

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145537/FO/2026
Date registered valid: 26 March 2026
Proposal: Change of Use of dwellinghouse to form a 5 bedroom House in Multiple Occupation (C4 use).
Address: 22 Banff Road, Manchester, M14 5TA
Ward(s): Rusholme Ward

Applicant: Mr Alam Perzel, Alam Investment Ltd
Agent (if any): Mr Kevin Maloney, Blueprint CAD Ltd
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 19 May 2026

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 14 May 2026

Standard consultations:

Printed: 13 April 2026 Expired: 5 May 2026

Neighbour notifications

Printed: 13 April 2026 Expired: 5 May 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

This application relates to a traditional, two storey, back of pavement terraced house situated on the southern side of Banff Road and close to its junction with Oxney Road. The property is vacant and incorporates a front bay with a lean to roof above it. The external elevations are formed in red brick with a pitched slate roof. To the rear, a two storey outrigger spans the shared boundary with No 20 and is adjoined by a single storey rear extension that extends to the rear (southern) boundary allowing the formation of linear yard area. A similar extension has been constructed to the rear of No 20. Although the application site is in a residential street, to the east Banff Road provides a direct route to Wilmslow Road and Rusholme District Centre.



Fig.1 – Views of the front and rear of 22 Banff Road.

Description of development

The proposal seeks to change the use of the property from a three bedroom, Class C3 (dwellinghouse) to and Class C4 (small scale HMO) accommodating no more than six unrelated people. The proposed layout would comprise:

- i. Ground floor – Hallway, two en suite bedrooms, dining room and kitchen.
- ii. First floor – Three ensuite bedrooms linked by communal landing.

Bin storage would be undertaken in the rear yard, alongside the indicative provision of two cycle storage spaces.

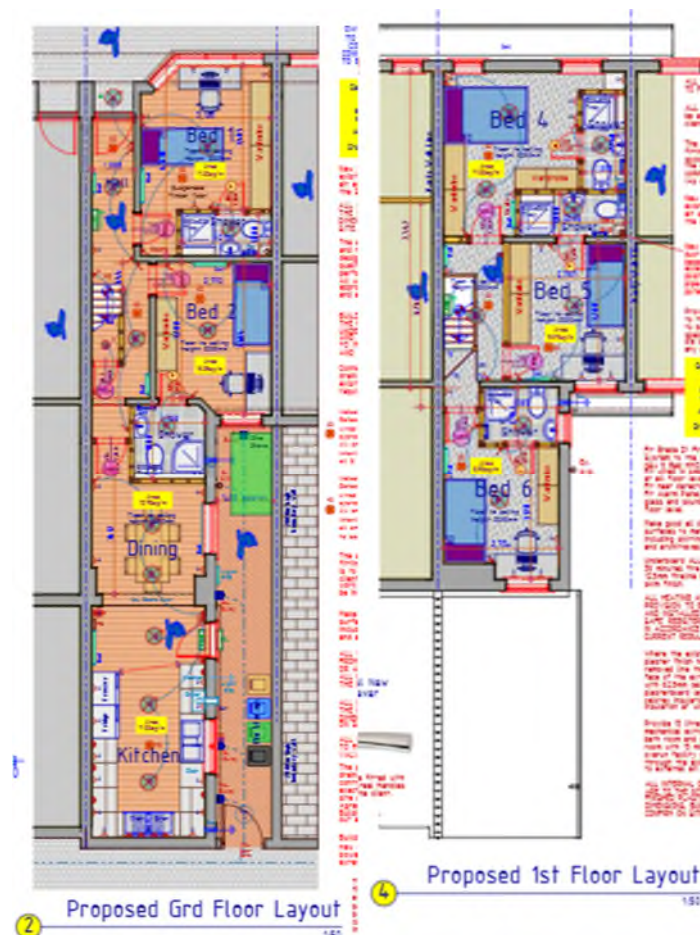


Fig.2 – Proposed layout

Site history

092531/FH/2010/S1 - Approved - 14.04.2010

22 Banff Road, Rusholme, Manchester, M14 5TA.

Erection of a single storey rear extension to form additional living accommodation

Consultations & Notification Responses

Local Residents – No comments received.

Highway Services – The following comments have been received:

- i. It is not anticipated the development would significantly increase the generation of trips or impact upon highway capacity.

- ii. The site is in a sustainable location in respect of access to public transport and services in Rusholme District Centre.
- iii. The development is not supported with off-street car parking. It is likely that the development would contribute to on-street car parking.
- iv. The submission indicates that two cycle spaces would be provided within the rear yard. It is recommended that five spaces are provided in secure enclosures.
- v. The provision of bin storage in the rear yard is acknowledged. Details of collection arrangements should be confirmed.
- vi. Classification of construction works is requested so that the impact on the operation of the highway can be assessed.
- vii. It is requested that developer is advised of the requirements for licensing, id works affect the highway.

Environmental Health – Request that the reconfiguration of the internal space is related to a construction management condition.

Issues

National Planning Policy Framework Plan-making and national decision-making policies December 2025 - The above draft document is the subject of public consultation, which expired on 10 March 2026. Notwithstanding the above, this emerging guidance is material to consideration of the proposed development.

The Framework re-affirms that the planning system has the following objectives (paragraph 16):

- a. An economic objective
- b. A social objective –health, social and cultural well-being; and
- c. An environmental objective.

Paragraph 17 states these objectives are not criteria against which every development proposal can or should be judged. Development plans and decisions should play an active role in guiding development towards sustainable solutions, but in doing so, should take local circumstances into account, to reflect the character, needs and opportunities of each area.

As well as setting out the procedural policies relating to plan making (including strategic planning and new local plans) and decision making, the draft NPPF sets out objectives, policies for plan making and policies for decision making across key policy areas in a clearer and more rules-based way.

The following chapter is relevant to the proposed development:

Chapter 6. Delivering a sufficient supply of homes

Policy HO7: Meeting the need for homes – States that in applying the policies in this Framework, substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community. In this case, the development would reduce the supply of family housing and thereby undermines efforts to address this under provision. Policy HO7 would thereby not be accorded with.

The following chapters of the NPPF, adopted December 2024, are also relevant:

- i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The development would result in the loss of a property that has the potential to support family occupation, which would contrary to the objectives of Chapter 5.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use.

The site can be accessed by public transport and provision for cycle storage would be made. However, Banff Road in common with other streets in the locality has significant on-street car parking. This is particularly significant as many of the properties in the locality are in shared occupation with potentially higher levels of car ownership than single households. The adverse impacts of congestion and excessive vehicular movement would be exacerbated by the proposed increase in occupation. Chapter 9 would not be satisfactorily responded to.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is not considered that the development would accord with points (ii) and (iii) for the reasons set out in this report.

Places for Everyone – Places for Everyone (2022-2039) - Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth and took effect and became part of the statutory development plan on 21 March 2024. The plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant.

Policy JP-C6: Walking and Cycling - Discusses measures required to deliver a higher proportion of journeys made by walking and cycling. The site has the capacity for the provision of limited cycle storage, which would potentially encourage the adoption of a sustainable transport mode.

Policy JP-P6 - Health - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. It is considered that the development would result in an overly intensive use of the site. It would thereby generate levels of activity, noise and disturbance that would be harmful to the character and amenities of the area. Policy JP-P6 would not thereby be accorded with.

Policy JP-S1 - Sustainable development - States that, to address climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Whilst some improvements would be made to the quality of the accommodation, the harm caused by the proposed intensity of occupation would not encourage sustained future occupation. Policy JP-S1 would not, therefore, be accorded with.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice through: the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents and responding to the diverse needs of all members of the community and the protection and enhancement of the built and natural environment;
- b. Minimises emissions, ensures efficient use of natural resources and reuses previously developed land wherever possible;
- c. Improves access to jobs, services, education and open space whilst reducing the need to travel and securing good access to sustainable transport provision.

For the reasons, set out in this report it is not considered that the development would accord with policy SP1, particularly regarding the impact of the intensified use of the application property. It is also considered that the related excessive noise and activity would be harmful to residential amenity and discourage the sustained occupation of the application property.

Policy EN19 Waste - Relates to waste management and requires that consideration is given to consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. How the sustainable waste management needs of the end user will be met.

Subject to review of bin capacities, it is considered that site has the capacity to achieve satisfactory waste and recycling storage and collection in accordance with policy EN19.

Policy H1 (Overall Housing Provision) - Discusses the need to manage the supply and availability of housing in the city. It also the need to ensure that housing supply contributes to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population. The development would conflict with policy H1 by reducing the supply of much needed family housing in the city.

Policy H5 (Central Manchester) - States, amongst other things, that over the lifetime of the Core Strategy, the area will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. The development would undermine these objectives.

Policy H 11 Houses in Multiple Occupation - In addition to Manchester's Article 4 Direction that prevents change of use from Class C3 (Dwelling houses) to C4 (small-scale HMOs) reference is also made to policy H11, which states that: changes of use from a C3 to a C4 will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following relevant criteria:

- i. Exempt from paying Council tax because they are entirely occupied by full time students;

- ii. Recorded on Private Sector Housing's database as a licensed HMO;
- iii. Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class.

In this case, the application site is in an area with a high concentration of shared HMO accommodation, including student HMOs. Estate agents' websites indicate that there are a significant number of houses available to rent for such purposes in this locality. In the light of the above, it is considered that proposals would be inappropriately related to policy H11 as the development would add to an over proliferation of Class C4 uses in the area.

Policy T1 Sustainable Transport - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car.
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- iii. Improve pedestrian routes and the pedestrian environment.
- iv. Reduce the negative impacts of road traffic.

The application site is in an area with notable on-street car parking attributable to neighbouring residential uses and visitors to the district centre. The proposal would provide cycle storage, and the site is accessible via public transport. However, the characteristic of occupation of the property has the potential to introduce higher levels of the car ownership compared to occupation by a single household. The objective of reducing the negative impacts of traffic generation, required by policy T1 would not, therefore, be delivered.

Policy DM1 Development Management - Discusses a range of issues that all development should have regard to. The development fails to accord with policy DM1 as it would:

- i. Adversely impact upon on the residential character of the area;
- ii. Harm to the amenities of future and neighbouring residents. This harm would be attributable to additional noise, disturbance and activity associated with the development.
- iv. Have the potential increase demand for on street car parking. This would be particularly harmful to the amenity of the area, as there is a noticeable incidence of on-street car parking and traffic congestion.

Unitary Development Plan saved policies - The following policy are relevant:

DC26 - Development and Noise

Policy DC26.1 - 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.

The development has the potential to significantly additional noise, disturbance and activity in and around the application property due to the intensity of occupation. The result harm to residential amenity would be contrary to saved policy DC26.

Positive and proactive engagement with the applicant – Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires the local planning authority demonstrates how it has engaged with the applicant prior to the determination of the planning application. In this case, the application has been determined within the statutory timescale. In this instance the principle of the application proposals is contrary to the adopted development plan and would not improve the social or environmental conditions of the area. It is not considered, in this instance, that amendments could be made that would make the development acceptable. The applicant's agent was informed of these concerns prior to the determination of the application.

Principle of the development – The City Council recognises the valuable contribution that well managed HMOs can make to the provision of affordable housing but stresses the importance of careful siting to avoid negative impacts on residential amenity. It is acknowledged that the intensity of use associated with unrelated households living together, different lifestyles and different patterns of behaviour can cause frequent comings and goings with associated noise and disturbance. It is considered that HMOs tend to attract people who will live in the property for a comparatively short period of time and consequently they do not have the same interest in the well-being of an area as those who are less transient. It is believed that this cyclical change in occupiers has a negative impact on the character and appearance of the area

The applicant has not been provided evidence that the application property has been previously actively and unsuccessfully marketed for Class C3 occupation at a price Class C4 rather than Class C3 properties in the area, i.e., a price that would not deter potential purchasers seeking a family home. Instead, the supporting documents discuss the condition of the property and the need to undertake substantially refurbished the property. It appears that the condition of the property may be an obstacle to its continued Class C3 occupation and its refurbishment would bring the property back into viable use as family occupation.

In these circumstances, it is not considered that the applicant has demonstrated that the uses of the property for Class C3 purposes is no longer viable. Furthermore, the development would contribute towards the existing over proliferation of shared residential accommodation in the locality. In so doing, the development would not positively contribute to the diversification of housing tenure, which is vital component to the formation of sustainable communities. would contribute positively towards the formation sustainable communities. It would also reduce the supply of family housing suitable for family occupation. The demand for the development is therefore unacceptable. .

Demand for Class C3 dwellinghouses – Planning records indicate that lawful use certificate have been approved in relation the occupation of 1, 6, 9 and 17 Banff Road as HMOs. These certificates were approved in circumstances where it had been demonstrated that HMO use had been lawfully established. The characteristics of the area the application site area acknowledged, including the existence of notable number of HMOs with varying degrees of occupation. The requirements of Core Strategy policy H11, remain relevant and have been unchanged by the adoption of the strategic planning document Places for Everyone. The local planning authority (LPA) has not approved new HMO uses on Banff Road since the adoption of the related Article 4 Direction on 8 October 2010. The LPA will therefore continue to resist the formation of new HMO uses, where it maintains that Class C3 uses should be maintained in response to demand for family housing and to ensure the delivery of a mix of households that contribute towards to delivery of sustainable communities.

The LPA has made referenced social housing allocations information provided by Manchester Move, which is an organisation that advertises ready to rent homes provided by approximately 18 not-for-profit landlords via its website: The allocation of housing is related to need and categorised into the following bands:

Band 1 – Highest Priority
Band 2 – High Priority
Band 3 – Medium Priority
Band 4 and Band 5 – Lower Priority.

Reference has been made to [Manchester Move] data from December 2025 that identifies 131 and 867 families respectively waiting to be accommodated in a four bedroom house. As the application relates to a four bedroom house, it represents the type of dwelling for which there is significant demand. In response to this demand, the refurbishment of the property and its retention for Class C3 use would be appropriate. The proposed development would be contrary to this objective and would undermine the supply of family housing.

Residential amenity – It is acknowledged that the surrounding area has a high proliferation of shared accommodation rented by students and it is likely that such rental arrangements may in relation to the application property (should the development be authorised). However, there is strong concern that the development would introduce a further Class C4 use that would be characterised by transient and overly intensive levels of occupation. The related additional levels of noise, activity and disturbance would be significant and harmful to the amenities of the area. The development would thereby be unacceptable.

The application site has a rear extension that covers a substantial part of the rear yard. The remaining yard area would accommodate storage thereby be living limited amenity spaces for use by up to five individual tenants. Such a circumstance would be potentially harmful to residential amenity.

Traffic generation and car parking – Banff Road is affected by significant on-street car parking generated by residential uses and visitors to the district centre. The shared occupation of the application property, in common with a number of neighbouring houses, has the potential to generate higher levels of car ownership than would be usually associated with single households. The adverse impacts of congestion and excessive vehicular movement would be exacerbated by the proposed increase in occupation of the application property to the detriment of residential amenity.

Waste management – As the development would utilise existing bedrooms, it is considered that the generated waste and recycling would be comparable to occupation by a larger family and would not substantially depart from the existing circumstances. Although communal bins serve the application property, the applicant has indicated that bins could be accommodated within the site if required.

Cycle storage - The applicant has provided indicative details relating to cycle storage within the rear yard. However, given the available space within the yard, the amount of secured cycle storage would be limited.

Conclusion – The Council maintains that the development would remove an opportunity to provide a much needed contribution to the supply of family accommodation in the city. Increased intensity of the potential occupation of the property would add to levels of noise and activity in and around the site and thereby be harmful to residential amenity and the formation of sustainable communities. It would also potentially lead to increased traffic generation and demand for on-street car parking. The development would thereby be unacceptable due to its harm to residential amenity and the formation of sustainable communities.

Other Legislative Requirements

Equality Act 2010

Chapter 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Refuse

Article 35 Declaration

In this case, officers advised the applicant via the appointed agent, that the development could not be supported as the change of use would involve the loss of accommodation suitable for family occupation. Furthermore, the applicant has not satisfactorily demonstrated that the continued use of the property and Class C3 dwellinghouse was no longer viable. The applicant was advised that the principle of the development was not acceptable, and that planning permission would be refused. No further discussion was undertaken.

Reasons for recommendation to refuse

1) The proposed development would result in the loss of quality residential accommodation, which would reduce the supply and availability of family housing. The development would thereby fail to positively respond to an identified housing need and undermine the formation of cohesive and sustainable neighbourhoods where people would choose to live. The development would thereby be contrary to policies SP1, H1, H6 and DM1 of the Core Strategy for the City of Manchester.

2) The proposed development would result in an over intensive use of the application dwellinghouse and result in a consequential increase in the levels of noise and disturbance, activity and traffic generation through its occupation as a house in multiple occupation (HMO) with limited usable amenity space. Occupation as an HMO would undermine the formation of sustainable communities, have a detrimental impact upon the amenity of neighbouring residents

and thereby be contrary to policies H11, DM1 and SP1 of the Core Strategy for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Room C Flat 9, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 9, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 9, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room E Flat 6, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room D Flat 6, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 6, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 6, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 6, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room E Flat 5, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room D Flat 5, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 5, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 5, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 5, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 8, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 8, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 8, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room E Flat 4, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room D Flat 4, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 4, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 4, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 4, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room E Flat 3, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room D Flat 3, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 3, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 3, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 3, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 7, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 7, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room E Flat 2, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room D Flat 2, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 2, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 7, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 2, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 2, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room E Flat 1, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room D Flat 1, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room C Flat 1, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room B Flat 1, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Room A Flat 1, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
29 Banff Road, Manchester, M14 5TA
27 Banff Road, Manchester, M14 5TA
26 Banff Road, Manchester, M14 5TA
23 Banff Road, Manchester, M14 5TA
21 Banff Road, Manchester, M14 5TA
24 Banff Road, Manchester, M14 5TA

Flat 9, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 6, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 5, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 8, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 4, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 3, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 7, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 2, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
Flat 1, Oxney House And Gardens, 38 - 40 Oxney Road, Manchester, M14 5SZ
20 Banff Road, Manchester, M14 5TA
19 Banff Road, Manchester, M14 5TA
18 Banff Road, Manchester, M14 5TA
16 Banff Road, Manchester, M14 5TA
25 Banff Road, Manchester, M14 5TA

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: SOUTH AREA