

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135229/FO/2022

Date registered valid: 7 November 2022

Proposal: Erection of 4 no. self-contained flats to part of the roof of the existing building and associated works.

Address: Poplar Court , 156 Moss Lane East, Manchester, M16 7DH

Ward(s): Moss Side Ward

Applicant: Mr Ray Boyle, Irish Anglo Properties (Hulme) Ltd

Agent (if any): Mr Andy McMullan, Broadgrove Planning and Development Limited

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

Recommendation: Approve

Date of recommendation: 14.06.2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 20 December 2023

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 21 November 2022 Expired: 12 December 2022

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

The site to which this application relates is located at Poplar Court, 156 Moss Lane East, Manchester.

The existing building having been in situ for a number of years. The building is rectangular, fronting onto Moss Lane East. It comprises a part-4 and part-5 storey building, housing 34 self-contained flats. Externally, car parking spaces and landscaping form the rest of the site. 25 car parking spaces are provided at present with Poplar Court. These are located to the rear of the existing building.

The application seeks consent for the erection of 4 no. self-contained flats to part of the roof of the existing building and associated works.

The site is immediately bounded by Moss Lane East to the north; Pepperhill Rd to the east; Quinney Crescent to the south; and part-3 and part-4 storey townhouses to the west. Poplar Court is located approximately 1.6km south of Manchester City Centre.

Site History

067922/FO/2003/S1 - Erection of part 4 and part 5 storey building to form 34 self-contained flats and 20 car parking spaces and landscaping. Approved 23 October 2003.

This application permitted the original residential (Class C3) use at the site.

094847/FO/2010/S1 - Residential development comprising three 4 storey and three 3 storey townhouses and new boundary wall to Armani Centre, with additional parking for Poplar Court at Land Adjacent To, Poplar Court, Moss Lane East, Moss Side, Manchester, M16 7DH. Approved 3 June 2011. This application permitted 6 additional dwellinghouses adjacent to Poplar Court, whilst allowing for the introduction of a new car parking area to the rear of Poplar Court itself. This introduced an additional 6 spaces for use by Poplar Court, taking the total number to 25 spaces.

130686/P20A/2021 - Prior approval application for the installation of 4 no. self-contained flats to the roof of the existing building. Turned away (Legislative), 5 October 2021.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted, and no representations were received.

Highways-Requested TRO and tactile Paving, travel plan, EVC points, cycle storage and a construction management plan conditions be attached to the consent.

Environmental Health were consulted and recommended a noise attenuation, waste, external plant and air quality condition be attached to the consent.

The Flood Team were consulted and requested the applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy and an informative has been added to the consent.

Neighbourhood Trees were consulted and confirmed the proposed elevations will mean that the tree will need to be more frequently pruned, the development itself will have a minimal effect on the tree's health.

The tree has been retained in an unusual position and therefore this tree was always going to be under constant pruning pressure. They concluded they have no objection to the proposed additional elevations from an arboricultural perspective.

Issues

The National Planning Policy Framework (NPPF) (July 2021)

The NPPF sets out Government planning policies for England and how these are expected to apply. The NPPF has a presumption in favour of sustainable development which has an economic, social and environmental role. Development that accords with the development plan should be approved without delay. Where an application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular

case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) - The proposals would provide 4 new homes within a sustainable location.

Section 6 - (Building a strong and competitive economy) - The proposal would provide employment during the construction period.

Section 8 (Promoting healthy and safe communities) - The proposals have been designed with safety and security in mind.

Section 11 (Making Effective Use of Land) - The proposal would make effective use of land utilising previously developed site in an urban location.

Section 12 (Achieving Well-Designed Places) - It is considered that the proposals reflect the local character in terms of height, scale, design, and massing and would achieve a well-designed place.

Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy")

The Core Strategy was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements

of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester's future development. The relevant Core Strategy policies for this application are as follows:

Policy SP1 - Spatial Principles

This policy states that priority will be given to the creation of neighbourhoods of choice outside of the regional centre. In particular, developments which make a positive contribution and enhance areas for residents will be supported. Policy DM1- Development Management Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are given below:

- 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. Development should have 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. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

H1 - Housing

This is the overarching housing policy for the city with an emphasis on housing provision in the North, East, City and Inner Areas of Manchester until 2027. Outside the Inner Areas the emphasis will be on increasing the availability of family housing with 90% of residential development provided on previously developed land. New developments are expected to take advantage of existing buildings where appropriate through refurbishment or rebuilding works.

H6- South Manchester

South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield,

Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Unitary Development Plan (UDP)

The UDP has been superseded by the Core Strategy Development Plan, however, some policies have been saved and are extant within the planning process. Of relevance to this application is saved policy DC1 - Residential Extensions.

DC1 - Residential Extensions

Saved policy DC1-4, states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- o the general character of the property,
- o the effect upon the amenity of neighbouring occupiers,
- o they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);
- o they do not create an undue loss of sunlight, daylight or privacy;
- o they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details.

Manchester Residential Quality Guidance - 2016

This document provides guidance on the direction that development should take in the city to deliver sustainable neighbourhoods of choice. The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and the City's target of carbon neutrality by 2050.

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

The proposal will contribute towards the housing growth strategy, ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

The proposal will add to the diversity of residential accommodation in the area.

Due to the location of the building close to a high frequency transport route and as a living accommodation already exists within the host building and neighbouring floorspace within the upper floors, the principle of a flats can be supported in this location.

Specific planning issues are outlined further below.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy advocate that consideration should be given to effects of development upon the amenity, living conditions and the well-being of residents.

In this instance, the proposed development will introduce a residential use into the context of mixed-use environment, within an existing residential building involving neighbouring and existing lower floor residential uses.

The small increase in the number of occupiers is considered unlikely to result in a negative impact upon the living condition of neighbouring occupiers, as a consequence of increased activity or any associated noise and disturbance.

Conditions have been included in relation to waste management, construction management, acoustic insulation and a C3 use restriction to prevent an over intensification of use.

An extraction flue will be affixed to the side elevation and project from the eaves. Conditions have been attached to the consent to ensure the noise emanating from the is acoustical attenuated to a satisfactory level and the fumes, vapours and odours are controlled to protect the amenity of the occupiers of the property.

Furthermore, due to the siting and positioning of the development the extension should not unduly impact neighbouring occupiers. In addition to this, no objections were received from residents, thus the proposal is considered acceptable in terms of its impacts upon residential amenity.

Design

In accordance with Policy DM1, the proposal is an appropriate addition to the street scene. It does not deter from the original design principles which were to create a building of varying heights, scale, massing, and materials. The proposal still achieves this.

The existing cladding is untreated western red cedar, and this has aged with time, acquiring its characteristic silvery grey appearance.

It was felt the new extensions should appear as a contrast to the existing timber clad sections of the buildings and so that the new and the existing both maintain their own visual identity despite the main elevational format follows that of the existing sections below with larger windows larger and has different form of subdivision and that the cladding material should be a contrast. A recommendation for zinc cladding was adopted by the applicant and is considered to be an acceptable due to its quality appearance.

Access

With regard to accessibility the proposed development utilises the existing arrangements. Access into the wider building will still be from the front and to the rear from the car park. Circulation within the building will remain as existing with residents having the option of either the lift or the stairs. Access into the new apartments will be from the existing third floor internal corridor.

The proposed development is therefore fully accessible in accordance with Policy DM1.

Waste Management

Sufficient space is available within the rear yard to accommodate the total number of required receptacles for flats. This arrangement is considered satisfactory in principle.

A condition has been included which requires further details of the bin store area and its enclosure, and to ensure adequate recycling arrangements.

Climate change

It is considered that the proposed development would result in a negligible change in air quality.

Given that the proposal will result in the addition of 4 flats and due its situation close to a busy public transport route, it is considered unlikely that there would be any harmful contribution to air quality or climate change. However, an air quality condition has been added to the consent.

Quality of Accommodation

The government's nationally described space standards set out minimum gross internal areas for new dwellings. The flat meets the minimum sizes. In addition, all of the habitable rooms are generously sized and regularly shaped, and benefit from good light and outlook. The flat will provide future occupiers with a very high quality of internal living accommodation.

There is access to numerous green spaces within minutes of the application site. It is not possible to provide dedicated private amenity space due to the constraints of the site. It is common for upper-floor flats in converted buildings on terraced streets to not benefit from private amenity space.

The 4 no. apartments are effectively built upon the forward-facing timber clad outriggers hereby filling in the gap that currently exists. Once constructed the new apartments will match the height of the existing lift shaft. All existing apartments at the site will remain unaffected by the proposed development.

All the new apartments will be 2-bedroomed, on one level and propose the following schedule of accommodation:

- 2 no. bedrooms;
- 1 no. ensuite;
- bathroom;
- hallway
- living/dining/kitchen
- Total: 64.5 sqm (3 person)

For each of the apartments, the proposed internal area is in accordance with the requisite Nationally Described Space Standard, based on the number of bedrooms, bed spaces.

Impact on the Highway

Whilst the City Council does not have any prescribed standards for residential proposals, policy T2 of the Core Strategy and saved policy DC5 of the UDP state that all new developments, including flat, should provide appropriate car parking facilities. Policy SP1 goes on to state that new developments should 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.

To mitigate any harm and to encourage non car borne trips, a condition has been included which will require cycle storage provision, prior to first occupation of the flats.

Highways where originally concerned that there is only 1.2m width maintained for pedestrians, within the car parking area the minimum being is 1.8m. However, based on the information provided in the applicants email of 13th January, it appears that not all of the parking spaces are currently registered for use by existing residents indicating existing capacity and highways confirmed they were comfortable with the proposals only providing 3no parking spaces for the 4no. units (i.e. removal of parking bay labelled no.1 on the current plan) which would maintain pedestrian clearance and would give some space for vehicles to manoeuvre, should they route along the central aisle and find that all parking bays are occupied and in support of this a swept-path assessment has been provided, and a route for pedestrians is maintained. After further information had been provided relating to car parking provision/car park layout highway confirmed the proposal is considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. No significant problems have arisen during the consideration of this application.

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:

21.004 (2-) 003, 21.0049-) 001, The Design and Access Statement, Adjoining and Proximity of Amenities Information, Flood Risk Assessment by S.A.F.E, The Planning Statement, stamped as received on the 18 October 2022,

21.004 (2-) 006, stamped as received on the 20 December 2022, 2934-001 Rev A, stamped as received on the 28 February 2023, Waste Management Plan and the Waste Management Proforma, 7 November 2022, 21.004 (2-) 004 Rev A and the email from Space Architecture, received electronically on the 18 April 2023 and 21.004 (2-) 017 Rev C and 2024-001 Rev A, received electronically on the 28 February 2023.

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) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Moss Lane East shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

5) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in

the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

6) a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, 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.

7) 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.

8) The car parking facilities, as shown on drawing no. 21-004(2)017 Rev C, shall be laid out, demarcated, and made available prior to the occupation of the residential accommodation hereby approved.

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

9) A Construction Management Plan should be provided detailing any impacts on the highway e.g., the phasing and quantification / classification of vehicular activity associated with planned construction, evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway, site hours, details of contractor parking, wheel wash facilities etc. Dilapidation surveys are requested, this should include photographs and commentary on the condition of the carriageway/footways on construction vehicle routes surrounding the site.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

10) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

11) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those in the development
- ii) a commitment to surveying the travel patterns for the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

12) Prior to the car park hereby approved first becoming operational, full details of a scheme for electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

13) Prior to the first use of the development hereby approved, a scheme of highway works, shall be submitted and approved in writing by the City Council, as Local Planning Authority and constructed on-site.

For the avoidance of doubt this shall include the following:

- The existing vehicle access points into the site at Quinney Crescent shall be converted to dropped-crossings.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

14) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the 4 flats hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informatives

1) Construction 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) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
MCC Flood Risk Management
Environmental Health

12 Southcombe Walk, Manchester, M15 5NX
40 Betsham Street, Manchester, M15 5JN
71 Peregrine Street, Manchester, M15 5PZ
36 Betsham Street, Manchester, M15 5JN
The Amani Centre, Shoreham Close, Manchester, M16 7DG
1 Darncombe Close, Manchester, M16 7DW
38 Betsham Street, Manchester, M15 5JN
Alexandra House, 133 Moss Lane East, Manchester, M15 5GX
46 Peregrine Street, Manchester, M15 5PU
124 Hulme High Street, Manchester, M15 5JP
18 Sargent Drive, Manchester, M16 7DP
16 Sargent Drive, Manchester, M16 7DP
10 Sargent Drive, Manchester, M16 7DP
1 Sewerby Street, Manchester, M16 7DR
20 Sargent Drive, Manchester, M16 7DP
12 Sargent Drive, Manchester, M16 7DP
32 Betsham Street, Manchester, M15 5JN
4 Southcombe Walk, Manchester, M15 5NX
14 Southcombe Walk, Manchester, M15 5NX
9 Darncombe Close, Manchester, M16 7DW
26 Betsham Street, Manchester, M15 5JN
15 Betsham Street, Manchester, M15 5JN
19 Betsham Street, Manchester, M15 5JN
21 Betsham Street, Manchester, M15 5JN
60 Peregrine Street, Manchester, M15 5PU
66 Peregrine Street, Manchester, M15 5PU
64 Peregrine Street, Manchester, M15 5PU
62 Peregrine Street, Manchester, M15 5PU
58 Peregrine Street, Manchester, M15 5PU
56 Peregrine Street, Manchester, M15 5PU
2 Axon Square, Manchester, M16 7DT
8 Sargent Drive, Manchester, M16 7DP
6 Sargent Drive, Manchester, M16 7DP
4 Sargent Drive, Manchester, M16 7DP
2 Sargent Drive, Manchester, M16 7DP
6 Pepperhill Road, Manchester, M16 7PE
4 Pepperhill Road, Manchester, M16 7PE
2 Pepperhill Road, Manchester, M16 7PE
13 Betsham Street, Manchester, M15 5JN
23 Betsham Street, Manchester, M15 5JN
17 Betsham Street, Manchester, M15 5JN
144 Moss Lane East, Manchester, M16 7DH
146 Moss Lane East, Manchester, M16 7DH
Flat 1, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 3, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 5, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH

Flat 23, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 26, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
33 St Mary's Street, Hulme, Manchester, M15 5WB
Flat 2, 26A Quinney Crescent, Manchester, M16 7DD
Flat 1, 26A Quinney Crescent, Manchester, M16 7DD
17 Sewerby Street, Manchester, M16 7DR
34 Quinney Crescent, Manchester, M16 7DD
32 Quinney Crescent, Manchester, M16 7DD
148 Moss Lane East, Manchester, M16 7DH
75 Peregrine Street, Manchester, M15 5PZ
Flat 7, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 12, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 15, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
120 Hulme High Street, Manchester, M15 5JP
118 Hulme High Street, Manchester, M15 5JP
19 Sewerby Street, Manchester, M16 7DR
1 Shoreham Close, Manchester, M16 7DG
50 Peregrine Street, Manchester, M15 5PU
16 Southcombe Walk, Manchester, M15 5NX
8 Southcombe Walk, Manchester, M15 5NX
Flat 14, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 17, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 20, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 21, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
126 Hulme High Street, Manchester, M15 5JP
51 St Mary's Street, Hulme, Manchester, M15 5WB
45 St Mary's Street, Hulme, Manchester, M15 5WB
39 St Mary's Street, Hulme, Manchester, M15 5WB
4 Axon Square, Manchester, M16 7DT
3 Shoreham Close, Manchester, M16 7DG
7 Darncombe Close, Manchester, M16 7DW
3 Darncombe Close, Manchester, M16 7DW
6 Southcombe Walk, Manchester, M15 5NX
28 Betsham Street, Manchester, M15 5JN
Flat 10, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 11, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 19, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 27, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 28, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 34, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
142 Hulme High Street, Manchester, M15 5JP
138 Hulme High Street, Manchester, M15 5JP
132 Hulme High Street, Manchester, M15 5JP
Flat 7, 26A Quinney Crescent, Manchester, M16 7DD
Flat 5, 26A Quinney Crescent, Manchester, M16 7DD
42 Quinney Crescent, Manchester, M16 7DD
11 Sewerby Street, Manchester, M16 7DR
46 Quinney Crescent, Manchester, M16 7DD
53 St Mary's Street, Hulme, Manchester, M15 5WB
38 Quinney Crescent, Manchester, M16 7DD
4 Sewerby Street, Manchester, M16 7DB
21 Sewerby Street, Manchester, M16 7DR
JN Money, 112B Hulme High Street, Manchester, M15 5JP
73 Peregrine Street, Manchester, M15 5PZ

18 Southcombe Walk, Manchester, M15 5NX
10 Southcombe Walk, Manchester, M15 5NX
152 Moss Lane East, Manchester, M16 7DH
150 Moss Lane East, Manchester, M16 7DH
154 Moss Lane East, Manchester, M16 7DH
146 Hulme High Street, Manchester, M15 5JP
114 Hulme High Street, Manchester, M15 5JP
144 Hulme High Street, Manchester, M15 5JP
69 Peregrine Street, Manchester, M15 5PZ
67 Peregrine Street, Manchester, M15 5PZ
65 Peregrine Street, Manchester, M15 5PZ
13 Sewerby Street, Manchester, M16 7DR
3 Sewerby Street, Manchester, M16 7DR
15 Sewerby Street, Manchester, M16 7DR
9 Sewerby Street, Manchester, M16 7DR
18 Quinney Crescent, Manchester, M16 7DN
24 Quinney Crescent, Manchester, M16 7DN
16 Quinney Crescent, Manchester, M16 7DN
5 Darncombe Close, Manchester, M16 7DW
54 Peregrine Street, Manchester, M15 5PU
52 Peregrine Street, Manchester, M15 5PU
48 Peregrine Street, Manchester, M15 5PU
Flat 31, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 32, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 33, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Smash Racket Pro, 112A Hulme High Street, Manchester, M15 5JP
112 Hulme High Street, Manchester, M15 5JP
49 St Mary's Street, Hulme, Manchester, M15 5WB
47 St Mary's Street, Hulme, Manchester, M15 5WB
35 St Mary's Street, Hulme, Manchester, M15 5WB
55 St Mary's Street, Hulme, Manchester, M15 5WB
43 St Mary's Street, Hulme, Manchester, M15 5WB
41 St Mary's Street, Hulme, Manchester, M15 5WB
37 St Mary's Street, Hulme, Manchester, M15 5WB
Flat 9, 26A Quinney Crescent, Manchester, M16 7DD
Flat 3, 26A Quinney Crescent, Manchester, M16 7DD
Flat 8, 26A Quinney Crescent, Manchester, M16 7DD
Flat 6, 26A Quinney Crescent, Manchester, M16 7DD
Flat 4, 26A Quinney Crescent, Manchester, M16 7DD
14 Sargent Drive, Manchester, M16 7DP
5 Sewerby Street, Manchester, M16 7DR
14 Quinney Crescent, Manchester, M16 7DN
20 Quinney Crescent, Manchester, M16 7DN
7 Sewerby Street, Manchester, M16 7DR
7 Shoreham Close, Manchester, M16 7DG
Flat 8, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 18, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 29, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
110 Hulme High Street, Manchester, M15 5JP
30 Quinney Crescent, Manchester, M16 7DD
Flat 4, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
26 Quinney Crescent, Manchester, M16 7DD
6 Sewerby Street, Manchester, M16 7DB
34 Betsham Street, Manchester, M15 5JN

Flat 6, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 16, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 24, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
136 Hulme High Street, Manchester, M15 5JP
134 Hulme High Street, Manchester, M15 5JP
130 Hulme High Street, Manchester, M15 5JP
128 Hulme High Street, Manchester, M15 5JP
22 Quinney Crescent, Manchester, M16 7DN
116 Hulme High Street, Manchester, M15 5JP
36 Quinney Crescent, Manchester, M16 7DD
8 Sewerby Street, Manchester, M16 7DB
Flat 2, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 9, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 13, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 25, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
140 Hulme High Street, Manchester, M15 5JP
122 Hulme High Street, Manchester, M15 5JP
5 Shoreham Close, Manchester, M16 7DG
30 Betsham Street, Manchester, M15 5JN
Flat 22, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
Flat 30, Poplar Court, 156 Moss Lane East, Manchester, M16 7DH
11 Darncombe Close, Manchester, M16 7DW
2 Sewerby Street, Manchester, M16 7DB
3 Pepperhill Road, Manchester, M16 7PD
50 Quinney Crescent, Manchester, M16 7DD
48 Quinney Crescent, Manchester, M16 7DD
44 Quinney Crescent, Manchester, M16 7DD
28 Quinney Crescent, Manchester, M16 7DD
12 Sewerby Street, Manchester, M16 7DB
1 Pepperhill Road, Manchester, M16 7PD
40 Quinney Crescent, Manchester, M16 7DD
10 Sewerby Street, Manchester, M16 7DB

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
Flood Zones Type 2 (low to medium risk) -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA