

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131678/FO/2021

Date registered valid: 4 January 2022

Proposal: Conversion of public house to form 13 residential apartments involving the erection of a two storey rear extension and roof top extension following demolition of existing outriggers, elevational alterations, laying out of car park, landscaping and cycle storage

Address: 576 Burnage Lane, Manchester, M19 1NA

Ward(s): Burnage Ward

Applicant: Tahir Siddique, 629 Stockport Road, Manchester, M12 4QA

Agent (if any): Philip Holmes Architecture, 1 Cranleigh Avenue, Stockport, SK4 3PZ

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 18.06.2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Date of site visit: 12 January 2022

Standard consultations:

Printed: 6 January 2022 Expired: 27 January 2022

Neighbour notifications

Printed: 6 January 2022 Expired: 27 January 2022

Site notice

Posted: 12 January 2022 Expired: 2 February 2022

Press advert

Published: 11 January 2022 Expired: 1 February 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site relates to a two storey former public house comprising of slate roof, white painted render, historic timber frame detail to the principal and side elevation together with ground floor side bay window two storey rear outriggers and rear yard area enclosed by boundary wall, with hardstanding to the front and side. Vehicular access is via two entrance points one from Burnage Lane and the second from Barcicroft Road. There is a bus stop located in the public footpath to the front of the site on Burnage Lane but surrounding uses are predominantly residential in nature. The building is currently vacant.

Description of development

The proposals relate to the conversion and extension of the former public house to provide 13 no. self-contained apartments and associated car parking, landscaping and car parking.

The proposed extension would be located to the rear and would project directly from the side walls of the public house extending to two storeys in height with the proposed flat roof cutting through the original roof slope extending across the full width of the original public house.

Consultations & Notification Responses

Local residents were notified of the proposals, a site notice was posted and advertisement placed in the Manchester Evening News as a result of the scheme being for more than 10

residential units. Two responses were received, one to object and one in support a summary of the comments is set out below:

- The proposals would result in my garden and house being overlooked, and the increased activity from car doors opening and closing
- The building does not do anything to make Burnage look an attractive area to live in. The windows have all been smashed in and the parking area is also being used as a dumping ground. I am sure all the residents living in this area approve of the conversion as the building has now been empty for over 2 years and just attracts gangs hanging out in the parking area.

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

The site plan provided shows indicatively that 13 on-site car parking spaces are proposed of which one will be a disabled space and all will have 7kW electric vehicle charging. Whilst this amount and type of parking is acceptable, we seek verification from the applicant that the standard parking bays will be a minimum of 2.4 x 4.8m, the disabled bay will be a minimum of 3.6 x 6m and the distance between opposing bays (aisle width) is at least 6m to allow the necessary turns to be undertaken. We expect bay demarcation to be provided to formalise the parking arrangement.

We assume that vehicle access to the car park will be taken from Barcicroft Road where there is an existing vehicle crossover and this arrangement is acceptable to us. We note that there is another vehicle crossover on Burnage Lane, and in the absence of any further details we seek verification whether this is to be retained. If it is not, then it should be converted into standard footway for which S278 highway works will be required.

With regard to waste management, further details are sought. It is understood that waste is to be stored to the rear of the development. We seek clarification as to where the bins will be collected from and how they will be transported to/from the designated collection point. If 1,100L bins are being provided then residents should not be responsible for their transportation.

In relation to cycle storage, further details are sought as to what is proposed. We require one parking space for each unit (13no) and they should be secure and ideally with cover.

Pedestrian access arrangements are acceptable from a highway perspective.

No boundary treatment proposals appear to have been provided so we are unable to comment on this element.

Should the planning application be approved it is recommended that a Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

MCC Flood Risk Team - Recommend a surface water drainage condition be attached to any approval and an informative relating to the nearby Fog Lane Brook culvert.

MCC Environmental Health - Recommend conditions relating to noise insulation of the property, waste management, evc points and construction hours.

Electricity Northwest - Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. If planning permission is granted the applicant should verify such details by contacting Electricity North West, Land Rights & Consents, Frederick Road, Salford, Manchester M6 6QH. The applicant should be advised that great care should be taken at all times to protect both the electrical apparatus and any personnel working in its vicinity.

The applicant should also be referred to two relevant documents produced by the Health and Safety Executive, which are available from The Stationery Office Publications Centre and The Stationery Office Bookshops, and advised to follow the guidance given.

The documents are as follows:-

HS(G)47 - Avoiding danger from underground services.

GS6 - Avoidance of danger from overhead electric lines.

The applicant should also be advised that, should there be a requirement to divert the apparatus because of the proposed works, the cost of such a diversion would usually be borne by the applicant. The applicant should be aware of our requirements for access to inspect, maintain, adjust, repair, or alter any of our distribution equipment. This includes carrying out works incidental to any of these purposes and this could require works at any time of day or night. Our Electricity Services Desk (Tel No. 0800 195 4141) will advise on any issues regarding diversions or modifications.

Policies

The National Planning Policy Framework (July 2021) - The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise.

The NPPF is a material consideration in planning decisions.

The framework states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

a) Approving development proposals that accord with an up-to-date development plan without delay; or

b) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The NPPF indicates to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Section 16 (Conserving and enhancing the historic environment) states that in determining planning applications, local planning authorities should take account of:

- a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) The desirability of new development making a positive contribution to local character and distinctiveness.

Core Strategy Development Plan Document - The Core Strategy Development Plan Document 2012 -2027 ("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.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, Spatial Principles - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy EN 3, Heritage - Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy H1, Overall Housing Provision - This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- o Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;

- o Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- o Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- o Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- o Be designed to give privacy to both its residents and neighbours.

Policy 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.

Policy DM1, Development Management - This policy states that all development should have regard to a number of specific issues, the most relevant of which are:-

- o Appropriate siting, layout, scale, form, massing, materials and detail.
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- o Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- o Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- o Community safety and crime prevention.
- o Vehicular access and car parking.
- o Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policies - Policy DC1 is considered of relevance in this instance:

Policy DC1 Residential Extensions

In determining planning applications for extensions to residential properties, the Council will have regard to:

- a. the general character of the property;
- b. the effect upon the amenity of neighbouring occupiers;
- c. the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. the overall appearance of the proposal in the street-scene;
- e. the effect of the loss of any on-site carparking.

DC1.2 Extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. 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);
- b. they do not create an undue loss of sunlight, daylight or privacy;
- c. 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;

d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

DC1.6 For the avoidance of doubt, policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

Manchester Residential Quality Guidance 2016 - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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 is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Issues

Principle - In this instance the conversion of a former public house to residential accommodation is considered acceptable subject to consideration of the level of development proposed and the

impacts on residential and visual amenity together with the proposed built form impacts on a distinct building within the area.

Residential Amenity - Concerns have been raised with regards to the potential for overlooking from the proposed extension together with increased comings and goings and associated noise with car doors closing. The proposals incorporate windows to the proposed rear extension and to the west elevation. Those windows to the rear elevation are separated from the nearest property on Barcicroft Road by an electrical substation and the side gable of that property is approximately 20m from the extension. It is not considered that the proposals would give rise to overlooking or loss of privacy to that property. Likewise other residential properties opposite to the east and north-east on Barcicroft and Burnage Lane are separated from the property by roads and would not experience unacceptable loss of privacy or overlooking from the conversion of the property to residential use.

The closest properties that may experience loss of privacy or overlooking are located directly adjacent to the south and south west. There is currently vegetation that would obscure direct views but it is noted these are not protected and could be removed without requiring any consents. These properties are between 8 and 13 metres from the existing and proposed side gable (west elevation on the submitted drawings). The adjacent residential properties are orientated to the front doors face towards the application site with rear gardens orientated towards Burnage Lane. Give the proposed side windows it is considered that these adjacent residential properties could experience some loss of privacy and overlooking. It is considered that such impacts could have been negotiated away in any revised scheme, although in this instance no revised scheme has been submitted. The proposals are considered to give rise to the potential loss of residential amenity to numbers 14-24 Mobberley Close.

It is noted that the area proposed for car parking to the front of the property would have served the former public houses use and as a fallback position could still be used as a car park to serve a public house. As such it is not considered that the use for residential parking would give rise to a different profile of impact in terms of activity.

Visual Amenity - The proposals suggest minimal interventions to the principal elevation or the bay window feature on the Barcicroft Road frontage. However, the proposed two storey flat roof extension to the rear would be readily visible from public viewing points. The design of the extension is of a simple form but would replace the existing outriggers which read as a subservient feature replicating the details of the principal frontages. As such it is considered that given the scale and design of the proposals they would be viewed as an incongruous and discordant feature and not subservient to the existing building and outrigger arrangement. The use of a flat roof that would join the roof plane of the existing building would form an incongruous addition that fails to reflect the character of the property. The Council is supportive of modern extensions to older buildings but the detail and form of such additions requires to be reflective of and not over dominant, the current proposals fail to achieve this balance. As such the proposed extension is not considered to be of an appropriate form of development and would have unacceptable impacts on the character of the building and area in which it is located and therefore does not accord with policies SP1, DM1 of the Core Strategy or saved policy DC1.1, DC1.2 and DC1.3.

The form of the proposed extension and its projection to the rear boundary of the site would create a built form along the boundary of the site to its rear and leave a small gap between the rear boundary of the site and building which would not be readily accessible. This element of the extension would form an unacceptable relationship to the sites boundaries and those of adjoining properties and is reflective of the overall scale of development proposed on the site.

Density of development - The proposed rear extension is considered to be over large for the building and has an unacceptable impact on its character as indicated above. This scale of extension arises from the level of residential units proposed for the building. The proposals comprise:

At Ground floor - 3x 2 bedroom apartments of 84.3sqm, 61.2sqm, 64sqm; 2x1 bedroom apartments 49.5sqm and 49.2sqm

At First floor - 4x 2 bedroom apartments of 84.3 sqm, 64 sqm, 64sqm, 61.2 sqm and 1x1 bedroom apartment of 49.2sqm

At second floor - 3x1 bedroom apartments of 40sqm, 45 sqm and 51.3 sqm

All apartments are within the nationally prescribed space standards. However, in order to achieve this level and number of residential units the proposed built form gives rise to impacts on residential and visual amenity as set out in the preceding sections of this report.

Landscaping - The scheme provides limited detail on how the external areas of the site would be treated to improve the setting for the proposed residential units. Whilst hardstanding is present this is more reflective of its previous commercial use and any scheme if it were to be accepted for the site should provide suitable treatment to external areas including amenity space for future occupiers. As such the submitted details are not sufficient but could be rectified through a revised scheme if one were to be presented for future consideration.

Other matters - It is considered that the re-use of the building would be supported if an appropriate scheme were to be presented for consideration. In coming to its decision the Council has considered the benefit that would be derived from bringing the building back into use however, as set out above the benefit that would arise is not considered to outweigh the harm identified.

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

Article 35 Declaration

The application has been dealt with in a positive and proactive manner. The City Council's concerns with the scheme were raised with the applicant, in this instance revised proposals were not received for consideration and the application has been refused permission within the agreed extension of time period for determining the application.

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

1) The proposed extension by reason of its design, scale, and siting would form an over dominant and incongruous feature in the street scene and would have a detrimental impact upon the levels of visual amenity within the vicinity of the site and the character of the area, contrary to Policies SP1 and DM1 of the Manchester Core Strategy, saved UDP policies DC1.1, DC1.2 and DC1.3 and the guidance contained within the NPPF.

2) Having regard to the character and density of development in the vicinity of the site together with its location outside of a district centre, the proposed development, due to its footprint and the number of units proposed, is considered to be an overdevelopment of the site and would therefore be detrimental to existing levels of visual and residential amenity, contrary to policy SP1, DM1, and, H6 of the Core Strategy.

3) By reason of the amount, and location of proposed windows within the proposed extension it is considered that the proposals would give rise to unacceptable residential amenity impacts in the form of real and perceived overlooking and loss of privacy to occupiers of nearby residential properties in close proximity to the site residing on Mobberley Close contrary to Core Strategy policy DM and saved UDP policy DC1.2.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Electricity Northwest

26 Barcroft Road, Manchester, M19 1NS
5 Whitecroft Gardens, Manchester, M19 1NT
13 Whitecroft Gardens, Manchester, M19 1NT
34 Barcroft Road, Manchester, M19 1NS
28 Barcroft Road, Manchester, M19 1NS
24 Barcroft Road, Manchester, M19 1NS
26 Erica Drive, Manchester, M19 1NP
24 Erica Drive, Manchester, M19 1NP
12 Erica Drive, Manchester, M19 1NP
37 Barcroft Road, Manchester, M19 1SG
35 Barcroft Road, Manchester, M19 1SG
27 Barcroft Road, Manchester, M19 1SG
565 Burnage Lane, Manchester, M19 1NH
38 Barcroft Road, Manchester, M19 1NS
31 Barcroft Road, Manchester, M19 1SG
40 Barcroft Road, Manchester, M19 1NS
585 Burnage Lane, Manchester, M19 1WE
2 Cranwell Drive, Manchester, M19 1RZ
32 Barcroft Road, Manchester, M19 1NS
575 Burnage Lane, Manchester, M19 1WE
569 Burnage Lane, Manchester, M19 1WE
7 Whitecroft Gardens, Manchester, M19 1NT
4 Whitecroft Gardens, Manchester, M19 1NT
14 Whitecroft Gardens, Manchester, M19 1NT
11 Whitecroft Gardens, Manchester, M19 1NT
36 Barcroft Road, Manchester, M19 1NS
30 Barcroft Road, Manchester, M19 1NS
22 Erica Drive, Manchester, M19 1NP
8 Mobberley Close, Manchester, M19 1NN
24 Mobberley Close, Manchester, M19 1NN
2 Mobberley Close, Manchester, M19 1NN
14 Mobberley Close, Manchester, M19 1NN
572 Burnage Lane, Manchester, M19 1LA
564 Burnage Lane, Manchester, M19 1LA
13 Redcroft Gardens, Manchester, M19 1SH
10 Redcroft Gardens, Manchester, M19 1SH
7 Redcroft Gardens, Manchester, M19 1SH
4 Redcroft Gardens, Manchester, M19 1SH
1 Redcroft Gardens, Manchester, M19 1SH
579 Burnage Lane, Manchester, M19 1WE
573 Burnage Lane, Manchester, M19 1WE
571 Burnage Lane, Manchester, M19 1WE
567 Burnage Lane, Manchester, M19 1WE
9 Whitecroft Gardens, Manchester, M19 1NT
8 Whitecroft Gardens, Manchester, M19 1NT
6 Whitecroft Gardens, Manchester, M19 1NT

3 Whitecroft Gardens, Manchester, M19 1NT
2 Whitecroft Gardens, Manchester, M19 1NT
12 Whitecroft Gardens, Manchester, M19 1NT
10 Whitecroft Gardens, Manchester, M19 1NT
1 Whitecroft Gardens, Manchester, M19 1NT
42 Barcroft Road, Manchester, M19 1NS
28 Erica Drive, Manchester, M19 1NP
20 Erica Drive, Manchester, M19 1NP
18 Erica Drive, Manchester, M19 1NP
16 Erica Drive, Manchester, M19 1NP
14 Erica Drive, Manchester, M19 1NP
6 Mobberley Close, Manchester, M19 1NN
4 Mobberley Close, Manchester, M19 1NN
22 Mobberley Close, Manchester, M19 1NN
20 Mobberley Close, Manchester, M19 1NN
18 Mobberley Close, Manchester, M19 1NN
16 Mobberley Close, Manchester, M19 1NN
12 Mobberley Close, Manchester, M19 1NN
10 Mobberley Close, Manchester, M19 1NN
563 Burnage Lane, Manchester, M19 1NH
561 Burnage Lane, Manchester, M19 1NH
574 Burnage Lane, Manchester, M19 1LA
570 Burnage Lane, Manchester, M19 1LA
568 Burnage Lane, Manchester, M19 1LA
566 Burnage Lane, Manchester, M19 1LA
7 Barcroft Walk, Manchester, M19 1SJ
6 Barcroft Walk, Manchester, M19 1SJ
5 Barcroft Walk, Manchester, M19 1SJ
14 Redcroft Gardens, Manchester, M19 1SH
12 Redcroft Gardens, Manchester, M19 1SH
11 Redcroft Gardens, Manchester, M19 1SH
9 Redcroft Gardens, Manchester, M19 1SH
8 Redcroft Gardens, Manchester, M19 1SH
6 Redcroft Gardens, Manchester, M19 1SH
5 Redcroft Gardens, Manchester, M19 1SH
3 Redcroft Gardens, Manchester, M19 1SH
2 Redcroft Gardens, Manchester, M19 1SH
41 Barcroft Road, Manchester, M19 1SG
39 Barcroft Road, Manchester, M19 1SG
33 Barcroft Road, Manchester, M19 1SG
29 Barcroft Road, Manchester, M19 1SG
1 Cranwell Drive, Manchester, M19 1SA
48 Barcroft Road, Manchester, M19 1WF
43 Barcroft Road, Manchester, M19 1WF
587 Burnage Lane, Manchester, M19 1WE
583 Burnage Lane, Manchester, M19 1WE
581 Burnage Lane, Manchester, M19 1WE
577 Burnage Lane, Manchester, M19 1WE

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH