

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137974/FO/2023

Date registered valid: 4 September 2023

Proposal: Erection of a single-storey secure bike store within the car park area

Address: Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD

Ward(s): Hulme Ward

Applicant: Zafar Ahmed, Greenmark Estates Limited

Agent (if any): Mr Saghir Hussain, Create It Studio Architects

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 05/10/2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 13/09/2023

Standard consultations:

Manchester City Council Highway Services: Printed: 7 September 2023 Received:

Greater Manchester Police: Printed: 7 September 2023 Received: 05/10/2023

Neighbour notifications

Printed: 7 September 2023

Expired: 28 September 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

Proposal relates to a small piece of land within the Linford Gardens residential development on the boundary with the adjacent Meredith Court. Linford Gardens features 2no 4 storey apartment blocks, with parking, landscaping, and a bin store.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable



Figure 1. Street scene



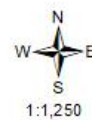
Figure 2. Location of proposal

Description of area

The proposal is located in a mixed residential and commercial part of the Hulme ward of Manchester. The site is located in the Regional Centre (EC 3) with apartment blocks, schools, hotels, and university buildings within a close proximity.



© Crown copyright and database rights 2023. Ordnance Survey 100019568



Description of development

The applicant is proposing the erection of a single-storey secure bike store within the car park area.

The proposed building sits on a corner of pavement within the main car park at the boundary with Meredith Court.

The proposed building is single storey and measures 9950mm x 7450mm x 11530mm.

The internal area is 33.5sqm and securely stores 20 bicycles.

The proposal features a metal louvered double door to the car park.

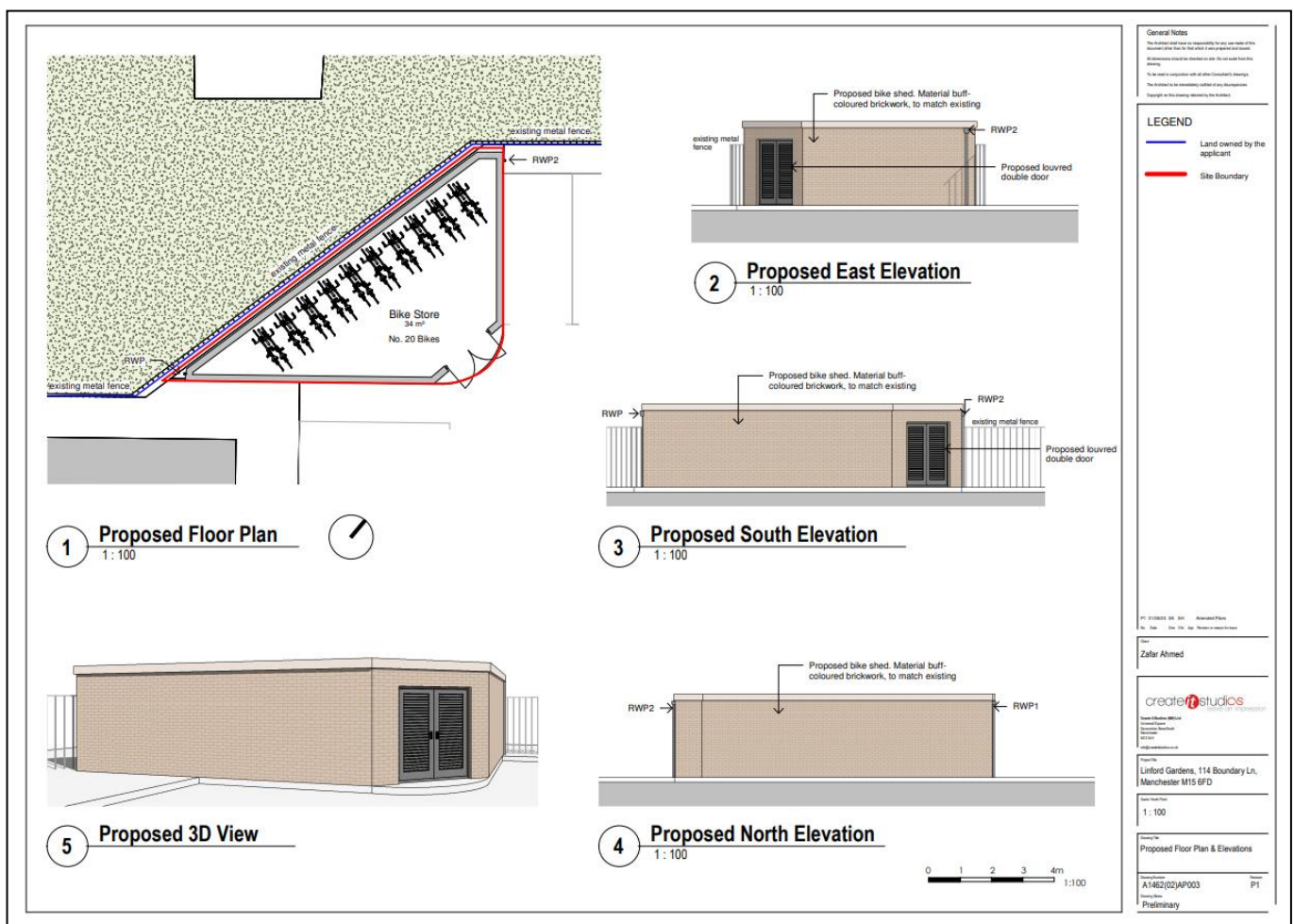


Figure 3. Proposed plan and elevations

Planning History

063799/FO/SOUTH1/01

Description: Erection of one part 4/part 5 storey block of 13 self-contained flats and one part 4/part 5 storey block of 17 self-contained flats with associated car parking and landscaping and the provision of a 6-space car park for 1-9 Epsley Close

Decision: Approved 07/05/2002

Consultations & Notification Responses

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application.

Highway Services had no objection to the proposed development and attached an informative regarding licensing, hoarding / scaffolding, and any associated temporary traffic management arrangements.

Greater Manchester Police – Design for Security

Greater Manchester Police – Design for Security team were consulted on this application and had the following comments.

- 1. Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.*
- 2. There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.*

These comments have been added as informatives to the decision.

Manchester City Council Environmental Health

Manchester City Council Environmental Health records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

A watching brief condition has been added to the decision.

Notifications

Local Residents

As per Appendix 1, Occupiers of properties surrounding the application site were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

Policies & Principle

Summary of relevant policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

The following policies are considered relevant in the consideration of this application.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#) ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key document in the Manchester Local Plan. It sets the out the long-term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against. The following Core Strategy Policies are considered relevant to this proposal:
 - DM 1 - Development Management
 - SP 1 - Spatial Principles
 - EC 3 – Regional Centre

- EN 1 - Design Principles and Strategic Character Areas
- EN 8 – Adaptation to Climate Change
- EN 14 – Flood Risk
- EN 16 - Air Quality
- EN 18 - Contaminated Land and Ground Stability
- EN 19 - Waste
- T 1 – Sustainable Transport
- [Extant Unitary Development Plan \(UDP\)](#) - The Core Strategy replaced much of the UDP, but some UDP Development Control policies are extant (remain). The following extant policy are still considered relevant to this proposal.
 - DC26 - Development and Noise
- [The National Planning Policy Framework \(The NPPF\)](#) - The National Planning Policy Framework (NPPF) was first published on 27 March 2012 with the latest version published 05 September 2023. This sets out the government's planning policies for England and how these are expected to be applied. The following sections are considered relevant to this proposal:
 - Section 4 – Decision-making
 - Section 9 – Promoting sustainable transport
 - Section 12 – Achieving well-designed places
 - Section 14 - Meeting the challenge of climate change, flooding and coastal change

Principle of development

In this instance the principle of the proposal is considered acceptable, and it is not believed that there are any factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposed development is deemed to accord with all relevant policy of the Manchester Core Strategy, Extant UDP and the NPPF as assessed in the following sections of this report.

The Manchester Core Strategy Development Plan (2012-2027)

The proposal has been assessed against the following policies of the Core Strategy:

DM 1 – Development Management

All new developments should follow the ‘Development Principles’ and accord with the design guidance set out in the Supplementary Planning Documents.

The proposal has been assessed against the following issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The applicant is seeking the erection of a single-storey secure bike store within the car park area.

The proposal uses brick to match the materials of the existing buildings (as stated in the application form).

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Overall, it is considered that the proposed development has appropriate siting, layout, scale, form, massing, materials, and detail and is therefore in accordance with the development management principle.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposal is visible from the street scene however due to the scale it has minimal effect on the character of the street.

Visual impacts in connection with the proposed development are not considered to have any significant impacts to the character of the area, and therefore the appearance is acceptable.

On balance, the proposal is considered comparable in terms of size and its position to others found in the immediate area, therefore it is felt that the proposal can be accommodated at the application property and is considered that the proposal would not interfere with the existing characteristics of the area.

The proposal is considered acceptable and detailed as what is normally expected of such a structure. The design of the proposal would be in keeping with the existing and surrounding properties in the area and in terms of the proposed materials it is intended to use matching brick as specified in the application form.

Overall, it is considered that the proposed development has minimal impact on the surrounding areas in terms of the design, scale, and appearance and is therefore in accordance with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The proposal is expected to have a negligible effect on privacy.

The proposal is expected to have a negligible effect on Air Quality.

The proposal in of itself is expected to have a negligible effect on local noise levels. It is recognised that demolition and/or construction works are often noisy and obtrusive to the local residential amenity. Contractors are expected to follow best practice to minimise the temporary effect on residents referring to construction guidance on controlling emissions.

The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on street. Given the minimal scale of construction works involved, the level of construction vehicles is unlikely to generate any significant on-street parking demands.

On balance the proposal has minimal effect on privacy, local light, noise, vibration, air quality, odours, litter, vermin, and birds and is therefore in accordance this development management principle.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not alter the existing access to the premises or create an unnecessary barrier to access and egress.

The proposal is therefore in accordance with this development management principle.

Community safety and crime prevention.

The proposal adds a secured bike store to the site.

Greater Manchester Police – Design for Security team were consulted on the proposal and had the following comments.

- 1. Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.*
- 2. There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.*

These comments have been added as informatives to the decision.

The proposal is in accordance with this development management principle.

Adequacy of internal accommodation and external amenity space.

The proposal adds internal bike storage to the site whilst having a minimal impact on the amenity of external space and is therefore in accordance with this development management principle.

Refuse storage and collection.

The proposal in of itself has a negligible effect on waste from the site, using existing refuse storage and collection on site. It is recognised that demolition and/or construction works often generate commercial waste. Contractors are expected to follow best practice of waste management.

The proposal is in accordance with this development management principle.

Vehicular access and car parking

The proposal has minimal on the existing vehicle access and car parking at the property.

The proposal adds secure storage for 20no bicycles to the benefit of existing and future residents.

The bike store will be located within the car parking area associated with Linford Gardens and provide parking for 20 bikes. The bike store will be sheltered and secure, which is acceptable to Highways.

The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on- street.

The proposal is in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage

Manchester City Council Environmental Health records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

A watching brief condition has been added to the decision.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private

The proposal has negligible impact on green infrastructure and balances development with existing green space.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site does not sit in a flood risk area and therefore no flood statement or assessment was required.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

SP 1 - Spatial Principles

This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should ‘make a positive contribution to neighbourhoods of choice’.

This proposal is considered to accord with the principles of this policy.

EC 3 – Regional Centre

This policy outlines the key principles of development with the Manchester Regional Centre and priorities for employment, large scale leisure and higher density residential development.

This proposal is considered to accord with the principles of this policy.

EN 1 – Design Principles and Strategic Character Areas

This policy outlines key design principles for development in Manchester most notably that all development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the 'Central Character Area'.

This proposal is considered to accord with the principles of this policy.

EN 8 – Adaption to Climate Change

This policy outlines the key principles of how all new development will be expected to be adaptable to climate change.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

The development is considered to accord with the aspirations of this policy.

EN 14 – Flood Risk

This policy outlines the key principles around Flood Risk Management in the city.

The proposal does not sit in a flood risk area.

This proposal is considered to accord with the principles of this policy.

EN 16 – Air Quality

This policy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

The proposed development would not give rise to air quality issues when the development is operational.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

This proposal is considered to accord with the principles of this policy.

EN 18 - Contaminated Land and Ground Stability

This policy sets out the principle of development on contaminated land or unstable land.

Manchester City Council Environmental Health records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

A watching brief condition has been added to the decision.

This proposal is considered to accord with the principles of this policy.

EN 19 – Waste

This policy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

Existing waste management arrangements would be retained.

The proposal is considered to accord with the principles of this policy.

T 1 – Sustainable Transport

This policy outlines the key principles of creating a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

This proposal is considered to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced much of the UDP, but some UDP policies are extant (remain) and are relevant to this proposal.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

This proposal is considered to accord with the principles of this policy.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.

The NPPF has been adhered to and considered at all stages of the application.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 9 - Promoting sustainable transport

Section 9 of the NPPF highlight the development management principles to promote sustainable transport.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 12 outlines how 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.

This proposal is considered to accord with the principles of these policies.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- [Guide to Development in Manchester Supplementary Planning Document and Planning Guidance \(April 2007\)](#)
- [Manchester Residential Quality Guide \(July 2016\) \(MRQG\)](#)
- [Manchester, Salford, and Trafford Strategic Flood Risk Assessment](#)
- [Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems](#)
- [Manchester City Council Planning and Noise Technical Guidance \(2022\)](#)
- [Air Quality & Planning Technical Guidance \(2022\)](#)
- [Planning and Contaminated Land Technical Guidance \(2021\)](#)

- [Greater Manchester Joint Waste Development Plan Document \(GMJWDPD\)](#)
- [Waste Storage and Collection Guidance for New Developments \(2017\)](#)
- [Hot Food Takeaway Supplementary Planning Document \(2017\)](#)
- [Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards \(2020\)](#)
- [Manual for Streets \(2007\)](#)
- [National design guide](#) & [National Model Design Code](#) (2021)
- [Outdoor advertisements and signs: a guide for advertisers \(2007\)](#)

Relevant policy and guidance have been considered within policies of the Core Strategy and Extant UDP.

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.

Conclusion

The proposal is considered acceptable in this location, in terms of design, scale and massing, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise. For the above reasons, the proposal is unlikely to have any detrimental impact and therefore accords with the relevant Core Strategy, Extant UDP, NPPF policies and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, and other material considerations. No significant problems have arisen during the consideration of this application.

Condition(s) to be attached to decision for approval.

1. 3-year time limit

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. Specified plans

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

a. Drawing - Location Plan	04 Sep 2023	LOCATION AND SITE PLAN
b. Drawing - Site Plan	04 Sep 2023	PROPOSED
c. Drawing - Existing	04 Sep 2023	A1462(01)AP002 P1 FLOOR PLAN
d. Drawing - Proposed	04 Sep 2023	A1462(02)AP003 P1 FLOOR PLAN AND ELEVATIONS

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

3. Specified materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

4. Ground contamination watching brief.

In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a

post-completion report shall be submitted to evidence this prior to occupation of the development.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety. Pursuant to DM 1 and EN 18 of the Manchester Core Strategy

Informative(s) to be attached to decision for approval.

1. Highways Licences

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 Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

2. Design for Security

- a. Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.
- b. There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.

Appendix 1 – List of consultees & neighbours notified

Highway Services

Greater Manchester Police

Flat 65, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 11, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 38, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 2, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 60, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 20, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 15, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 67, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 8, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 19, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 27, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 41, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 54, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 24, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 9, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 9 Epsley Close, Manchester, M15 6FJ
 Flat 45, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 1, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 37, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 30, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 30, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 22, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 33, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 53, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 63, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 52, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 2, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 15, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 17, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 4, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 24, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 14, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 13, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 1 Epsley Close, Manchester, M15 6FJ
 Flat 70, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 21, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 11, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 26, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 29, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 25, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 1, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 68, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 3 Epsley Close, Manchester, M15 6FJ
 Flat 49, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 23, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 48, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 4, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 17, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 66, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 36, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 14, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 20, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 26, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 18, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 10, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 43, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 51, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 3, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 6, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 19, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 12, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 55, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 62, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 7, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
 Flat 56, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 7 Epsley Close, Manchester, M15 6FJ
 Flat 64, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 61, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 5 Epsley Close, Manchester, M15 6FJ
 Flat 34, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 35, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 9, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
 Flat 57, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 23, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 44, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 31, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 25, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 40, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 18, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 21, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 5, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 42, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 28, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 16, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 47, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 5, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 16, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 7, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 32, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 28, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 46, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 39, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 50, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 27, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 69, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 59, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 22, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 29, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 31, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 58, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 6, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 12, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 10, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 8, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 3, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD

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

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA