

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135695/LE/2022

Date registered valid: 4 January 2023

Proposal: Use of property and land as a coach and minibus depot including vehicle repairs with associated car parking (sui generis)

Address: 140A Kirkmanshulme Lane, Manchester, M12 4WB

Ward(s): Longsight Ward

Applicant: Riaz Butt M Travel Minibuses Ltd

Agent (if any): HAD & Co Property Consultants Ltd

Case officer: Robert Tyrer
Tel: 0161 234 4068
Email: robert.tyrer@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 28 February 2023

Application details

Type of application: Certificate Lawful Development Existing

Development type: Certificates of lawfulness

Date of site visit: 23 February 2023

Standard consultations:

Printed: 17 January 2023 Expired: 7 February 2023

Neighbour notifications

Printed: 17 January 2023 Expired: 7 February 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site lies within the grounds of the Longsight Sports and Social Club, which is sited adjacent to St Peters High School (to the east) and separated from residential uses (to the west) by an alleyway and small car parking area. The site comprises of the social club and detached former changing rooms, to which the application relates.

The two buildings are separated by a gated passageway. Car parking is located in front of the building and accessed from a central access from Kirkmanshulme Lane. The car parking continues to the side of the changing rooms adjacent to the eastern and southern boundary. Residential uses are also located directly opposite the site.

In 2010 planning permission was granted under application reference 093742/FO/2010/N2 to allow for the continued use of former annexe building to sports and social club as offices and related accommodation for a coach and minibus company with associated car parking as previously approved for a temporary period under application reference 088124/FU/2008/N2.



Photographs 1 and 2 – Application Site source: case officer photographs

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

The applicant is seeking a Certificate Lawful Development Existing for the use of property and land as a coach and minibus depot including vehicle repairs with associated car parking (sui generis)

Consultations & Notification Responses

Publicity – Notification letters were sent to nearby residential properties (appendix 1).

Local residents/public opinion A total of 8 representations and a petition with 81 signatures was received objecting to this application:

- Highway Safety concerns that the site is too small to accommodate the recovery vehicles and staff vehicles and as a result are often parked on the road or within a residents' car park next to the site. The car parking causes a build up of traffic and makes crossing the road for pedestrians difficult and vehicles existing roads that form a junction with Kirkmanshulme Lane.
- Some of the representation raised concerns with how vehicles exit the site and the manoeuvres they perform in order to do so.
- Congestion and pollution
- Causes problems for members and deliveries to the social club.

Highway Services – No objection raised the following comments and observations:

It is understood that the site has had temporary approval for the use of the former annexe building to the sports and social club as offices and related accommodation for a coach and minibus company with associated car parking as previously approved under 093742/FO/2010/N2 and 088124/FU/2008/N2.

It is understood that the property has its own fleet of vehicles and since 2010 regular inspections and repairs of the vehicles are done on-site. The applicant states that any repairs work to vehicles are their own fleet, therefore it is not anticipated that there will be additional trips to the site associated with the repairs and maintenance work.

If the site was operating a repair and maintenance business that the public had access to then Highways would request future details on the anticipated customers, staff and vehicle movements.

However, it is Highways understanding that this is an existing arrangement since 2010 and as such Highways previous comments in relation to the temporary approval as offices and related accommodation for a coach and minibus company are still applicable:

- no reversing vehicle movements are undertaken from the site into the highway; and;
- no coaches are parked on the highway

It is understood that under the previous application the access operated a left in / left out arrangement. It is requested that this continues.

The submitted drawing shows that a manoeuvring area will be in place within the car park to ensure that vehicles reverse within the site itself. It is requested that if not currently done so a banksman is in place to ensure pedestrians and other vehicles using the site are kept safe from the reversing vehicles.

Planning History

Application Details and Decision	Proposal
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093742/FO/2010/N2	Continued use of former annexe building to sports and social club as offices and related accommodation for a coach and minibus company with associated car parking as previously approved for a temporary period under application reference 088124/FU/2008/N2
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Recv: 15.07.2010 Application Approved - 09.09.2010	
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088124/FU/2008/N2	Retrospective application for the continued use of the site as a coach and mini bus operation and change of use of annexe building to form , store, office, and drivers rest facilities in connection with the operation of the site and retention of existing use of adjacent building as a sports and social club., store, office, and drivers rest facilities in connection with the operation , of the site
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Recv: 05.05.2009 Application Temporarily Approved - 24.08.2009	
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030313	Revised application for the erection of a single storey building to form a new clubhouse including bar, function room and changing rooms
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Recv: 11.11.1987 Application Approved - 03.12.1987	
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Issues

Sections 191 and 192 of the Town and Country Planning Act 1990 provide for anyone (not just a person with a legal interest in the land) to apply to the local planning authority (LPA) for a lawful development certificate (LDC). A certificate is a statutory document certifying:

(1) in the case of an application under section 191, the lawfulness, for planning purposes, of existing operations on, or use of land, or some activity being carried out in breach of a planning condition; or

(2) in the case of an application under section 192, the lawfulness of proposed operations on, or use of land.

The onus of proof in regard to (1) is firmly on the applicant and the issue of a certificate will depend on the on factual evidence provided about the history and planning status of the building or other land and the interpretation of any relevant planning law or judicial authority. The relevant test of the evidence in this matter is "the balance of probability" and the applicants own evidence does not need to be corroborated by independent evidence. If the LPA have no evidence to contradict the applicants version of events or make them less then probable, there is no good reason to refuse the issue of a certificate.

In regard to (2), this provides that, if the LPA are supplied with information satisfying them that the use or operations described in the application would be lawful, if instituted or begun at the

time of the application, they shall issue a certificate to that effect; and, in any other case, they shall refuse the application.

In short, the purpose section 192 is to enable any person who wishes to find out whether any proposed use or operations would be lawful to apply to the LPA for that purpose

The application needs to describe the proposal with sufficient clarity and precision to enable the LPA to understand (from a written description and plans) exactly what is involved in the proposal; and to submit whatever supporting information or legal submission that are to be relied upon in order to satisfy the LPA that a certificate should be granted for the proposal.

In making their decision on an application under section 192, the LPA ask themselves the hypothetical question - "If this proposed change of use had already occurred, or if this proposed operation had commenced, on the application date, would it have been lawful for planning purposes?" In doing so, the LPA will not only consider whether the proposal would involve "development" requiring an application for planning permission, but whether it would involve a breach of any existing condition or limitation imposed on a grant of planning permission which has been acted upon, and which therefore constrains what can be done on the land. The LPA will not make a proposal fit a scenario; the only question is whether the proposal made by the applicant is lawful at the time of submission.

The Application

This application is pursued under subsection (1) of section 191 which provides for an application to determine whether a specified existing use, operation, or failure to comply with a planning condition or limitation, which has already been carried out on land is lawful for planning purposes.

The Evidence

In September 2010 planning permission was granted under application reference 093742/FO/2010/N2 to allow for the continued use of former annexe building to sports and social club as offices and related accommodation for a coach and minibuses company with associated car parking as previously approved for a temporary period under application reference 088124/FU/2008/N2.

The 2010 permission included a number of conditions for the site, these restricting the number of vehicles and requiring improvements to the vehicular access among others. Condition 11 relating to the widening of the vehicular access was discharged on 8 April 2011; other than the widening of the existing gate access, no further steps were undertaken to improve the vehicle access and no alterations were made to the highways arrangements as depicted in the approved plans.

In addition, Condition 7 of the permission restricted the use to *"This planning permission relates only to the storage of buses and mini buses and no repair, maintenance of these vehicles shall take place at any time."*

The applicant is seeking a Certificate Lawful Development Existing for the use of property and land as a coach and minibus depot including vehicle repairs with associated car parking (sui generis).

The difference between the approved planning application and the certificate is the inclusion of vehicle repairs; in effect, that Condition 7 of the 2010 permission has never been complied with or has been breached continuously for 10 years preceding the application. Alternatively, that the 2010 permission was not implemented, and the use has continued outside of the scope of that permission for the past 10 years.

The applicant has submitted following evidence:

- LDC Statement Nov 2022
- Transport for Greater Manchester and Manchester City Council contracts;
- Martin Garlick, from VOSA, provided a maintenance assessment on the 27th July 2011;
- Doofast Limited provided a letter to confirm they built two vehicle pits on site for the company director, in July 2011.
- 2011 Report from Robinson's Transport Consultants, confirming changes and repairs to vehicles to deem them acceptable for TfGM.
- Report produced by Robinson's Transport consultants: 26th August 2012 confirmed PMI records were found to be carried out at or before eight weeks.
- DVSA Maintenance assessment, 2016.
- A letter to client received from Robinson's Transport Consultants Ltd confirms Managing Director has been providing operator's licence compliance services and advice to M Travel Ltd since March 2009.

The statement submitted with the application states that:

2.4 The property has its own fleet of vehicles, and since starting the business in 2010, the business owner has regular inspections and repairs on the vehicles so they can purely be used for transporting Manchester Citizens.

And in terms of vehicle repairs.

2.6 Any repairs have only ever been carried out to the business owner's own vehicles, so the business can continue as normal and ensure the vehicles are kept up to date with safety regulations for transporting passengers.

2.7 The land has never specifically been used for the sole purpose of vehicle recovery and repairs – the site is used as a base/depot for the Home to School services and vehicles have only ever been inspected and repaired for that purpose alone for over ten years

The planning permission reference: 093742/FO/2010/N2 approved on the 9th September 2010 and a condition of the approval prohibited the repair and maintenance of buses and mini-buses on site.

7. This planning permission relates only to the storage of buses and mini buses and no repair, maintenance of these vehicles shall take place at any time.

Reason - In the interests of residential amenity pursuant to policies H2.2 and DC26 of the Unitary Development Plan for the City of Manchester.

The application form submitted with the application states that the use or activity began on the 11 July 2011.

The statement sets out a timeline of key events which for easy I have repeated here;

3.1 The existing use of the building is considered lawful as the time limit within which the local planning authority can take enforcement action has passed, due to The Planning and Compensation Act 1991 – which in this case, the time limit was 10 years since repair works had started on site.

3.2 The business was started in 2010 and the business owner has a number of Public Service Vehicle Inspection and Rectification Reports dated back to July 2011.

3.3 Martin Garlick, from VOSA, provided a maintenance assessment on the 27th July 2011, deeming all facilities and management of vehicles to be satisfactory.

3.4 Doofast Limited provided a letter to confirm they built two vehicle pits on site for the company director, in July 2011. Vehicles pits would only have been needed for repairs to take place on site – and as mentioned, these have been in situ since 2011.

3.5 2011 Report from Robinson's Transport Consultants confirmed five vehicles of the twenty two owned by the company director were originally fitted with a centre exit door, which was deemed not acceptable to Transport for Greater Manchester. The operator successfully removed the centre doors and added extra seats, in order to use the vehicles for the business. Once work was done on the vehicles, they were then deemed acceptable with no defects. The maintenance of all vehicles, after regular unannounced inspections, were carried out in house, to which Mr Garlick, from Vehicle and Operator Services Agency, deemed the on-site facilities acceptable.

3.6 Report produced by Robinson's Transport consultants: 26th August 2012 confirmed PMI records were found to be carried out at or before eight weeks. It was recorded that roller brake tests are being carried out approximately at three monthly intervals and have been correctly filed in sequence in the vehicle files.

3.7 18th January 2016, John from DVSA completed a maintenance assessment, and deemed all facilities, maintenance of vehicles and transport manager (company director) as satisfactory.

3.8 14th November 2022, A letter to client received from Robinson's Transport Consultants Ltd confirms Grahame Robinson, Managing Director of Robinson's Transport Consultants, has been providing operator's licence compliance services and advice to M Travel Ltd since March 2009. As part of this service he had been attending the operating centre at 140A Kirkmanshulme Lane, Longsight, Manchester, M12 4WB on a bi annual basis. He confirmed, during this time maintenance of the vehicles has been carried out in house using the on site facilities. These include a workshop located adjacent to the main office building. The facilities have also been inspected by the then VOSA (Vehicles & Operators Service Agency), and more recently by DVSA (Driver & Vehicle Standards Agency) and found to be acceptable.

In reviewing the evidence submitted it is noted that evidence of when the maintenance pits were built and that periodically the site has been visited by VOSA and DVSA. The names have been redacted notably from DVSA Maintenance Assessment form and the Robinsons Transport Consultant Letter. In order to obtain the certificate the onus is on the applicant to substantiate their case, on the balance of probability.

Planning Practice Guidance (Paragraph: 006 Reference ID: 17c-006-20140306) advises the following with regard to this type of application:

"In the case of applications for existing use, if a local planning authority has no evidence itself, nor any from others, to contradict or otherwise make the applicant's version of events less than probable, there is no good reason to refuse the application, provided the applicant's evidence alone is sufficiently precise and unambiguous to justify the grant of a certificate on the balance of probability".

Source: <https://www.gov.uk/guidance/lawful-development-certificates>

In visiting the site, the case officer noticed to 3no. vehicle recovery vehicles within the vicinity of the site see photographs 3 and 4.



Photographs 3 and 4 – Application Site and Recovery Vehicles source: case officer photographs

Two of the vehicles had UK Breakdown Service emblazoned on them; searches identify U.K Breakdown Services LTD on the Companies House website and this show that their registered office address changed on the 2nd July 2020 to 140 Kirkmanshulme Lane, Manchester M12 4WB.

GOV.UK Find and update company information

Companies House does not verify the accuracy of the information filed

Search for a company or officer

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U.K BREAKDOWN SERVICE LTD
Company number 10081686

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☐ Charges ☐ Officers

Date	Description	View / Download
23 Dec 2022	Total exemption full accounts made up to 31 March 2022	View PDF (6 pages) Download XBRL
23 Mar 2022	Confirmation statement made on 22 March 2022 with no updates	View PDF (3 pages)
23 Sep 2021	Total exemption full accounts made up to 31 March 2021	View PDF (6 pages) Download XBRL
29 Mar 2021	Confirmation statement made on 22 March 2021 with no updates	View PDF (3 pages)
20 Nov 2020	Total exemption full accounts made up to 31 March 2020	View PDF (5 pages) Download XBRL
17 Nov 2020	Director's details changed for Mr Mohammad Anwar Ahmed on 2 July 2020	View PDF (2 pages)
02 Jul 2020	Registered office address changed from 223 Ashton Old Road Manchester Lancashire M11 3WU England to 140 Kirkmanshulme Lane Manchester M12 4WB on 2 July 2020	View PDF (1 page)
01 Apr 2020	Confirmation statement made on 22 March 2020 with no updates	View PDF (3 pages)
14 Feb 2020	Total exemption full accounts made up to 31 March 2019	View PDF (5 pages) Download XBRL
04 Apr 2019	Confirmation statement made on 22 March 2019 with no updates	View PDF (3 pages)
04 Oct 2018	Total exemption full accounts made up to 31 March 2018	View PDF (4 pages) Download XBRL
28 Mar 2018	Confirmation statement made on 22 March 2018 with no updates	View PDF (3 pages)
21 Dec 2017	Total exemption full accounts made up to 31 March 2017	View PDF (3 pages) Download XBRL
13 Apr 2017	Confirmation statement made on 22 March 2017 with updates	View PDF (5 pages)
23 Mar 2016	Incorporation Statement of capital on 2016-03-23 GBP1 Model articles adopted	View PDF (7 pages)

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Built by Companies House

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Image 1 Companies House website source: [U.K BREAKDOWN SERVICE LTD more information - Find and update company information - GOV.UK \(company-information.service.gov.uk\)](https://www.gov.uk/company-information/service.gov.uk) Accessed 01.03.2023

This is further confirmed by UK Breakdown Services own website www.ukbreakdownserviceltd.co.uk (image 2) which identifies their address as 140 Kirkmanshulme Lane. Images 3 and 4 also show recovery vehicles outside of the main building of the social club further connecting UK Breakdown Services with the site.

The screenshot displays the website for UK Breakdown Services Ltd. At the top, there is a navigation bar with links for Home, Our Services, and Contact us. Below this is a large section titled "How to Contact Us" with a sub-header "Contact Us". The main content area features a contact form on the left and a contact information box on the right. The contact information box is highlighted with a red border and contains the following details:

UK Breakdown Services Limited
UK Breakdown Service LTD
140 Kirkmanshulme Lane
Manchester
M12 4WB
0161 312 3916
0795 041 5040
anwar@ukbreakdownserviceltd.co.uk

The contact form on the left includes fields for Name, Email address, and Message, along with a "Send Message" button. Below the form is a CAPTCHA challenge. At the bottom of the page, there is a footer with social media icons, the company logo, and contact details. The address "140 Kirkmanshulme Lane, Manchester, M12 4WB" is highlighted with a red border in the footer.

Contact Us
We'd love to hear from you. Choose the most convenient method and we'll get back to you as soon as we can.

Name

Email address

Message

☐ I'm not a robot

Send Message

UK Breakdown Services Limited
UK Breakdown Service LTD
140 Kirkmanshulme Lane
Manchester
M12 4WB
0161 312 3916
0795 041 5040
anwar@ukbreakdownserviceltd.co.uk

UK Breakdown Services Limited
140 Kirkmanshulme Lane
Manchester
M12 4WB

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Registered in England and Wales Company No: 10081686

Image 2 UK Breakdown Services Ltd – red boxes added to highlight address website source [Contact us \(ukbreakdownserviceltd.co.uk\)](http://www.ukbreakdownserviceltd.co.uk) accessed 01.03.2023



Image 3 and 4 UK Breakdown Services Ltd website source: [Home\(ukbreakdownserviceltd.co.uk\)](http://Home(ukbreakdownserviceltd.co.uk)) accessed 01.03.2023

These websites and images are publicly available and raise doubts over the use of the site as one solely associated with the bus and minibus company operating from the site known as M Travel.

Indeed, the applicant's evidence is silent on the operations of UK Breakdown Services from July 2020, this change commencing within the 10-year period that the applicant states the site was solely in use for vehicle repairs associated with the sites operations as a coach and minibus depot by M Travel Minibuses Ltd, this said to have commenced on 11 July 2011. The site operations appear to have undergone a further change by July 2020 when UK Breakdown Services began their operations, or indeed there has been an introduction of a further use that would sever the continuity period that would otherwise have expired by July 2021, either way the evidence submitted by the applicant is ambiguous.

Therefore, given the gaps in the information provided, and the uncertainty of the extent of use of the site over the relevant period, and following the introduction of another use in July 2020, the certificate should be refused.

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: REFUSE

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

1) The applicant has failed to demonstrate that number has been 140A Kirkmanshulme Lane, Manchester, M12 4WB property and land has been in use as a coach and minibus depot including vehicle repairs with associated car parking (sui generis) of the schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) for a continual 10-year period up to the date of the application.

Appendix 1 – List of consultees & neighbours notified

Highway Services

2 Oadby Close, Manchester, M12 4WJ
5 Tinsill Close, Manchester, M12 4LW
4 Oadby Close, Manchester, M12 4WJ
Longsight And Districts Sports And Social Club, 140 Kirkmanshulme Lane, Manchester, M12 4WB
5 Northmoor Road, Manchester, M12 4NF
5 Belgate Close, Manchester, M12 5HS
St Peters RC High School, 142 Kirkmanshulme Lane, Manchester, M12 4WB
11A Northmoor Road, Manchester, M12 4NF
24A Peel Grove, Manchester, M12 4WE
22A Peel Grove, Manchester, M12 4WE
9 Belgate Close, Manchester, M12 5HS
7 Belgate Close, Manchester, M12 5HS
3 Belgate Close, Manchester, M12 5HS
7 Oadby Close, Manchester, M12 4WJ
5 Oadby Close, Manchester, M12 4WJ
3 Oadby Close, Manchester, M12 4WJ
20 Oadby Close, Manchester, M12 4WJ
26A Peel Grove, Manchester, M12 4WE
1 Collington Close, Manchester, M12 4UJ
17 Northmoor Road, Manchester, M12 4NF
1 Belgate Close, Manchester, M12 5HS
13 Belgate Close, Manchester, M12 5HS
15 Belgate Close, Manchester, M12 5HS
11 Belgate Close, Manchester, M12 5HS
130 Kirkmanshulme Lane, Manchester, M12 4WB
124 Kirkmanshulme Lane, Manchester, M12 4WB
122 Kirkmanshulme Lane, Manchester, M12 4WB
9 Northmoor Road, Manchester, M12 4NF
7 Northmoor Road, Manchester, M12 4NF
3 Collington Close, Manchester, M12 4UJ
7 Collington Close, Manchester, M12 4UJ
5 Collington Close, Manchester, M12 4UJ
13 Peel Grove, Manchester, M12 4WE
140 Kirkmanshulme Lane, Manchester, M12 4WB
11 Oadby Close, Manchester, M12 4WJ
10 Oadby Close, Manchester, M12 4WJ
14 Oadby Close, Manchester, M12 4WJ
12 Oadby Close, Manchester, M12 4WJ
9 Oadby Close, Manchester, M12 4WJ
6 Oadby Close, Manchester, M12 4WJ
17 Oadby Close, Manchester, M12 4WJ
14 Peel Grove, Manchester, M12 4WE
23 Peel Grove, Manchester, M12 4WE
16 Peel Grove, Manchester, M12 4WE
17 Peel Grove, Manchester, M12 4WE
Flat 3, 15 Northmoor Road, Manchester, M12 4NF
Flat 2, 15 Northmoor Road, Manchester, M12 4NF
3A Northmoor Road, Manchester, M12 4NF
3B Northmoor Road, Manchester, M12 4NF

3C Northmoor Road, Manchester, M12 4NF
13B Northmoor Road, Manchester, M12 4NF
11B Northmoor Road, Manchester, M12 4NF
13A Northmoor Road, Manchester, M12 4NF
8 Oadby Close, Manchester, M12 4WJ
21 Peel Grove, Manchester, M12 4WE
19 Peel Grove, Manchester, M12 4WE
18 Peel Grove, Manchester, M12 4WE
Flat 4, 15 Peel Grove, Manchester, M12 4WE
24 Peel Grove, Manchester, M12 4WE
20 Peel Grove, Manchester, M12 4WE
116 Kirkmanshulme Lane, Manchester, M12 4WB
Flat 6, 28 - 30 Peel Grove, Manchester, M12 4WE
18 Oadby Close, Manchester, M12 4WJ
Flat 4, 25 Peel Grove, Manchester, M12 4WE
Flat 2, 25 Peel Grove, Manchester, M12 4WE
Flat 1, 25 Peel Grove, Manchester, M12 4WE
16 Oadby Close, Manchester, M12 4WJ
27 Peel Grove, Manchester, M12 4WE
15 Oadby Close, Manchester, M12 4WJ
118 Kirkmanshulme Lane, Manchester, M12 4WB
Flat 1, 28 - 30 Peel Grove, Manchester, M12 4WE
Flat 3, 15 Peel Grove, Manchester, M12 4WE
Flat 4, 28 - 30 Peel Grove, Manchester, M12 4WE
Flat 2, 28 - 30 Peel Grove, Manchester, M12 4WE
Flat 3, 28 - 30 Peel Grove, Manchester, M12 4WE
Flat 1, 15 Northmoor Road, Manchester, M12 4NF
Flat 1, 15 Peel Grove, Manchester, M12 4WE
Flat 3, 25 Peel Grove, Manchester, M12 4WE
29 Peel Grove, Manchester, M12 4WE
132 Kirkmanshulme Lane, Manchester, M12 4WB
120 Kirkmanshulme Lane, Manchester, M12 4WB
138 Kirkmanshulme Lane, Manchester, M12 4WB
126 Kirkmanshulme Lane, Manchester, M12 4WB
15 Northmoor Road, Manchester, M12 4NF
Flat 5, 28 - 30 Peel Grove, Manchester, M12 4WE
Flat 4, 15 Northmoor Road, Manchester, M12 4NF
Flat 2, 15 Peel Grove, Manchester, M12 4WE
1 Oadby Close, Manchester, M12 4WJ
26 Peel Grove, Manchester, M12 4WE
128 Kirkmanshulme Lane, Manchester, M12 4WB
136 Kirkmanshulme Lane, Manchester, M12 4WB
13 Oadby Close, Manchester, M12 4WJ
22 Peel Grove, Manchester, M12 4WE
134 Kirkmanshulme Lane, Manchester, M12 4WB
2 Pencombe Close, Manchester, M12 4TA

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

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH AREA