MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144792/FO/2025
Date registered valid:	16 December 2025
Proposal:	Roof extension (with solar panels) and side extensions to provide community hall space and foyer and extensions to facilities, with bin store.
Address:	Old Library Building, 20 Church Road, Manchester, M22 4WL
Ward(s):	Northenden Ward
Applicant:	Mr Nigel Machin, Northenden Players Theatre Club
Agent (if any):	Mr Daniel Kelso, Architecture Unknown
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	3 February 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 January 2026

Standard consultations:
Printed: 22 December 2025 Expired: 15 January 2026

Neighbour notifications
Printed: 22 December 2025 Expired: 15 January 2026

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/area

This application relates to the former library building on Church Road which is now occupied by the Northenden Players Theatre Club. The property is single storey in height and has previously been extended on either side at the side following the granting of planning permission (130237/FO/2021) in 2021. On one side a small temporary marquee has been erected to provide additional accommodation. To the front of the building there is a small car parking area.

Residential accommodation adjoins the site on two sides, with car parking facilities for another residential development on the other side. To the front of the site, on the opposite side of Church Road, there are further residential properties. The site sits over the HS2 consultation area.





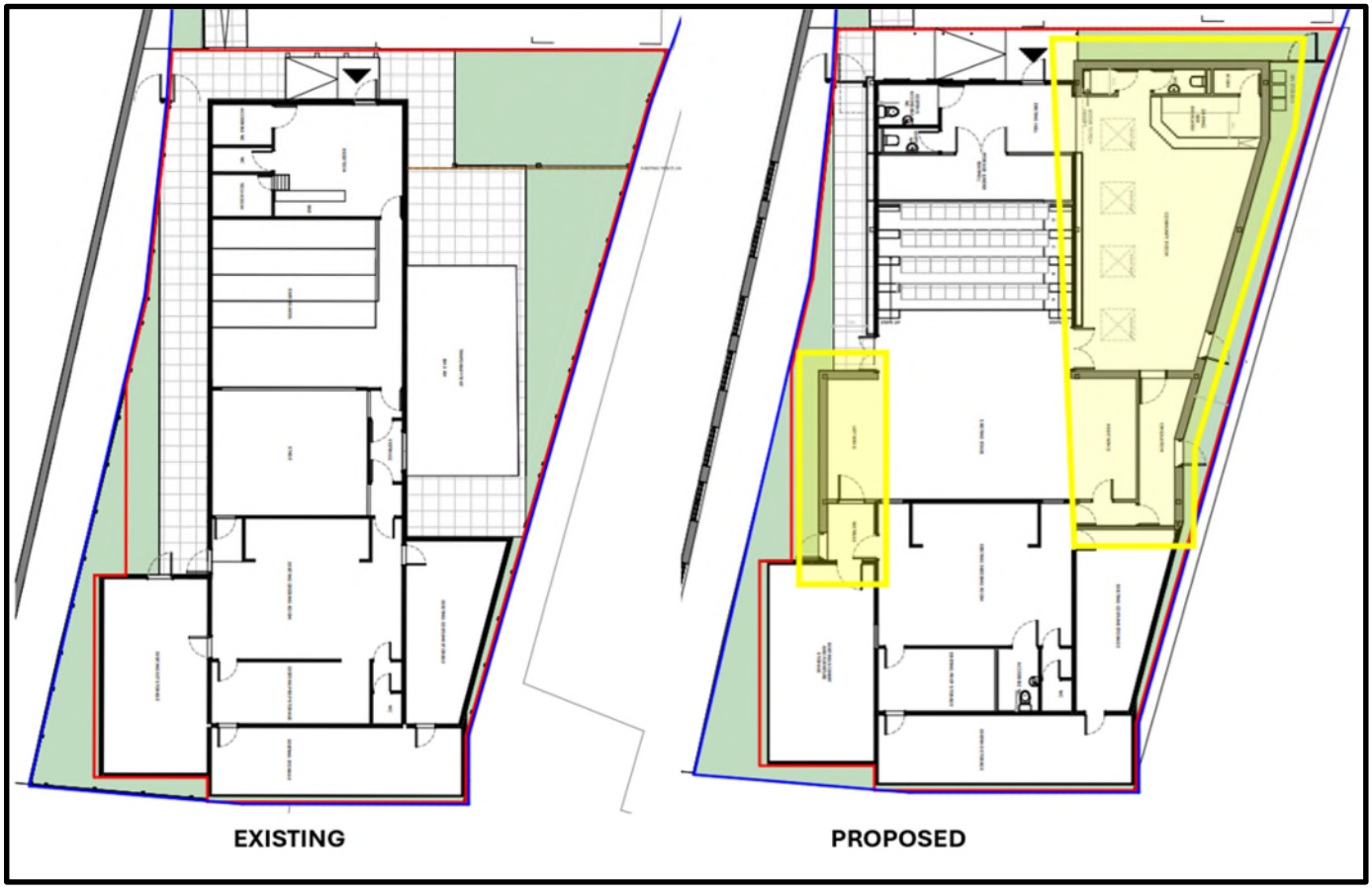
Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing the following:

- Erection of single storey extensions to the side of the property to create a community room and theatre wings (highlighted in yellow below)
- Installation of a pitched roof, complete with solar panels and sky lights, roof extension shown below in context with the adjoining residential development.





Consultations & Notification Responses

Local Residents – Five letters have been received, three in support, one in objection and one requesting the inclusion of swift nest boxes. The comments are as follows:

Support:

- The theatre is a much-loved cultural place in Northenden and is very popular with the local and wider community. Improving and extending it is a great idea and much needed.
- Having the additional area will also allow more activities and social events to take place.
- The theatre itself is a wonderful space, adding an extra room and extending other areas would be an incredible development, opening up countless opportunities for the entire community, both performers and audience members, especially for those who cannot travel to or afford larger theatres in the city centre.
- The Northenden Players, which are consistently brilliant, always sold out and deeply appreciated by local residents.
- The theatre's continued success is vital, and additional space would only create even more opportunities for everyone involved.

Objection:

- The neighbour states that they value the theatre/library building and appreciate that it serves the community. They recognise the importance of the planned upgrades, particularly improvements to usability, internal noise levels and insulation.
- However, as someone living next to the site, they express concern about potential increases in noise and disturbance. They already experience late-night conversations, car doors slamming as patrons leave, and, at times, cars double-parking and blocking their driveway. They worry that the proposal may make the building feel closer, more intrusive, and more dominant, especially with any increase in the roof height. From their home and garden, even a modest rise in the roofline would make the structure appear taller and more visible. They are also concerned that if the roof were ever used as an activity space in the future, this could bring additional noise and disturbance.
- They raise questions about the proposed self-build approach, noting that while self-build can be positive, it requires clear oversight in a residential area. They seek reassurance about who will supervise the works, who will ensure legal standards are met, which materials will be used, whether the appearance will match the existing building, and how construction noise will be controlled.
- They suggest that if any excavation is proposed near the boundary, a preliminary assessment would be prudent to avoid future issues and safeguard any hidden heritage assets.
- The neighbour emphasises that they are not objecting outright but would like alternatives to be considered. They propose exploring options such as keeping the current roofline and potentially gaining internal space by lowering the floor instead. They recommend conditions requiring approval of materials before work begins and a noise-management plan for both construction and evening activities.

Northenden Civic Society – No comments received.

Environmental Health – Have requested the imposition of a noise insulation condition to any consent granted.

Highway Services – Have made the following comments:

- No off-site highway works are proposed.
- No long-term increase in trips is expected.
- This site is located within Northenden District Centre and is in close proximity to six bus routes. The site has good pedestrian and cycle routes available. Overall it is considered that the site is well accessed by sustainable modes of transport.
- Pedestrian and vehicular access will remain unchanged. The current provision of seat numbers is also unchanged by the development. The space for parking remains available.
- No secure and sheltered cycle parking provision is made within the curtilage of the site. it is the recommendation that a minimum of two secure cycle parking spaces is provided, in line with Manchester City Council's Core Strategy Parking Standards.
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- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Manchester Airport Safeguarding Officer – Suggests the imposition of a number of conditions and informatives designed to ensure aerodrome safety.

HS2 – No comments received.

Policies

Draft National Planning Policy Framework (December 2025) - The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. A draft revised NPPF was published for consultation on 16 December 2025. The consultation period runs for 12 weeks and will close on 10 March 2026.

The draft NPPF proposes significant changes to the structure and content of national policy. These include a move to Local Plan-style policy sections, a clearer distinction between plan-making and decision-making policies, and the reintroduction of strategic planning through Spatial Development Strategies. Other notable changes include an expanded presumption in favour of sustainable development, policies promoting higher densities around transport hubs, and support for small and medium-scale housing schemes through a new "medium development" category. The draft also integrates National Development Management Policies, strengthens climate change and biodiversity policies, and introduces measures to encourage clean energy and critical minerals development.

Once adopted, the revised NPPF will replace the current framework and form a key part of national planning policy. At this stage, as the document is subject to consultation and has not yet been finalised, while still a material consideration, it can only be afforded limited weight in the determination of planning applications. In this instance, the relevant sections are outlined below:

Policy DM3 (*Determining development proposals*) – When considering development proposals, local planning authorities should:

a) Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
b) Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
c) Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;

d) Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision or more detailed advice may enable an approval rather than a refusal;
e) Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
f) Not refuse applications for development which should clearly be approved, having regard to its accordance with the development plan, the policies in this Framework and any other material considerations.

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework 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 National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) 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 strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

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

- Appropriate siting, layout, scale, form, massing, materials and detail.
- 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.
- 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.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Saved UDP Policy DC26, "Development and Noise" – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

a) the effect of new development proposals which are likely to be generators of noise; and
b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

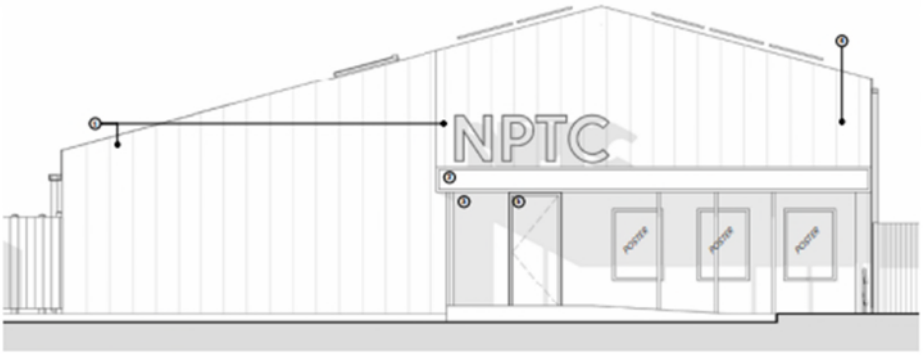
Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Issues

Principle of the Proposal – There is no objection in principle to the theatre group wanting to improve the facilities on offer the Old Library. However, any potential impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site, as well as pedestrian and highway safety levels experienced on Church Road and the surrounding highway network, must be assessed.

Design – The existing front elevation is made up of the prefabricated cabin, painted in a grey blue colour, defined by a flat roof-line and box form typical of temporary buildings. A lightweight timber framed canopy has been erected at the front of the property, providing a sheltered ramp entrance. The existing side elevation overlooking the neighbouring property is similar in appearance with the grey cabin structure continuing onto this facade. The other side elevation is mostly hidden by the temporary tent structure located on the left-hand-side of the prefabricated cabin. The building can be seen below:





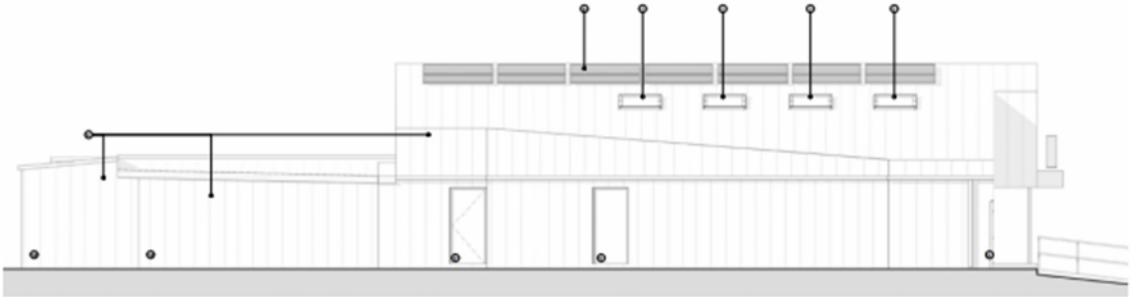
Proposed Front Elevation



Proposed Side Elevation 01



Proposed Rear Elevation



Proposed Side Elevation 02

The side extensions would be clad in metal sheet cladding and would be tied into the new pitched roof, which again would be constructed from metal sheet cladding. The front elevation would be softened by the use of timber cladding and the entrance would be emphasised by the use of glazed tiling. The timber and metal cladding would be colour matched to provide a more unified appearance.

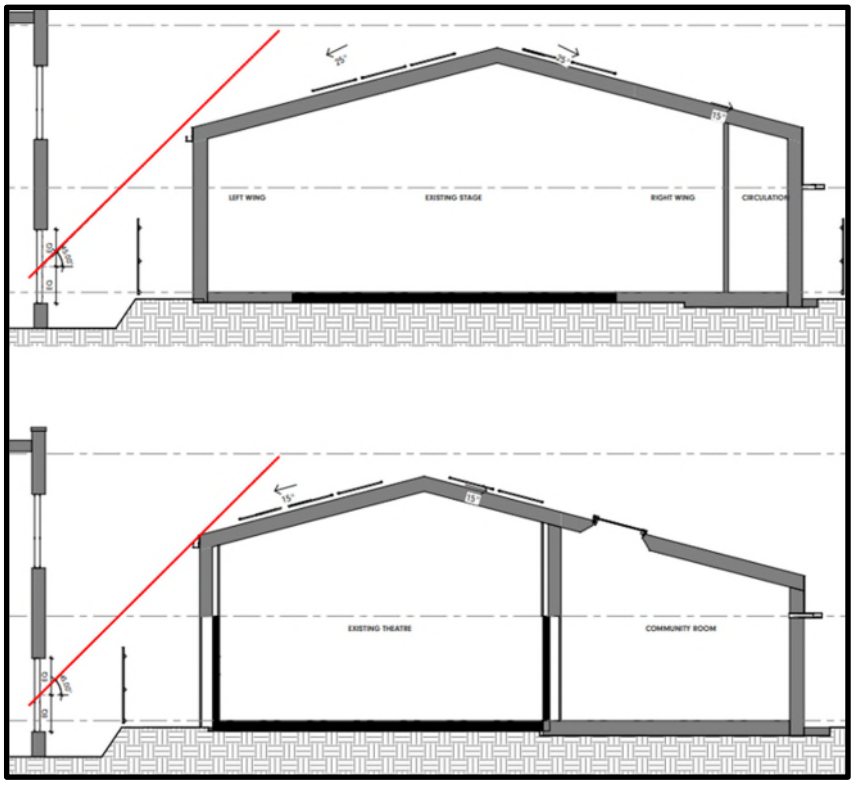
Overall, the design of the proposed extensions and enlarged roofspace is considered acceptable and it is recognised that these works would improve the appearance of what was originally a temporary building.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – The extensions and enlarged roof space would not lead to overlooking, therefore it is considered that existing privacy levels would be preserved.

Noise – While it is acknowledged that the overall capacity of the theatre would remain unchanged, the proposals include an increase in the size of ancillary facilities, such as the community room. Although this space would not directly adjoin residential properties, it is considered prudent to require that it, along with the other proposed extension, be acoustically insulated in order to safeguard existing levels of residential amenity. Furthermore, while the enlarged roof would not facilitate the creation of an additional storey, it is nevertheless considered necessary to require appropriate insulation measures to prevent noise break-out associated with performances.

Daylight/Overshadowing – The residential property to the west contains several habitable-room windows on the elevation facing the application site. Although an enlarged roof form has the potential to reduce daylight to these rooms, the proposed roof pitch and eaves height have been specifically designed to comply with the 45-degree rule. This ensures that acceptable daylight levels are maintained and any overshadowing is minimised. This relationship is illustrated below:



Overall, it is not considered that the proposal would have an unduly detrimental impact upon the current levels of residential amenity enjoyed by the occupants of the adjoining dwellings.

Visual Amenity – Given the design of the proposed extensions and the fact the development would improve the overall appearance of the building, it is not considered that the development would have a detrimental impact upon the levels of visual enjoyed along Church Road.

Car Parking – The level of car parking would remain as existing so it is not anticipated that the development would lead to a noticeable increase in on-street parking.

Pedestrian and Highway Safety – It is not considered that the proposed extensions would result in any significant increase in vehicle movements to or from the site, as the theatre's capacity would remain unchanged. Accordingly, the development is not expected to give rise to any adverse impact on the existing levels of pedestrian or highway safety within the vicinity of the site or on the wider highway network.

Cycle Parking – As requested by Highway Services, a condition requiring the provision of secure cycle parking facilities would be attached to any consent granted.

Aerodrome Safeguarding – The conditions and informatives requested by the Aerodrome Safeguarding Officer would be attached to any consent granted.

Objections raised by Local Residents – Issues of noise and car parking have been addressed above. In terms of the self-build concerns, any construction would need to be undertaken in compliance with the relevant Building Control regulations. Regarding the use of the enlarged roofspace, this is purely to allow for the provision for a larger tech gallery, areas for the installation of lighting for improved performances and a raked seating area. This would not have a detrimental impact on residential amenity or pedestrian/highway safety.

HS2 – Although no formal comments have been received from HS2, there is no evidence to suggest that the proposed development would have a detrimental impact on the delivery of the project, in whatever form it ultimately proceeds following the Government's ongoing programme reset.

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 polices 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 received on 16 December 2025:

a. 24.172.201 P1 - THE LOCATION PLAN
b. 24.172.202 P1 - EXISTING SITE PLAN
c. 24.172.203 P1 - PROPOSED SITE PLAN
d. 24.172.302 P1 - PROPOSED GROUND FLOOR PLAN
e. 24.172.303 P1 - PROPOSED FIRST FLOOR PLAN
f. 24.172.403 P1 - PROPOSED ELEVATIONS SHEET 1 OF 2
g. 24.172.404 P 1- PROPOSED ELEVATIONS SHEET 2 OF 2
h. 24.172.405 P1 - PROPOSED STREET ELEVATION
i. 24.172.502 P1 - PROPOSED GA SECTIONS
j. 24.172.503 P1 - PROPOSED GA SECTIONS SHEET 2
K. DESIGN AND ACCESS STATEMENT

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) Notwithstanding the details contained within the approved drawings and documents, no above ground construction works shall take place until details/samples of the cladding materials to be used in the construction of the external surfaces of the development hereby approved have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then be carried out and thereafter maintained in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) a) The development hereby approved shall be acoustically insulated and treated to limit the break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the development becomes operational or as otherwise agreed in writing by the City Council as Local Planning Authority.

b) Prior to occupation of the development 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 acceptable criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of the occupiers of the nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

5) The photovoltaic panels hereby approved shall not be installed until a Solar PV Bird-Proofing Scheme has been submitted to and approved in writing by the City Council as Local Planning Authority

The approved Solar PV Bird-Proofing Scheme shall be fully implemented prior to the first operation of the photovoltaic system and shall thereafter be retained, operated and maintained for the lifetime of the development.

Reason – To prevent birds from nesting or roosting within or beneath the photovoltaic array, thereby avoiding increased bird activity that could pose a bird-strike hazard to aircraft operating at Manchester Airport, pursuant to Policy DM2 in the Manchester Core Strategy.

6) Notwithstanding the provision of the Town and Country Planning (General Permitted development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason - In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport, pursuant to Policy DM2 in the Manchester Core Strategy.

7) Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved by the City Council as Local Planning Authority. The Construction Management Plan should detail the following:

- Provide the number and the types of vehicular activity associated with the planned construction.
- The document should consider contractor parking in the locality.

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

8) Prior to the use of the development hereby approved, details of secure cycle storage facilities shall be submitted to and be approved by the City Council as Local Planning Authority. The cycle storage facilities shall be implemented in accordance with an approved timetable and retained in perpetuity.

Reason – To promote sustainable travel by ensuring adequate and convenient cycle parking facilities are provided, in the interests of reducing reliance on private car use and encouraging active travel, pursuant to Policy T1 in the Manchester Core Strategy and in accordance with the National Planning Policy Framework.

Informatives

1) Construction Hours – To safeguard the amenities of nearby residents, construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council:

a) Monday - Friday: 7.30am - 6pm
b) Saturday: 8.30am - 2pm
c) Sunday / Bank holidays: No work

2) Informative for Condition no. 4 – Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

3) Aerodrome Safeguarding – a) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see:

https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/

b) Due to the location of the proposals within proximity to flight paths associated with Manchester Airport. Care should be taken to prevent excessive dust and smoke emissions resultant from construction works. Dust and smoke can present a visual hazard to pilots and air traffic control, and if ingested can cause aircraft damage.

c) To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a birdstrike to aircraft using MAN, during construction, robust measures must be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus.

4) Traffic Management – The applicant is advised that 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).

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of the footway fronting the site and 10 metres either side.

5) Swift Bricks – If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Manchester Airport Safeguarding Officer
Northenden Civic Society
High Speed Two (HS2) Limited
4 Kingsley Road, Manchester, M22 4NL
Flat 2, 1 Kingsley Road, Manchester, M22 4NH
Flat 1, 1 Kingsley Road, Manchester, M22 4NH
Flat 2, 18 Church Road, Manchester, M22 4WL
Flat 1, 18 Church Road, Manchester, M22 4WL
Flat 3, 1 Kingsley Road, Manchester, M22 4NH
Flat 4, 1 Kingsley Road, Manchester, M22 4NH
Flat 6, 25 Church Road, Manchester, M22 4NN
Flat 3, 25 Church Road, Manchester, M22 4NN
Flat 6, 23 Church Road, Manchester, M22 4NN
Flat 4, 23 Church Road, Manchester, M22 4NN
Flat 1, 23 Church Road, Manchester, M22 4NN
Flat 4, 21 Church Road, Manchester, M22 4NN
9 Redwood House, Church Road, Manchester, M22 4NT
7 Redwood House, Church Road, Manchester, M22 4NT
4 Redwood House, Church Road, Manchester, M22 4NT
27 Redwood House, Church Road, Manchester, M22 4NT
24 Redwood House, Church Road, Manchester, M22 4NT
22 Redwood House, Church Road, Manchester, M22 4NT
2 Redwood House, Church Road, Manchester, M22 4NT
18 Redwood House, Church Road, Manchester, M22 4NT
15 Redwood House, Church Road, Manchester, M22 4NT
12 Redwood House, Church Road, Manchester, M22 4NT
10 Redwood House, Church Road, Manchester, M22 4NT
19 Church Road, Manchester, M22 4NN
8 Kingsley Road, Manchester, M22 4NL
2 Kingsley Road, Manchester, M22 4NL
Flat 5, 25 Church Road, Manchester, M22 4NN
Flat 4, 25 Church Road, Manchester, M22 4NN
Flat 2, 25 Church Road, Manchester, M22 4NN
Flat 1, 25 Church Road, Manchester, M22 4NN
Flat 5, 23 Church Road, Manchester, M22 4NN
Flat 3, 23 Church Road, Manchester, M22 4NN
Flat 2, 23 Church Road, Manchester, M22 4NN
Flat 5, 21 Church Road, Manchester, M22 4NN
Flat 3, 21 Church Road, Manchester, M22 4NN
Flat 2, 21 Church Road, Manchester, M22 4NN
Flat 1, 21 Church Road, Manchester, M22 4NN
16 Church Road, Manchester, M22 4WL
14 Church Road, Manchester, M22 4WL
8 Redwood House, Church Road, Manchester, M22 4NT
6 Redwood House, Church Road, Manchester, M22 4NT
5 Redwood House, Church Road, Manchester, M22 4NT
3 Redwood House, Church Road, Manchester, M22 4NT
26 Redwood House, Church Road, Manchester, M22 4NT
25 Redwood House, Church Road, Manchester, M22 4NT
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19 Redwood House, Church Road, Manchester, M22 4NT
17 Redwood House, Church Road, Manchester, M22 4NT
16 Redwood House, Church Road, Manchester, M22 4NT
14 Redwood House, Church Road, Manchester, M22 4NT
11 Redwood House, Church Road, Manchester, M22 4NT
1 Redwood House, Church Road, Manchester, M22 4NT
17 Church Road, Manchester, M22 4NN
1 Morrell Road, Manchester, M22 4WJ
6 Kingsley Road, Manchester, M22 4NL
9 Kingsley Road, Manchester, M22 4NH
1A Morrell Road, Manchester, M22 4WJ
16A Church Road, Manchester, M22 4WL

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
Area Team Boundary - Name: SOUTH AREA