layout

Site history

135807/AO/2022 - Installation of 3 x externally illumination signage panels and non-illuminated vinyl signage to the Gorton Lane and Borwell Street elevations

Approved 26 July 2023

133158/FO/2022 - Change of use of ground floor from public house (sui generis) to retail store (Class E) with associated elevational alterations

Approved 5 July 2023

133888/FO/2022 - Retrospective application for the installation of ATM into the Gorton Lane ground floor elevation of building

Refused 21 July 2022

133889/AO/2022 - Retrospective application for the installation of advertisement signage relating the installation and ATM in the ground floor Gorton Lane elevation

Refused 21 July 2022

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. Given the magnitude of the development, it is unlikely that there would be a significant increase in vehicle trips or consequential impact on highway safety and capacity.
- ii. The site is served by sustainable modes with regular bus services routed along Gorton Lane with bus stops in close proximity to bus stops.
- iii. The submission indicates that external doors would be inward opening, which would be acceptable.
- iv. Given the sustainable character of the area, the absence of car parking is not a concern from a highways perspective.
- v. It is recommended that secure cycle storage is provided.
- vi. The proposed waste and recycling management and collection arrangements area considered to be acceptable.
- vii. Any requirements for scaffolding or other works affecting the highway should be agreed with the Council as local highways authority.

Environmental Health – The following comments have been received:

- i. A condition is requested to ensure appropriate noise attenuation to the proposed residential accommodation.
- ii. Clarification should be sought regarding the capacity of the waste and recycling bins.

Flood Risk Management Team – The site is within Flood Zone 1 and low risk of surface water flooding. A specific drainage condition is not considered to be necessary but an informative is requested to encourage that any changes to the drainage system should be designed to protect water quality and ensure future maintenance of the surface water drainage system.

GM Police Design for Security – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations

indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and the comments of GM Police Design for Security have been related to the development. The site would provide a suitable mix of Class E and residential uses, which be acceptable given the historic use of the site. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use.

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport, ie, a bus stop is located outside the application building. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

The Places for Everyone Plan - Is a Joint Development Plan Document and provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is 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 following policies are relevant:

- i. JP- S1- Sustainable development
- ii. JP- S2 - Carbon and energy

- iii. JP- S5 - Flood risk and the water environment
- iv. JP- H1 - Scale, distribution and phasing of new housing

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.' The following policies are relevant to the proposed development:

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The development would retain a Class E use that would continue to positively contribute to the commercial offer in the local area. The appearance of the development would be appropriate within the context of neighbouring built form. The proposed apartments would also contribute to the quality of residential provision in the area make effective use of space within the building. Policy SP1 would thereby be accorded with.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace with a commensurate environmental impact.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

The applicant has identified bin stores for the residential and residential uses that are capable of delivering appropriate bin storage with collection from Borwell Street. The development therefore has the capacity to secure appropriate waste and recycling management in accordance with policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not generate significant traffic and the site is in a sustainable transport location. The constraints of the site would prevent cycle storage. Policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development will not unduly harm the amenities of the area and provision can be made to provide appropriate security measures throughout the site. An appropriate standard of residential accommodation would be achieved. The development has the capacity to accommodate waste and recycling storage. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy DC26 (Development and noise) - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate on the local area. In case, noise disturbance would be limited by the magnitude of the development and absorbed into the surrounding noise environment. Noise transfer from retail shop to proposed apartment would be mitigated by condition. Policy DC26 would thereby be accorded with.

Manchester Residential Quality Guidance - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The guidance states that the delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. It is therefore essential for applicants to consider and integrate the design principles contained within the guidance into all aspects of emerging residential schemes. In this case, the application of the guidance has been affected by the constraints of the application building. However, the development would deliver appropriately sized apartment that accord with the criteria for one bedroom, one person occupation. The proposed layout is therefore considered to be acceptable.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have been undertaken with the applicant's agent to secure improvements to the elevational design of the proposed extension. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

Principle of the development – It is considered that the overall development represents a proportionate addition to the building, would facilitate a proportionate expansion of residential use. The continued use of the property for a mix of commercial and residential uses would

contribute positively to the local area. The development is therefore considered to be acceptable.

Use – For the avoidance of doubt, a condition stating that the development relates to the use of the ground floor for Class E purposes and three, one bedroom, one person apartments in the extended first floor.

Scale and massing – The extensions would represent a small addition to the building and would not impact upon its scale and proportions. The arrangement of the roof would be appropriately related to the variance in the height of the roofscape.

Siting – The proposed extension would be positioned above an existing extension and would have a projection of 1 metre from the adjoining southern elevation. The development would thereby have a marginal impact on the amenity of neighbouring residents and the wider area.

Residential amenity – The proposed apartment would improve the quality of the living accommodation above the ground floor Class E use. Improvements would also be made to access to the respective apartments from the street thereby achieving appropriate natural surveillance. It is not apparent that the proposed apartments would harm the amenity of neighbouring residents. The development would deliver appropriately sized apartment that accord with the criteria for one bedroom, one person occupation, i.e., 37 sq metres where a shower room is provided.

Noise – An acoustic insulation condition has been discussed with the applicant's agent and its inclusion accepted. The condition would seek to attenuate noise from the ground floor retail use, which may affect residents of the first floor apartment and is necessary to safeguard residential amenity.

Design – The proposed extension, including its roof design, has been appropriately related to the style and character of the existing building. Further elevational alterations have been limited to the reconfiguration of existing window openings. It is considered that these interventions would be appropriate subject to the conditioned use of matching materials.

Crime and security – A related informative recommends that all new fittings and locks to doors and windows accord with 'Secured by Design' standards, thereby reducing the risk of crime through appropriate security arrangements.

Inclusive access – The application relates to an upper floor. Given the configuration of the development and magnitude of the development there would be no scope for the delivery of inclusive access in this case.

Waste management – Given the constraints of the application property, the provision of shared waste and recycling bins in support of the apartments would be appropriate. Separate bin storage would be provided for the respective residential and retail uses within the reconfigured ground floor with collection via doors to Borwell Street. A condition has been included to ensure bins with appropriate capacities are provided. As the respective bins sites are relatively spacious, it is considered that satisfactory arrangements can be delivered.

Highways issues - The site is in a sustainable location regarding access to public transport. The proposed level of residential occupation would not result in significant traffic generation. Traffic generated by the retained Class E use would be typical of local retail provision with access predominantly by pedestrians. The development would not impact on highway capacity.

Cycle storage – Notwithstanding the comments from Highways, the configuration of the ground floor, the site would not have the capacity to provide secure cycle storage for the proposed apartments.

Construction management plan (CMP) – Given the limited magnitude of the development it is considered that CMP condition would be an onerous requirement and has not been included.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property. The future management of the development would be secured through the conditions set out below.

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. In this case, officers have been undertaken with the applicant's agent to secure improvements to the elevational design of the proposed extension. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

Condition(s) to be attached to decision for approval

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 received by the City Council on 8 September 2023, 27 September 2023 and 20 November 2023 (and attached to AEYS Associates email dated 20 November 2023):

Planning application forms

Location plan with red edge Ref: A-01

Proposed building plans (floor layouts) Ref: A-04;

Proposed building elevations Ref: A-05

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 for the City of Manchester.

3) The materials to be used in the construction of the extension and reconfiguration of window openings hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing building, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The development hereby approved relates to the use on the building for Class E purposes on the ground floor with ancillary basement storage and the residential use of the first floor comprising a total of three, one bedroom, one person apartments. The building shall not be used for any other purposes.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the occupation of the authorised development, details of the capacities of waste and recycling to be stored in the residential (Class C3) and retail (Class E) bin stores as shown on drawings referenced Proposed building plans (floor layouts) Ref: A-04 and Proposed building elevations Ref: A-05. The approved details shall be implemented before the occupation of the apartments and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

6) Before the occupation of the development, a scheme of acoustic attenuation shall be submitted to and approved in writing by the City Council as local planning authority to safeguard against noise transfer from the retained ground floor retail shop and apartments and reduce harmful noise and disturbance from Gorton Lane and any other identified noise sources. The approved scheme shall be implemented before the occupation of the basement apartment and retained in situ thereafter.

Reason - To secure a reduction in noise to and from the authorised basement apartment and noise and disturbance from Stockport Road and any other identified noise sources, in order to

protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

7) All external doors, as shown on drawings referenced: Proposed building plans (floor layouts) Ref: A-04 and Proposed building elevations Ref: A-05, shall be installed with an inward opening mechanism upon occupation of the authorised apartments and these arrangements shall be maintained in situ at all time thereafter.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) It is recommended that all new windows, doors and external fittings and locks be certified to Secured by Design standards.

2) Required details relating to bin capacities should be referenced via the following link that can be accessed at:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3) 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 Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Flat 4, 33 Borwell Street, Manchester, M18 8AQ
Flat 3, 33 Borwell Street, Manchester, M18 8AQ
Flat 2, 33 Borwell Street, Manchester, M18 8AQ
Flat 1, 33 Borwell Street, Manchester, M18 8AQ
22A Borwell Street, Manchester, M18 8FH
22 Borwell Street, Manchester, M18 8FH
20 Borwell Street, Manchester, M18 8FH
Flat 1, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 30, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 28, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 25, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 23, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 21, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 18, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 16, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 14, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 11, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
550 Gorton Lane, Manchester, M18 8EH
546 Gorton Lane, Manchester, M18 8AN

1A Ansell Close, Manchester, M18 8EE
554 Gorton Lane, Manchester, M18 8EH
552 Gorton Lane, Manchester, M18 8EH
8 Robe Walk, Manchester, M18 8EB
6 Robe Walk, Manchester, M18 8EB
4 Robe Walk, Manchester, M18 8EB
2 Robe Walk, Manchester, M18 8EB
16 Robe Walk, Manchester, M18 8EB
14 Robe Walk, Manchester, M18 8EB
12 Robe Walk, Manchester, M18 8EB
10 Robe Walk, Manchester, M18 8EB
Flat 29, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 27, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 26, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 24, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 22, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 20, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
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Flat 12, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
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Flat 8, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 7, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 6, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 5, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 4, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 3, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
Flat 2, Thomas Regan Court, 1 Ansell Close, Manchester, M18 8EE
18 Borwell Street, Manchester, M18 8FH
18 Oxenholme Walk, Manchester, M18 8AP
16 Oxenholme Walk, Manchester, M18 8AP

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA