MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143861/FO/2025
Date registered valid:	1 October 2025
Proposal:	Roof extension to enlarge the second floor flats and the addition of a verandah to the class E units on the ground floor.
Address:	330 Slade Lane, Manchester, M19 2BY
Ward(s):	Levenshulme Ward
Applicant:	Mr Hozan Rahman
Agent (if any):	Ms Dawn Cooper, D@C Design Ltd
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Refuse
Date of recommendation:	**09.12.2025**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 October 2025

Standard consultations:
Printed: 14 October 2025 Expired: 4 November 2025

Neighbour notifications
Printed: 14 October 2025 Expired: 4 November 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The application properties are characterised by a curved principal elevation comprising red brick, tiled roof and dormer extensions. The ground floor use was historically in commercial use then converted to resident use, and subsequently back to commercial uses. Forecourt car parking has been formed. To the rear multiple extensions have been formed in relation to ground and first floor uses.
There are 6 flats over two floors above 165m2 of class E retail space. The three existing flats at both first and second floor levels are accessed from 330 Slade Lane, with 3no. Class E units at ground floor level accessed from 322 Slade Lane and 269 and 267 Moseley Road.
There is a deep forecourt area to the front of the property. The road junction has recently undergone an upgrade to widen the footpath and create safer cycle lanes.
An alleyway to the west separated the application properties from a large 3-storey supported housing scheme. The site has a small yard to the rear accessed from the alleyway to the side of the site on Moseley Rd.

Planning History
135624/FO/2022- Change of use from 3no.ground floor Class C3 dwellings to 3no.Class E units, including new shop frontages and alterations.
Shakaf Court , 332 Slade Lane And Moseley Road
Refused 20.02.2023 Allowed on appeal 12.03.2023 (ref: APP/B4215/W/23/33321228).

134416/FO/2022 - Change of use of three ground floor flats into 2 x commercial units (Class E) and 1 x hot food takeaway (sui generis) together with associated elevational alterations and fume extraction equipment
Refused - 23.11.2022

134617/LE/2022 - Creation of 3no. x 1 bedroom self-contained flats
330 Slade Lane, Manchester, M19 2BY
Refused - 21.10.2022

109120/FO/2015/N2 - Erection of front and rear dormer extensions to form additional living accommodation and new ground floor site managers office.
Flats 1, 2 And 3, 330 Slade Lane, Levenshulme, Manchester, M19 2BY
Approved - 26.08.2015

105687/PIAPA/2014/N2 - Notice of prior approval for conversion of ground floor retail unit to 3 apartments and associated external alterations
Ground Floor, 330 Slade Lane, Levenshulme, Manchester, M19 2BY
Approved - 06.08.2014

101979/FO/2013/N2 - Change of use of first floor to 3 no. self-contained flats
330 Slade Lane, Levenshulme, Manchester, M19 2BY
Approved - 11.07.2013

039725 - Change of use from light industrial to retail shop with associated storage and offices
330, Slade Lane, Levenshulme
Approved - 09.09.1991

019612 - Use of vacant premises for light industrial purposes, warehousing and a garage
330, Slade Lane, Levenshulme
Approved - 06.07.1983

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The application site is located at the north-west junction of Moseley Road and Slade Lane. The junction is light controlled. The application properties are located at the southern end of a two-storey terrace comprising a mix of retail and commercial uses with intermittent ground floor residential uses. Residential uses are located above the ground floor units.

Residential uses are predominantly located to the west of the site. Residential uses are also located to the east of the site with a bowling green and social club to the south-east and commercial uses and office uses are located to the south-west.

Description of development
Consent is sought to erect an extension to the front roof slope in the form of a flat roofed dormer extension which follows the curved nature of the existing roof. The original submission proposed a veranda to the forecourt of two of the commercial uses at ground floor level, this is now proposed to be extended across the forecourts of all the ground floor commercial premises. At present the first-floor plan does not appear to have been revised to take account of this change, and on this plan part of the veranda in front of flats nos.1 and 2 would form a balcony to serve these existing flats at first floor level. However, the revised elevational plans indicates that the balcony arrangement would be continued across the full extent of the frontage would serve all of the existing first floor flats. The proposed veranda (with sliding shutters) at ground floor level would provide cover to an outdoor seating area for the existing café use the adjacent Class E unit (Barbers), and the vacant Class E end unit.

Bin storage for the apartments would remain adjacent to the access to the no.330 Slade Lane. Access for deliveries is shown via the alleyway run to the southern end of the terrace of properties.

Consultations & Notification Responses

Local residents and local businesses- 5 mails of support have been received with 2 emails from one resident. The comments received state that the planned improvements will significantly enhance the appearance, functionality, and overall quality of the property. The existing flats are relatively small, and the proposed changes will provide better living space and a more attractive environment for residents.
Furthermore, that the scheme would have a positive impact on both the building and the surrounding area

An objection has been received on the grounds that the proposal would represent an overdevelopment of the site. They raise concerns over the building owner's track record of developing this building and site, and suggest that the quality and reassurances made would not be met once again. The lack of amenity for future residents or appropriate storage for bicycles is also of concern.

A further email has been received advising that the building needs renovation. However, they state that the Council must ensure that any changes consider anti-social parking, driving across the pedestrian crossing and enhanced cycle parking facilities for residents, and advise that shop fronts cannot be the parking spots for shop owners. They further advise that the council have spent a lot of money on improving this junction for vulnerable road users and it is imperative that any changes to this building respect this.

Highway Services – advise they are satisfied the proposed works will not have an unacceptable impact on the highways.
There is an increase in the number of bedrooms (total of three additional bedrooms). Also a potential of a small increase in staff levels. The level of trips generated is anticipated to remain similar and as such no highways concerns are expected.

No off-site highway works are proposed. For the ‘near to highway’ veranda works, the applicant is advised that any requirements for any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

It is set out that there will be an increase in staff numbers from 4.5 to 6. This increase may well increase parking demand. There is an increase in the number of bedrooms (total of three additional bedrooms). It is expected that any increase in parking demand can be met locally. Servicing and refuse arrangements would be as existing.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision is requested, within the curtilage of the site, at a provision of one-per-unit.

The veranda works need to be kept within the boundaries of the properties. To understand the extent of the adopted highway, it is recommended that prior to commencing any veranda associated works, the applicant checks the extent of the property frontage on their deeds and reaffirms this with the local highway authority.

A Construction Management Plan is not required.

Environmental Health – recommend conditions related to construction hours, acoustic insulation (on the basis that the proposals include material changes to dwelling unit layouts, e.g. moving bedrooms closer to the nearby main roads and proposed external seating area, and also

increased glazing and addition of balconies, all of which could potentially increase the residential occupants' exposure to noise), hours of use of the proposed external areas.

Flood Risk Management Team- Advise that no drainage condition is required, but recommend that an informative is attached to any approval in regard to an underground culvert which is located within close proximity to the site (approximately 20m to the south of the site).

Policy Context

Places for Everyone

Places for Everyone Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a ‘brownfield preference’ through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that ‘preference will be given to using previously developed land and vacant buildings to meet development needs’.

Paragraph 1.52 highlight’s that the Places for Everyone plan supports Greater Manchester’s drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-C1 seeks to delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity; outlines how a net enhancement of biodiversity resources will be sought, achieved by a series of measures. This includes how development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C5: Streets for All; outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

National Planning Policy Framework (December 2024)

The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8). The relevant sections of the NPPF are:

Section 8 ‘Promoting healthy and safe communities’
Section 9 ‘Promoting sustainable transport
Section 11 'Making effective use of land'
Section 12 'Achieving Well Designed Places'
Section 14 'Meeting the challenge of climate change, flooding and coastal change'

Paragraphs 10, 11, and 12, of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:
Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:
- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
- engineering: reducing the noise generated at source and/or containing the noise generated;
-layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design: states that where appropriate the following should be considered:
- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from

Manchester Core Strategy (2012)

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. Appendix C of the Core Strategy has a list of superseded policies and their replacements. 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. The following specific policies are considered to be particularly relevant to the proposed development:
Policy SP1 - Spatial Principles
Policy C 10 Leisure and the Evening Economy
Policy EC 1 - Employment and Economic Growth in Manchester.
Policy H 6 (South Manchester)
Policy EN 1- Design Principles and Strategic Character Areas.
Policy EN 8- Adaptation to Climate Change
Policy EN 9 - Green Infrastructure
Policy EN14 – Flood Risk
Policy EN19 – Waste Plans
Policy T1 - Sustainable Transport
Policy T2 Accessible areas of opportunity and need
Policy DM1 Development Management

Saved UDP policies
Policy DC26 relates to 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 and, for this purpose, 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.

Issues

Principle
The Class E uses at ground floor level, and residential apartments above have been established through planning approvals and appeal decision (ref:APP/B4215/W/23/33321228).

Design and appearance
The proposal would comprise an extension to the front roof slope in the form of a flat roofed dormer extension which follows the curved nature of the existing roof. In addition, a veranda is proposed to the forecourt of all the commercial uses at ground floor level, and revised elevational plans indicate a balcony arrangement across the full extent of the frontage would serve all of the existing first floor flats. The proposed veranda (with sliding shutters) at ground floor level would provide cover to an outdoor seating area for the existing café use the adjacent Class E unit (Barbers), and the vacant Class E end unit.

The proposed veranda (with sliding shutters) is considered to acceptable in principle subject to the materials being of high quality and being submitted for considered by the City Council as

local planning authority. If the development has been recommended for approval this aspect of the scheme would have been subject to an appropriately worded condition. However, the ground floor plans indicate an alternative treatment to the access to the existing flats, and had the scheme been supported this element of the scheme would have been explored further, as any ground floor extension in this location would not be supported.

The proposed dormer extension, however, by virtue of having a limited set back from the existing parapet detail at roof level is considered to lead to a bulky structure, which would be overly dominant and out of character with the existing building frontage.

Proposed southern elevation

Existing southern elevation

Furthermore, the proposed development would involve building up of the southern gable, with the proposed dormer being built off the gable, rather than be inset from the side of the roof edge, as would often be the case with dormer features, thus effectively forming a second floor to both the front and side elevations. The resultant structure would therefore have a greater in mass in proximity to Moseley Court (supported housing).

The planning agent has also confirmed that the door adjacent to the barber entrance is a potential fire escape from the cafe area and is currently being used for informal access whilst the cafe is closed. They have also stated that this door would become a window and the

signage over the doors would be completed, in association with the proposed extension and canopy works.

Residential Design Standards

The proposal does not create any new self-contained flats, but seeks permission for a front extension to the front roof slope which would increase the levels of floorspace enlarging the existing 3 flats within the roof space. The proposed development would lead to the conversion of one bedroom to two-bedroom three person units.

Whilst two of the resultant units would comply with Residential Quality Guidance with one 2 bed 3 person unit being 61 sq.m. and the other unit being 62sq.m., in the original submission the third apartment had a floorspace of 55 sq.m, which would be below the recommended floorspace figure of 61sq.m . Revised plans have been submitted to revise this flat at second floor level from a two bedroom to a one bedroom unit. which would comply with Residential Quality Guidance.

Privacy

The revised first floor plan shows proposed balcony element to serve two of three first floor apartments shows the incorporation part way along the balcony to limit the extent of access to the balcony to existing apartment nos. 1 and 2, to safeguard the privacy of the existing tenants. However, the revised elevational plans indicate a balcony arrangement across the full extent of the frontage would serve all of the existing first floor flats.
Had the proposed development been able to be supported, privacy screens would have been required to each end of the balcony, with a further screen to separate the balcony between flats nos. 2 and 3, and this aspect of the scheme would have been conditioned.

Furthermore, the southwestern side gable has two windows to the end commercial unit at ground floor level, with a further kitchen window at first floor level (the window opening on the existing first floor plan and existing side elevation at first floor as submitted do not appear to correlate, with the floorplan appearing to show the correct location). The proposed development, however, would lead to the incorporation of additional windows at all floors within the southern gable, including habitable room windows at first, and second floor level. Had the proposed development been able to be supported designs and measures to maintain the privacy of existing/future occupiers and reduction for the potential overlooking of the front amenity space of the supported housing development located to the south of the alleyway would have been further explored.

Flood Risk

The application is accompanied by a flood risk assessment. The site is in an area of medium and high risk of surface water flooding.

Analysis within the assessment has demonstrated that the site is at risk of flooding from surface water, and the risk of flooding to the site with climate change is of medium and high risk. Maximum depths on site are predicted to reach 0.60m, but these are associated with land close to the carriageway, with the building itself is shown to be affected by flooding of up to 0.30m only.
The proposed works would not have the potential to give rise to increased levels of surface water flooding, and would not lead to an increased number of residential units, albeit there would be an increase in the apartment sizes at first floor level.

Ground floor uses

The revised ground floor layout plan, which shows the continuation of the proposed veranda across the full extent of the frontage of the 3 no. class E units, also indicates the southerly of the existing Class E units with an internal layout indicative of a launderette. As a launderette is a sui

generis use, a further planning application would be required for a change of use of this vacant unit, as this change of use is not referenced in the current application

Waste management

4 x360 litre bins are proposed (one each for general waste, mixed paper and card, mixed glass and metal, and food waste) to be stored in the rear yard area in regard to the existing commercial units. Tenants would be responsible for placing bins at the kerbside and returning to storage areas, with the landlord undertaking regular checks to maintain cleanliness.
In relation to the residential accommodation, the submitted waste management proforma indicates 3x 240 litre bins (general refuse), 2x 240litre bins (pulpable recycling) , 2x 240litre bins (mixed recycling), 1x 240litre bins (garden waste) and 1 x 23 litre food waste caddy per flat. However, the ground floor plans show x 240 litre bins (general refuse), 2x 240litre bins (pulpable recycling) , 2x 240litre bins (mixed recycling), 1x 240litre bins (garden waste) at the entrance to the flats.
Had the proposed development been supported, further clarity would have been sought in relation to the capacity of the storage proposed. Furthermore, bins for tenants are already stored on the open forecourt, and if the proposed scheme has been acceptable, a further condition would have been attached to any consent to require the submission of bin store , in order to improve the impact of stored bins in the street scene

Highway /parking and cycle storage

The proposed development would increase the size of the accommodation within three flats by three additional bedrooms overall, and not lead to the creation of additional flats.
The applicant as part of earlier applications, had indicated that the forecourt areas would not be used for servicing and car parking due to concerns regarding implications for highways safety at a busy junction. The existence of TRO at the adjacent the light-controlled junction would manage on site car parking in the vicinity of the site.
The proposed development also indicates the provision of cycle storage in the form of 2 Sheffield cycle stands under the veranda to two of the existing commercial units, together with 2 Sheffield cycle stands under the veranda in proximity to the access to the flats and provision for 4 cycles to be stored within the ground floor lobby of the flats. This is considered to be an acceptable approach , in view that the application is limited to the provision of three additional bedrooms to the flats in the roof space and no increase in the overall number of flats.

Conclusion

The development would be harmful to visual amenity for the reasons set out within this report and therefore cannot be supported.

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: Refuse

Article 35 Declaration
In this case, officers advised the applicant's agent that the planning application could not be supported and the reasons for this. The response for the agent was considered, including confirmation that if the position of the local planning authority was to refuse permission and appeal may be pursued. As the development cannot be supported it is appropriate for the planning application to be determined without further discussion and on the basis of the submitted details.

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

1. Due to its design, scale and massing and prominent position within the street scene, the proposed front dormer extension results in an overly dominant and visually obtrusive feature, to the detriment of the general character of the property and the visual amenity of the local area within which it is situated. The proposal is therefore contrary to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the design principles set out in the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management

Flat 2, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 19, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 17, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 15, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 14, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 11, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 1, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 34, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 6, 330 Slade Lane, Manchester, M19 2BY
Flat 5, 330 Slade Lane, Manchester, M19 2BY
Flat 4, 330 Slade Lane, Manchester, M19 2BY
Second Floor Facing Car Park, Graphic House, 308 Moseley Road, Manchester, M19 2LH
Ground Floor, Graphic House, 308 Moseley Road, Manchester, M19 2LH
First Floor Facing Car Park, Graphic House, 308 Moseley Road, Manchester, M19 2LH
ZAGROS TRAVEL LTD, First Floor Facing Moseley Road, Graphic House, 308 Moseley Road, Manchester, M19 2LH
215 Slade Lane, Manchester, M19 2EX
267 Moseley Road, Manchester, M19 2LJ
269 Moseley Road, Manchester, M19 2LJ
332 Slade Lane, Manchester, M19 2BY
320 - 322 Moseley Road, Manchester, M19 2LH
265 Moseley Road, Manchester, M19 2LJ
Flat 3, 330 Slade Lane, Manchester, M19 2BY
Flat 2, 330 Slade Lane, Manchester, M19 2BY
Flat 1, 330 Slade Lane, Manchester, M19 2BY
320A Moseley Road, Manchester, M19 2LH
Flat 20, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 18, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 16, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 12, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 10, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
209 Slade Lane, Manchester, M19 2AE
Flat 33, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 31, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 3, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 27, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 25, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 22, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Graphic House, 308 Moseley Road, Manchester, M19 2LH
Flat 2, 320A Moseley Road, Manchester, M19 2LH
Flat 1, 320A Moseley Road, Manchester, M19 2LH
Levenshulme Cricket And Lawn Tennis Club, Slade Lane, Manchester, M13 0QE
213 Slade Lane, Manchester, M19 2EX
328 Slade Lane, Manchester, M19 2BY
Flat 9, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 8, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 7, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 6, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ

Flat 5, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 4, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 32, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 30, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 29, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 28, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 26, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 24, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 23, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ
Flat 21, Moseley Court, 263 Moseley Road, Manchester, M19 2LJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA