

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132832/FO/2022

Date registered valid: 9 March 2022

Proposal: Change of Use of existing first floor restaurant and vacant second floor to provide 8 no. self-contained flats (2no.1-bedroom and 6no. 2-bedroom), together with first and second floor side and rear extensions including extension to roof and 3-storey side extension and associated car parking, cycle parking and bin storage.

Address: 5 - 7 Wilbraham Road, Manchester, M14 6JS

Ward(s): Fallowfield Ward

Applicant: TJ & ZJ Properties Ltd, 27 Dolphin Street, Manchester, M12 6BG

Agent (if any): David Ormesher, Holborow & Ormesher, 15 Overton Close, CW10 0PZ

Case officer: Dave Morris
Tel: 0161 600 7924
Email: dave.morris@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 08.07.2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 1 April 2022

Standard consultations:

Printed: 24 May 2022 Expired: 14 June 2022

Neighbour notifications

Printed: 24 May 2022 Expired: 3 June 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

This application relates to a part two, part three storey detached building on the south side of Wilbraham Road close to its junction with Wilmslow Road. The building has a central gable feature on the front elevation, to the east of which the property has a dual pitch roof. The western side and rear of the building has a flat roof with a parapet. Across the front elevation, which is elevated above street level, is an orangery type structure and a single storey temporary timber shelter. In the space between the western gable and the site boundary is a steel storage container. At the rear of the property there is a single storey extension and various external stair cases. There is also a small single storey extension on the eastern gable. There are four flues on the rear and side elevations. At the rear of the property is a large car park with an access from Wilbraham Road adjacent to the eastern gable. The premises are used as a restaurant within Class E.





At the time of the site visit the building which had previously been painted white was being overpainted grey.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

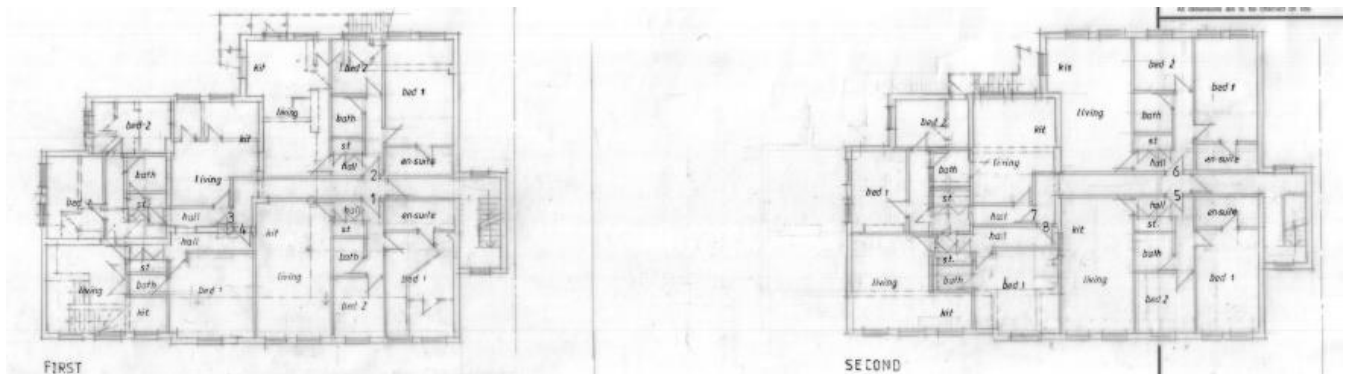
The site is located within Fallowfield District Centre. Adjoining to the west is the gable elevation of a large two storey villa with a substantial two storey side and rear extension. To the east a part two, part three storey building with commercial use on the ground floor and residential above. Facing the site across Wilbraham Road is Holy Innocents Church, a grade II listed building. To the rear of the site is Redmere Grove, across which is the front elevation of a terrace of modern two storey houses.

Description of development

The proposed development has been extensively reworked in the light of concerns about the original proposal.

Consent is sought to remodel the existing second floor and to extend it across the whole of the building. The new second floor would have a flat roof with a parapet. All the windows will be replaced with a sliding sash style vertically proportioned units.

The first and second floors would then be converted into eight self contained flats. The one beds having a floor area of approximately 52 square metres and the two beds ranging in size from approximately 61 to 65 square metres.



In addition, it is proposed to erect a three storey extension on the west gable to accommodate a new entrance and stair to the residential accommodation. The extension would project 2.4 metres which is almost the full width of the gap at the side of the property and replace the existing storage container. At ground floor level the extension would be 6.6 metres deep and at first and second floor level 5 metres deep. The step would be in the front elevation.





The building would have a predominantly render finish in two different colours, the exception being the extension which would have cedar cladding on the front elevation. To add interest there would be a recessed band between first and second floors and a deep over hanging fascia to the eaves. All windows will be in the front, rear an east elevations.

Two separate areas will be provided for the storage of refuse, together with 6 secure cycle stores and four EV charging points. 15 parking spaces of which one would be accessible and four have EV charging points would be provided. The site access would remain unchanged. A small landscaped area would be provided adjacent to the site access.



Consultations & Notification Responses

Local residents

Residents were notified of both the initial scheme and the amended scheme. In total 2 letters were received. The representations received are summarised below.

- The construction of the proposed development will cause noise and disruption
- Fallowfield is already bursting at the seams with student accommodation, which is what this development obviously is.

- In this small area there is already a concentration of transient accommodation, with work shortly to start on the site opposite (adjacent to Holy Innocents' church) being developed for student accommodation.
- Such developments fly in the face of MCC's core strategy to create a balanced neighbourhood. This development is hardly likely to attract families.
- The idea of 8 flats in such a small area I believe is considerable overdevelopment.
- More HMO properties are not needed in this part of Manchester.
- Student accommodation is a considerable financial burden on MCC and us as Council Tax funders.
- The very poor quality of life imposed on residents concerning local services such as refuse collection, street cleaning, flyposting, dealing with antisocial behaviour, poor water pressure is immense.
- Student accommodation brings nothing to this area apart from a great deal of disharmony.
- One writer would like to suggest that a restrictive covenant be implemented in relation to this development in favour of non-transient residents and it does not become a colony of unlicensed HMO flats.
- Currently this site is completely devoid of any semblance of landscaping. It would appear every square inch will comprise either accommodation or car parking. Bearing in mind Manchester's push to 'green' the city it is essential that soft landscaping be incorporated in to this development.
- There appears to be no recognition of the wellbeing of residents with access to a green space as these flats do not have balconies.
- As this development is metres away from one of the busiest bus routes in Europe, with very easy access to Manchester city centre, railway stations, Manchester airport, food retail outlets within easy walking distance, one writer finds it amazing that car parking is to be incorporated in to this development. Surely this development is completely counter to the MCC and Mayor of Manchester's clean air policy and reduction of carbon emissions.
- It would helpful to know what benefit this development brings to the local community. Refuse and litter collection is a constant battle for local residents. Practically all developments utilise extremely unsightly multipurpose large bins. Storage of such bins is non-existent and invariably languish on pavements creating hazards for the users of pavements (pedestrians, users of mobility vehicles and children's buggies for example). Management companies of such developments take no responsibility for the safe storage of refuse bins. They are an utter eyesore and additionally a health hazard. With such developments it really is a case of the developer/owner making their money and then absolving themselves of any responsibility thereafter.
- Residents of the Sherwood Street Social Housing Estate, which is located at the rear of this proposed development, are already victims of noise and antisocial behaviour. There is considerable potential for this development to add to their anxieties.

Fallowfield Community Guardians

- Feel that this is an overdevelopment of the site.
- They have concerns about the oversupply of small flats in the vicinity which all seem to end up being occupied by University students or being rented out as short term lets. A recent block of 35 flats around the corner on the former Orange Grove site has led to more noise nuisance for residents on the Sherwood Estate which lies at the rear of the Orange Grove and this proposed development. Similarly, Mayfair flats above Wetherspoons which once were privately owned are now Mezzino student flats which create a lot of noise and nuisance for residents nearby. Another block of flats is soon to be constructed on the car park of Holy Innocent's church opposite.
- In particular, we feel that the residents living on the Sherwood Estate to the rear will face even more loss of amenity. We do not think this application upholds policy SP1 and so we ask that it is refused.

South East Fallowfield Residents Association.

- The neighbourhood already suffers severely from overdevelopment none of which makes even a token gesture towards MCC's core strategy of the creation of a balanced neighbourhood; in fact quite the reverse as in this case. What will the erection of a total of 8 small apartments will do to help the sad lack of affordable family accommodation
- This development will be detrimental to the balance of the local community and, if recent experience is repeated will contribute towards a further increase in the number of transient occupiers in hotels and other properties in the area with a corresponding increase in petty crime, street drinking and anti-social behaviour.
- The residents of the Sherwood Social Housing estate which lies at the rear of the premises already suffer from noise , anti-social behaviour and thoughtless parking that would be exacerbated if this application were to be approved.
- The site as proposed is completely devoid of anything remotely resembling an outdoor amenity area.
- The lessons learned during the recent Covid 19 pandemic seem not have been learned particularly in terms of the need for access to green spaces. The proposed flats do not have balconies so where do the residents go to escape the flats?
- Why is all the proposed parking required? The block is situated right next to a bus stop on Wilbraham Road and is only 50 metres from the busiest bus routes in the country with easy access to the City Centre, Railway Stations, Manchester Airport in addition to many food retail units within easy walking distance.

Environmental Protection

The submitted acoustic insulation and waste management scheme are unacceptable and amended schemes are required. Conditions also requested in respect of external plan and air quality.

Highways

- The site is within Fallowfield District Centre which is suitably accessible by sustainable modes and is in close proximity to a range of local bus services.
- 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 existing vehicle access is to be used and whilst this is acceptable in principle, we have some concern relating to the remaining available access width due to the provision of adjacent car parking.
- In relation to on-site parking, 15 spaces would be acceptable to Highways with some allocated for residential use. The amount of accessible parking provided (1 no) is acceptable, and we require that at least 20% of bays (3 no) have electric
- With regard to secure cycle parking, this should be sheltered, and one space per residential unit provided (8 no).
- Whilst the bin storage areas to the rear are acceptable to Highways, we query the collection point provision for what appears to be a large number of bins.
- Pedestrian access arrangements are acceptable to Highways.
- Should the planning application be approved it is required that a Construction Management Plan be conditioned

Greater Manchester Police Design for Security.

No objections and makes suggestions in respect of ensuring the development is secure.

Cadent

Have provide information in respect of their equipment in the area and this has been relayed to the applicant.

Policy

Core Strategy

The relevant Core Strategy policies are DM1 H6

Policy DM1 which seeks to protect the amenity of an area from the adverse impact of development.

Policy H6 says that mixed developments are acceptable in the district centres.

Unitary Development Plan

The relevant saved UDP policy is DC5 which sets down the criteria to be considered in determining applications for flat conversions.

Issues

Principle

The creation of high density residential accommodation as part of mixed developments is in accord with Core Strategy policy H5. The principle of the proposed development is therefore considered acceptable.

Scale

The existing building is part two part three storey and it is considered that the levelling off of the building would not adversely impact on its scale.

Design

Originally submitted as a large mansard roof the proposal has been completely redesigned.

The exterior of the existing building has been modified over the years and retains little of its original features. The proposed remodelling will bring a uniformity of the elevations and introduce a window style and proportion more appropriate to the property. On balance it is considered that the design of the proposed building is acceptable.

Amount of accommodation.

Policy H6 establishes the principle of high density mixed developments in district centres. The creation of eight flats within the property is considered to accord with this policy.

Standard of accommodation.

The proposed flats meet the City Councils space standards and in this regard the development is therefore acceptable. There is an issue with the acoustic insulation of the development, the submitted scheme being unacceptable. However, the outstanding issues can be addressed and

an appropriate condition is proposed. An informative is also proposed outlining the additional information required.

Parking

The proposed parking layout has been amended to take into account the comments of Highways and is generally considered to be acceptable. Concern has been expressed about the need for so much parking, 15 spaces, however, whilst in a district centre location the Council would not normally require any parking, the existing site and building have a substantial car park. It would therefore be inappropriate to dispense with the parking which would then take place on the surrounding streets to the detriment of the amenity of residents. It is considered that the development benefits from what is an ample supply of parking and that the advantages of retaining it outweigh any benefits of dispensing with the car parking.

Cycles

The revised site layout has shown the provision of 6 secure cycle storage units, and the applicant has indicated that a condition requiring a further two would be acceptable. There is ample space within the car park to locate the units. On balance the provision of eight cycle storage units, one per flat is considered acceptable.

EV

The submitted drawings show the provision of four parking spaces with EV charging points. No details are given as to type of chargers. The provision of four charging points is acceptable and an appropriate condition is proposed to ensure that the chargers are of the appropriate standard.

Refuse

The submitted drawings show two segregated areas for the storage of waste. However, the bin provision is substandard. This is relatively easy to address and there is ample space available should the enclosures need to be enlarged. An appropriate condition is proposed and an informative explaining the shortfall.

Access

The vehicular access remains unchanged, and the parking layout has been amended so that it is no longer restricted by parking bays. The vehicular access is therefore considered acceptable. The ground floor use retains its existing access points which includes a ramp at the side of the property.

The flats are accessed via the new side extension. The front face of the extension is almost flush with the front of the building so that it is visible from the public domain. The entrance foyer also contains a rear door accessing the refuse storage, cycle parking and car parking.

Amenity Space

The development makes no provision for amenity space either in the form of gardens or balconies. However, this is a district centre location where higher densities are to be expected at the expense of amenity space. In this case Platt Fields Park is no a great distance away. Given the representations received from the Community Guardians the provision of balconies could potentially add to the issues experienced by local residents.

As part of the development a small area of soft landscaping is to be introduced adjacent to the site access, something totally lacking from the site at this time.

Residential amenity

In terms of overbearing impact the rear elevation of the application property would be approximately 24 metres from the front garden fences of the houses on Redmere Grove and approximately 29 metres from their front elevations. To the east the enlarged property is approximately 11 metres from the adjacent building and whilst there are windows and Juliet balconies in the side elevation it is not considered that the increase in the volume of the building on this elevation would be so great as to have a significant impact given the separation and orientation of the buildings. To the west the extension would abut the drive to the adjacent property which is already over shadowed by its own extension and it is not considered that the proposed extensions will have a significant impact.

In terms of privacy the windows in the front elevation face out across Wilbraham Road towards the church and raise no issues. There are no windows in the west elevation. The rear elevation windows are in excess of the nationally recognised privacy distances and it is therefore considered that there would be no significant loss of privacy or overlooking.

The adjoining property which is separated by an approximately 11 metre gap has four sets of French doors with Juliet balconies, two per floor. The proposed development would have four windows, two per floor facing the rearmost two sets of French doors, there would be a further two window set an additional 1.2 metres back and a further two sets of windows a further 4.5 metres back. Thus whilst there may be some potential for a loss of privacy, as there are already two windows in the position closest to the adjacent property this is not considered to be significant.

In terms of additional comings and goings, this is a busy district centre location and it is not considered that the creation of the 8 flats will therefore make a significant difference.

Tenure

This is not purpose built student accommodation and the units would not lend themselves to being occupied as houses in multiple occupation, hence a condition restricting to c3 is not necessary in this instance.

Fume extraction

There are currently what appear to be four flues on the property. The submitted drawing suggest that these will be reduced to a single new flue. No details have been provided and an appropriate condition is proposed.

Conclusion

This is an appropriate form of development for this district centre location. It will enhance a building that contributes little due to various unsympathetic alterations in the past and it is considered that the application accords with Council policy.

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 issues arising from 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:

2226/21/03 revision A received 24 May 2022

2226/21/04 revision B received 24 May 2022

Road Traffic Noise Assessment by Martec Environmental Consultants Ltd, reference 202202039203 Wilbraham PROPG.docx dated 2 March 2022 received 4 March 2022.

Sound Insulation Report by Martec Environmental Consultants Ltd, reference 202205259203 Wilbraham PEL-2 .docx dated 4 March 2022 received 25 May 2022.

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) The development hereby approved shall be constructed using the materials specified on the approved drawings.

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) The render finish shall not be applied until the colours have been submitted to and approved in writing by the City Council.

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.

5) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

6) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Wilbraham Road and 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 such as the restaurant on the ground floor of the application site.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax},F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal 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 internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to Core Strategy policy DM1 and saved Unitary Development Plan policy DC26

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.

Reason - In the interests of amenity and public health pursuant to Core Strategy policy DM1

8) The parking shown on the approved drawings shall be surfaced and demarcated prior to the first occupation of the flats hereby approved.

Reason to ensure that there is adequate parking available for the development pursuant to Core Strategy policy DM1

9) The cycle parking facilities shown on the approved drawings and incorporating two additional storage units as per the email of 7 July 2022, shall be provided as part of the development and shall remain available for use by the tenants thereafter.

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.

10) No shall be occupied until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The

approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

11) Before any of the existing flues are relocated a scheme for the extraction of any fumes, vapours and odours from the ground floor use shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

12) The development hereby approved shall not be occupied until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority. The approved scheme shall be implemented as part of the development.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

Informative

1. The applicant has submitted a scheme for protecting the future residents against road traffic noise and an assessment of the sound insulation between the ground floor restaurant and the residential dwellings. The applicant will need to design a suitable sound insulation scheme to protect the future residents from noise from the restaurant. We will also need details of the powered ventilation system recommended in the Martect Environmental Consultants Ltd noise report ref :- 20220203 9203 Wilbraham ProPG.docx dated 2nd March 2022.
- .2. The proposed scheme is inadequate. Each residential unit will need its own set of bins for general waste, pulpable waste and mixed recycling plus a food caddy. 140L bins can be used for the 1 bedroom flats, but any larger units will need 240L bins. The domestic and commercial bin stores should be separate and the commercial unit should not have access to the domestic bin store.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
South East Fallowfield Residents Association
Greater Manchester Police
Highway Services
Environmental Health
Greater Manchester Police
South East Fallowfield Residents Association

36 Redmere Grove, Manchester, M14 6ES
Flat 12, 5A Wilbraham Road, Manchester, M14 6JS
Flat 1, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 2, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 3, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 4, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 5, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 6, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 7, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 8, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 9, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 10, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 11, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 12, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 13, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat 14, Landcross House, 1A Landcross Road, Manchester, M14 6LZ
Flat Above, 5 - 7 Wilbraham Road, Manchester, M14 6JS
Holy Innocents Church, 2 Wilbraham Road, Manchester, M14 6JZ
Flat 11, 5A Wilbraham Road, Manchester, M14 6JS
Flat 6, 11 Wilbraham Road, Manchester, M14 6JS
Flat 5, 11 Wilbraham Road, Manchester, M14 6JS
Flat 10, 5A Wilbraham Road, Manchester, M14 6JS
Flat 9, 5A Wilbraham Road, Manchester, M14 6JS
Flat 8, 5A Wilbraham Road, Manchester, M14 6JS
Flat 7, 5A Wilbraham Road, Manchester, M14 6JS
Flat 6, 5A Wilbraham Road, Manchester, M14 6JS
Flat 5, 5A Wilbraham Road, Manchester, M14 6JS
Flat 4, 5A Wilbraham Road, Manchester, M14 6JS
Flat 3, 5A Wilbraham Road, Manchester, M14 6JS
Flat 2, 5A Wilbraham Road, Manchester, M14 6JS
Flat 1, 5A Wilbraham Road, Manchester, M14 6JS
9 Wilbraham Road, Manchester, M14 6JS
260 Wilmslow Road, Manchester, M14 6JR
Flat 2, 11 Wilbraham Road, Manchester, M14 6JS
Flat 4, 9 Wilbraham Road, Manchester, M14 6JS
Flat 2, 9 Wilbraham Road, Manchester, M14 6JS
5C Wilbraham Road, Manchester, M14 6JS
34 Redmere Grove, Manchester, M14 6ES
28 Redmere Grove, Manchester, M14 6ES
20 Redmere Grove, Manchester, M14 6ES
14 Boland Drive, Manchester, M14 6DS
256 Wilmslow Road, Manchester, M14 6LB
258 Wilmslow Road, Manchester, M14 6JR

Flat 4, 11 Wilbraham Road, Manchester, M14 6JS
Flat 3, 11 Wilbraham Road, Manchester, M14 6JS
Flat 1, 11 Wilbraham Road, Manchester, M14 6JS
Flat 5, 9 Wilbraham Road, Manchester, M14 6JS
Flat 3, 9 Wilbraham Road, Manchester, M14 6JS
Flat 1, 9 Wilbraham Road, Manchester, M14 6JS
5D Wilbraham Road, Manchester, M14 6JS
5B Wilbraham Road, Manchester, M14 6JS
32 Redmere Grove, Manchester, M14 6ES
30 Redmere Grove, Manchester, M14 6ES
26 Redmere Grove, Manchester, M14 6ES
24 Redmere Grove, Manchester, M14 6ES
22 Redmere Grove, Manchester, M14 6ES
18 Redmere Grove, Manchester, M14 6ES
12 Boland Drive, Manchester, M14 6DS
10 Boland Drive, Manchester, M14 6DS

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