

Proposed development: Full Planning Application for Conversion of existing building to 18 No. residential apartments (C3)

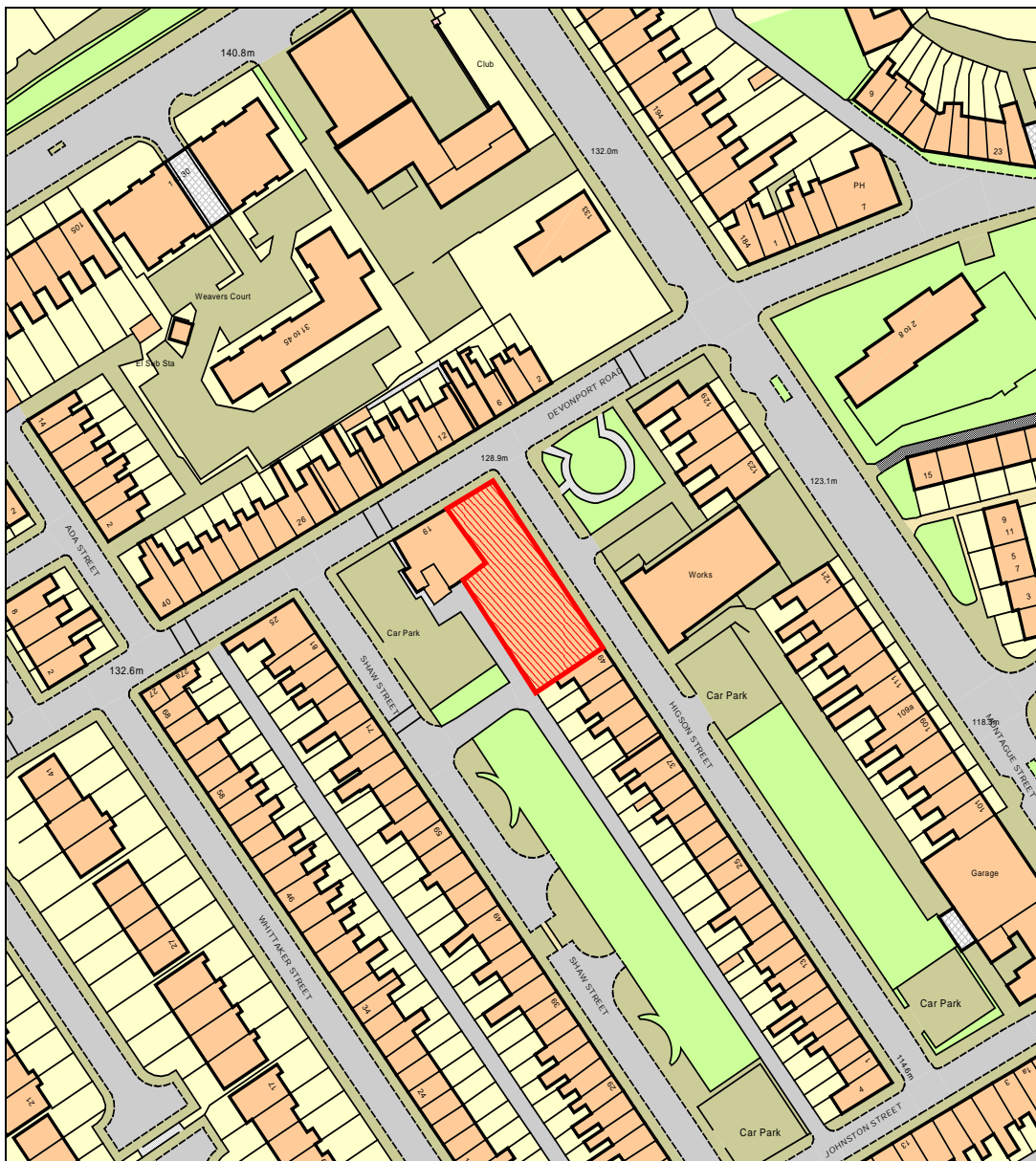
Site address:

**Time House
15 Devonport Road
Blackburn
BB2 1EG**

Applicant: Elliot Investments Ltd

**Ward: Wensley Fold
Councillor David Harling
Councillor Mohammed Khan
Councillor Quesir Mahmood**

INSERT LOCATION PLAN



1.0 SUMMARY OF RECOMMENDATION

1.1 APPROVE – subject to conditions

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

- 2.1 The proposal will ensure a longstanding vacant commercial building will be brought back in to use; providing a mix of residential accommodation that will contribute to the Borough's planning strategy for housing growth as set out in the Core Strategy and Local Plan Part 2. The proposal is satisfactory from a technical point of view, with all issues having been addressed through the planning application. The only exception to this position is the under-provision of in-curtilage parking in accordance with the Council's adopted parking standards; however, adequate mitigation can be drawn from the sustainable location of the site, consideration of the fall-back position and overall benefits of bringing the unsightly and dangerous building back in to meaningful use. The applicant has adequately demonstrated a viability case justifying that no financial contributions are to be sought in relation to the off-site provision of affordable housing and green infrastructure.

3.0 RATIONALE

3.1 Site and Surroundings

- 3.1.1 The application site relates to the former Time House building situated at the corner of Devonport Road and Higson Street. The property is on a sloping site and provides accommodation over 3 storeys, with an additional basement level covering half of the overall footprint. The southern half of the building is constructed with coursed stone, though the western elevation has been rendered. The northern section is constructed in vernacular red brick. The building has a variety of window openings of various size and form; the frames of which are in a mix of plastic and metal, with sandstone headers and sills. A large brick-built rectangular water tank protrudes above the slate covered hipped roof.
- 3.1.2 The property was last occupied by Time Computers, though has been vacant for approximately 15 years. The building is in an advanced state of disrepair with missing roofing, broken windows, unsafe internal floors and patched repairs to the walling.
- 3.1.3 The site's location is predominantly residential and characterised by Victorian terraces, though the application property is adjoined by two commercial properties; a vehicle repair garage within the neighbouring property on Higson Street and a DIY shop that shares the building frontage on to Devonport Road. Notably there is also a furniture warehouse on the opposite side of Higson and the site is approximately 120m to the north of the Johnston Street District Centre. The surrounding streets have seen housing clearance and this has resulted in the creation of 3 car parks and areas of landscaped open space.

3.2 Proposed Development

3.2.1 The proposal is a full planning application for the conversion of the building to provide 18 apartments within the existing building envelope. The new accommodation comprises 10no. 2 bedroom units and 8no. 1 bedroom units.

3.2.2 The proposal also includes associated alterations, namely; re-roofing including reduction in ridge height and provision of recessed roof terrace; the replacement of all existing window frames with aluminium powder coated window frames in gun metal grey; insertion of new windows, including 6no. Juliette balconies to the west elevation; re-rendering of the west elevation with ivory coloured k-rend; provision of new parking, cycle and bin stores within basement level; new enlarged roller shutter opening to the basement level; and the provision of new entrance doors to the east, west and north elevations.

3.3 Development Plan

3.3.1 The Development Plan comprises the Core Strategy and adopted Local Plan Part 2 – Site Allocations and Development Management Policies. In determining the current proposal, the following are considered to be the most relevant policies:

3.3.2 Core Strategy

- CS1 – A Targeted Growth Strategy
- CS5 - Locations for New Housing
- CS6 – Housing Targets
- CS7 – Types of Housing
- CS8 - Affordable Housing Requirements
- CS16 – Form and Design of New Development
- CS19 – Green Infrastructure

3.3.3 Local Plan Part 2 (LPP2)

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 18 – Housing Mix
- Policy 19 – Apartment Development and Houses in Multiple Occupation

3.4 Other Material Planning Considerations

3.4.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (Framework) is a material consideration in planning decisions. The Framework sets out a presumption in favour of sustainable development, which is the “golden thread” running through both plan-making and decision-taking. Paragraph 14 of the Framework explains that for decision taking, this means approving development proposals that accord with the development plan without delay.

Section 6 of the Framework relates to delivering a wide choice of high quality homes, and Section 8 relates to promoting healthy communities.

3.5 Assessment

3.5.1 In assessing this application there are a number of important material considerations that need to be taken into account as follows:

- Principle;
- Highway considerations;
- Design;
- Residential amenity; and
- Developer contributions

3.5.2 Principle of Development:

3.5.3 Core Strategy Policy CS1 sets out the principle that development will be concentrated within the urban area. Policy CS5: *Locations for New Housing* is directly relevant to the proposed development. Firstly, it identifies a need for development to be in sustainable locations and preferably in the inner urban area in order to help stimulate economic change and support overall levels of housing delivery. Policy CS5 has a target requirement of 65% of all new housing to be constructed on previously developed sites.

3.5.4 Policy 1 of the LPP2 states that the defined Urban Area is to be the preferred location for new development. Development in the Urban Area will be granted planning permission where it complies with the other policies of this Local Plan and the Core Strategy. The site is located within the urban area boundary defined on the proposals map.

3.5.5 Policy 7: *Sustainable and Viable Development* states that the Council aims to secure development that improves the economic, social and environmental conditions of the area. The policy also echoes the presumption in favour of sustainable development set out in the Framework. Thus, applications that accord with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise.

- 3.5.6 Policies 18: *Housing Mix* and 19: *Apartment Development and HMO's* of the LPP2 provide the context for the assessment of the appropriateness of differing types of residential accommodation. Policy 18 requires new housing to widen the choice of housing types in the Borough. Further, there is an emphasis on the delivery of detached and semi-detached housing to be the principle element of the dwelling mix on any site that is capable of accommodating such housing. Policy 19 states that the Council will only support the development of apartments where they conform with Policy 18 and meet additional criteria in relation to the amenity and character of the surrounding area, where it does not negatively impact on residential amenity and the provision of appropriate parking and refuse facilities.
- 3.5.7 The submission does not provide for the targeted accommodation types set out in Policy 18 part (2). Nonetheless, the proposal could be considered to help broaden the choice of housing types in the locality, given the predominance of 2 and 3 bedroom terraces in the locality, and thus meet the provisions of part (1) of the same policy. Further, given the proposal seeks to redevelop an existing building, there is a compelling argument that the provision of apartments is the only option available to the developer and thus the submission is consistent with part (4) of Policy 18 in that regard. Further to consideration of the proposed use; Members are advised that despite objections to the potential development accommodating HMO's this is not substantiated by the application. All living accommodation provided is to be self-contained apartments, with the only shared facility being the roof top terrace area. Additional controls through the planning application to prevent a change to HMO use are not deemed to be necessary as the site is within the Council's Article 4 area that restricts the conversion of C3 dwellings to HMO's.
- 3.5.8 Members should also note that the Council cannot currently demonstrate a five year supply of deliverable housing sites – its supply stands at 3.6 years. In such circumstances, paragraph 14 of the Framework makes it clear that there is a presumption in favour of sustainable development. This is set out in paragraph 49 which clearly says that the relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites. This should also be read in conjunction with paragraph 47 which seeks a significant boost in the supply of housing. Where policies are out of date, as is the case in Blackburn with Darwen, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, considered against the policies of the Framework as a whole.
- 3.5.9 In this instance the site's inner urban location, close proximity to services and brownfield status can be considered to form a compelling argument regarding the scheme's sustainable development credentials and considering the above guidance the principle of development can be supported.

3.5.10 Highway Considerations:

- 3.5.11 Policy 10 of the LPP2 sets out the Council's requirements in relation to Accessibility and Transport. Core requirements include; the need for development to ensure that the safe, efficient and convenient movement of all

highway users isn't compromised; appropriate provision is made for vehicular access, off-street servicing and parking in accordance with the Council's adopted standards; and measures are included to encourage access by sustainable modes of transport

3.5.12 The site is located in an area characterised by residential terraces and with a high demand for on-street parking. The Council operate a resident parking scheme in and around the site, with the current Traffic Regulation Order including the application property. Additionally, there are a number of public car parks within 120m of the site.

3.5.13 The proposed development of 18 apartments would generate a parking requirement of 27 spaces when applying the Council's adopted parking standard of 2 spaces per 2 bedroom unit (18 total) and 1 space per single bed unit. The submission details the provision of 11 spaces within the basement level, which leaves a shortfall of 16 spaces to be accommodated on the surrounding highway network.

3.5.14 The applicant has sought to address the shortfall of parking by undertaking two separate parking surveys. The initial survey work was undertaken on three separate days (Tuesday, Thursday, Saturday) at 9:30am, 1:30pm and 7:30pm and indicated that the local car parks were all operating at 50% below capacity when surveyed. The survey was criticised by objectors as failing to address the parking demand in the late evening, once all residents had returned home. This resulted in a second survey being undertaken on Wednesday and Friday evenings at 9pm. The second survey did identify a marginally increase in the number of parked vehicles, though there were still 49 spaces identified within the Shaw Street, Higson Street and Devonport Road locality. It was also identified that within the survey area the highest availability was on Higson Street, which is closest to the site.

3.5.15 The survey findings are disputed within a public petition signed by 37 individuals. The objection insists that the parking survey is not representative of the area's true parking position, though no corroboration for this anecdotal position has been presented. Dispute of the parking availability is also made with reference to some of the survey area having double yellow restrictions. Finally, the objection critiques the reliance on the local car parks, which are "general oversubscribed and quite often people are double parking leaving their number in the window for people to a call if they need to get out".

3.5.16 The Council's Highway Team have appraised the application, alongside the submitted traffic survey work. The response criticises the inclusion of car park's 'C' and 'D' which are close to Johnston Street, as being too far away to be likely to be used by future occupants. Nonetheless, the officer's own observations corroborate the submitted survey work in identifying capacity to meet the shortfall of in-curtilage parking. Further, despite some apprehension that during the day the public car park's cannot sustain the development, no objection is raised as the development itself would be eligible to make use of the resident's permit scheme in operation.

3.5.17 It is also important to consider the historic use of the building and potential 'fall-back' position, which have potential to introduce significant parking requirements for commercial operations, as well as the movement of larger vehicles servicing the site. Furthermore, given the earlier advice regarding the shortfall in five year housing supply, sustainability of the development and benefits provided by bringing a derelict building back in to meaningful use, Members are advised that adequate mitigation is provided to offset the identified under-provision of parking.

3.5.18 In other regards the proposal raises no undue highway related concerns. The parking provided within the basement accords with the adopted space standards and has adequate manoeuvring areas. The access to the basement area from Higson Street is to be widened from 2.5m to 3m, which is generally welcomed by the Council's highway section. However, some further consideration of pedestrian sightlines is required, with this matter capable of being controlled by planning condition. Similarly, a construction methods statement will be required via condition too. Subject to those restrictions, the development is compliant with Policy 10 of the LPP2

3.5.19 Design:

3.5.20 Policy 11 requires all new development to present a good standard of design; demonstrating an understanding of the wider context and making a positive contribution to the local area. The existing building is in an advanced state of disrepair and generally providing a negative impact on the overall appearance and character of the locality.

3.5.21 The proposed changes to the facades are considered to be sympathetic, retaining, where practical, the existing window openings and walling materials. Replacement window frames will be in aluminium, coloured gun metal grey – with new openings being in the same style as the originals. The introduction of juliet balcony features to the western elevation are considered to harmonise effectively, offering visual interests and articulation to the otherwise plain elevation. The proposed alterations to the ridge line are necessary to accommodate the roof top terrace. They are considered to be without detriment to the overall appearance from street level. Accordingly, subject to conditions relating to facing materials and appearance of the balcony balustrades, the proposal is consistent with Policy 11 of the LPP2

3.5.22 Residential Amenity:

3.5.23 Policy 8 (part 2) of the LPP2 requires successful proposals to secure satisfactory levels of amenity and safety for surrounding uses and for occupants of the development itself, with reference to; noise, vibration, odour, light, dust, nuisance loss of privacy / overlooking and the relationship between buildings.

3.5.24 The proposed residential use of the building is not anticipated to give rise to conflict with the amenity of the surrounding dwellings. Indeed, the proposed use should be considered to be removing possible conflicts given the longstanding commercial use(s) within the application property. There are no

concerns in relation to light and the relationship between building as the proposal is converting an existing building and the position remains unchanged.

3.5.25 The existing building generally has separation distances compliant with the Council's space standards, as set out in the Residential Design Guide SPD. The most notable exception to this position are the windows within the Devonport Road frontage. However, despite these windows falling below the 21m requirement, it is noted that this is a historic conflict and consistent with the immediate locality due to the historic street pattern. Finally, it should also be noted that the majority of the windows within the Devonport frontage relate to non-habitable areas such as stairwells and bathrooms.

3.5.26 The proposal provides a shared recessed roof terrace area to meet future occupants needs. The area measures circa 34m x 5m (170m²) and is considered to provide a reasonable facility for future resident's recreational needs. No obvious conflict would arise from the use of the terrace given there are no realistic overlooking concerns.

3.5.27 The application is supplemented by an acoustic submission that considers whether the adjoining and adjacent commercial premises would adversely affect the living standards of future occupants. The report, which has been considered and accepted by the Council's Head of Public Protection, concludes that during the day and night time the site was most affected by local and distinct road traffic, albeit at relatively low levels. Good resting and sleeping conditions can be achieved throughout the development by the use of standard double glazing and trickle vents.

3.5.28 The Council's Head of Public Protection has offered no objection to the proposal subject to condition relating to; demolition and construction hours restriction (8am to 6pm Monday to Friday, 9am to 1pm). Additional conditions relating to the amenity area being available prior to first occupation and use of obscure glazing to the non-habitable rooms within the Devonport Road frontage are also justified. Subject to those matters, the development is considered to meet the requirements of Policy 8

3.5.29 Developer Contributions:

3.5.30 In accordance with Core Strategy Policy CS8 the requirement for affordable housing provision is for 20% of new housing on-site, or through a commuted sum payment to be used in supporting the delivery of affordable housing off-site. The Policy advises that the Council will consider evidence of economic viability of individual developments, subject to evidence on market conditions. That position is supported by Policy 19 of the LPP2, which advises that in setting any financial contribution the Council will take in to account total contribution liability incurred by developments arising from all policy and site specific requirements. The overall objective being to ensure that contributions required will allow developments to remain viable.

3.5.31 In the absence of any viability case, the total developer contribution towards affordable housing would amount to £229,500, based on a requirement of

£12,750 per unit. In addition a green infrastructure requirement of £25,308 is also warranted, when applying the baseline requirement of £1406 per unit set out in the adopted Green Infrastructure SPD.

3.5.32 The applicant has submitted a robust financial viability case that has been appraised independently by Capita. The assessment concludes that when taking in to account the location of the site and market demand the anticipated sales returns are agreeable. Further, when considering acquisition and development costs the 'bottom line' of the developer's appraisal is that without planning contributions or affordable housing provision the developer's profit level is less than 15%, which is low compared to normal expectations for a scheme of this nature.

3.5.33 After allowing for reasonable variations in the appraisal approach, it is agreed that there is limited scope for any planning contribution. The sensitivity analysis shows a modest increase in property values in the scheme does create a small residue. However, at the same time, modest construction cost price rises or abnormal costs have the ability to reduce the residue. Thus, on balance, it can be agreed that the scheme's viability is so marginal that a position of no financial contribution can be justified in accordance with Policy CS8 and Policy 12 of the LPP2. Further, when considering that position, the overall benefits of bringing the site back in to meaningful use, the sustainable nature of the development and the established shortfall in housing delivery within the Borough also serve to mitigate and justify the failure to provide contributions to affordable housing and open space provision off-site.

4.0 RECOMMENDATION

4.1 APPROVE subject to the following conditions;

- Commence within 3 years
- Materials to be submitted and agreed
- Details of appearance of Juliet balcony balustrades to be agreed
- Obscure glazing to be submitted and agreed to be used for all non-habitable rooms within north elevation
- Roof terrace to be available for use prior to first occupation
- Parking area to be marked out and available for use prior to first occupation
- Hours of demolition and construction limitations (8am to 6pm Monday to Friday, 9am to 1pm).
- Visibility splays to be submitted and agreed for Higson Street vehicular access/egress
- Construction methods statement to be agreed
- Unexpected land contamination
- Management plan for communal areas
- Details of electronically controlled roller shutters to new Higson Street vehicular access/egress.

5.0 PLANNING HISTORY

5.1 The following planning history is relevant to the assessment of the current planning application;

10/12/0368 – Change of use from B2 and B8 to mixed use comprising apartments on part ground floor and upper floors and part educational use of ground floor. Associated alterations (Withdrawn)

10/11/0876 – Change of use from B2 and B8 use student halls of residence (Withdrawn)

10/10/0025 – Change of use from B2 and B8 use to class C1 halls of residence and A1 use of ground floor and basement, with associated alterations (Withdrawn)

10/02/0257 – Change of use from B2 and B8 use to private school. (Refused)

6.0 CONSULTATIONS

6.1 Strategic Housing

No objection. The site is located close to Blackburn town centre and in a mainly residential area. Town centre renaissance is promoted through encouraging residential developments within or on the edge of the town centre; the proposal does appear to improve the townscape and vitality. Affordable housing requirement of £255,000 unless this affects the scheme's overall viability.

6.2 Public Protection:

No objection subject to conditions relating to hours of construction/demolition restrictions and unforeseen land contamination.

6.3 Highways:

No objection. The scheme generates a parking requirement of 27 spaces and provides for 11 in-curtilage spaces to Council standards. The submitted parking assessment and addendum report identify capacity on street and within the neighbouring public car parks. This position is corroborated by the officer's own observations. The Council operates a residents parking permit scheme in the locality and the users of the development would be eligible to apply for residents permits. Further details required by condition to demonstrate appropriate visibility spays at the amended Higson Street access/egress.

6.4 Education Section:

No objections.

6.5 Lancashire Constabulary:

No objection. Series of security recommendations made that the developer will need to accommodate in order to obtain 'Secure by Design' status, including use of electronically controlled roller shutters.

6.6 Public Consultation:

64 neighbouring premises were individually consulted by letter and site notices displayed. The consultation exercise was repeated following the receipt of amended details. 3 letters of objection (including 2 from the ward members Cllr Khan and Cllr Mahmood) and 2 petitions have been received. The receipt of the first petition was reported to the December 2016 planning committee. The points set out in the 2nd petition and individual letters of objections relate to the following areas;

- Parking concerns and impact on neighbourhood amenity
- Incorrect red edge (addressed in amendments received July 2017)
- Parking survey does not reflect the true nature of parking issues in the area. Impact of the lack of parking will be on a community of families who struggle to park on the streets.
- Presence of double yellow restrictions in the survey area
- Heavy reliance on public car parks which are generally oversubscribed and already experiencing double parking
- On street parking affecting children safety and community cohesion
- Lack of demand for 1 and 2 bedroom flats; demand is for terraced and town houses
- Adverse impact on established communities through large scale of the development
- Lack of assurances that the lack of demand for apartments won't lead to pressures for use as short term lets and student accommodation; with associated concerns for community safety and anti-social behaviour.
- Storage of refuse under the property and associated concerns with meeting environmental and fire regulations

7.0 CONTACT OFFICER: Martin Kenny, Principal Planner - Development Management.

8.0 DATE PREPARED: February 2nd 2018

9.0 Summary of representations

Objection – Councillor Mohammed Khan 12th September 2016:

I am concerned about the parking and other neighbourhood amenity.

Regards

Cllr M. Khan

Objection Cllr Quesir Mahmood 13th September 2016:

Hi

Regarding the above application, I would not support this development as there are already significant parking issues and it would impact on amenities.

Regards

Quesir Mahmood

Objection Rashid Nasir Iqbal, 16 Notre Dame Gardens, Blackburn

29th September 2016

Dear Mr Martin Kenny,

Planning Application Reference 10/16/0827
Time House, 15 Devonport Road Blackburn, BB2 1EG

Further to our meeting, I wish to express my concerns in writing with the above application.

I am the owner of the adjoining commercial building at 51 Higson Street BB2 1ER. (I attach a copy of a title deed from the land registry.)

The premises are let to a tenant who operates a successful business from these premises.

I own the ground floor, all of it, the applicant owns the first floor which terraces with 49 Higson Street, (the rear of my property is single story), the roof of the first floor is in disrepair, it leaks and this in turn leaks into the ground floor into my premises.

Several complaints have been made to the applicant but no action taken by the applicant.

We notice the applicant is leaving the room above us as a void, this will only deteriorate and worsen the situation for myself and my tenant and his business.

The applicant proposes to build toilets and staff room on the ground floor on property which does not belong to the applicant. It belongs to me. We welcome improvements of Time House, but it must not be at the detriment of my property, nor my tenant's business.

Petition 37 Signatures – 24th April 2017

Statement and Petition Opposing Planning Application 10/16/0827

Please find below the letter that was submitted to you regarding the above planning application. All the points below remain valid from the perspective of the very residence who live in this area.

Parking at times is now more congested in the area as families have expanded and now third and fourth generation family members are driving. The need for affordable three to four-bedroom housing for working families is needed and should be the priority for this council and be in your strategy.

We the undersigned oppose the application reference to the Time House on Devonport Road for the following reasons.

Parking

The Parking survey carried out on behalf of this application and supporting evidence does not reflect the true nature of parking issues we have in the area. As with previous applications made for this property which were either withdrawn or refused parking was one of the key issues that they failed to satisfy. Even though parking provisions have been made under the property the requirement for a further 24 spaces will impact on a community of families who on some days struggle to park on the various streets.

The proposal also highlights on street parking around the area. We wish to note to the council that some of these highlighted areas are double yellow no parking areas for safety and are not available to park on.

The proposal has a heavy reliant on local carparks which are generally oversubscribed and quite often people are double parking leaving their number in the window for people to call if they need to get out.

The increase in an extra 30 cars in the area and visitors will impact on the local families negatively. These traditional terraced house street communities can be seen in the summer out and about together and the children playing

catch, 'curby' and football. These activities are carried out without prejudice to race or religion. The impact of more vehicles on the streets would detract from the communities coming together and make the streets more dangerous for children.

Community needs in the area.

The proposal spends a lot of time referring to national and housing policy. The core of those policies is about understanding the needs and demands of the local communities and how to best to meet those needs to promote growth and development. If you look around the area you will see that the current stock of terraced houses is expanding upwards and outwards. We do not have a demand for 1 or 2 bedroom flats. We have a demand for terraced and town houses that can accommodate large families comfortably. The current space could very well be developed for such properties whether that be convert what is there or knock it down.

The current proposal fails to meet the statement in The Local Plan adopted by the council in December 2015 which states 'The Council require detached and semi-detached housing to be the principal element of the dwelling mix on any site that would accommodate it' The reason for this statement is the council understands the local community needs for larger town house rather than flats unlike the developer who has no interest in the needs of the community.

Long Term Impact

These are very well established communities and have a mix of many cultures and religions. We pride ourselves on being able to live and work together with tolerance and understanding. This is possible because when families leave the community and new families join the area the impact is small. A large development of this scale would have a massive negative impact.

The proposal talks about market value on the properties. As there is very little demand for this type of property in the area what are the intentions long term to fill those properties. Proof of this lack of demand can be seen with two properties on the junction of Montague Street and Preston New Road which one is empty and the other is advertising for more tenants. Using the phrase 'students and benefits welcome'. In the past the same developer wanted to turn this site into short term lets and student accommodation. What assurances do we have this is not going to happen? If it does, then we have concerns relating to local community safety and anti-social behaviour.

The plans show they are planning in storing refuse under the property. What provisions have been made for these to meet environmental and fire regulations. Most properties of this style would have them in some form of external housing. Also have the council considered the impact on refuse collection of a further 20 grey bins and 20 red bins as this is the equivalent of an extra street on this route.

In conclusion we are not happy with the current plans for Time House and would look forward to one day that the current developer perhaps discussing future plans of this land with us.

Name	Address
Mandie Mansfield - Clark	37 Higson Street
Mary Mansfield - Clark	37 Higson Street
Iqra Qureshi	35 Higson Street
S. R. ^{SITAMMALAKI}	41 Higson St
LIQVAT HABIB	41 Higson St.
KHALDA SI	39 Higson St.
Sabia Rafiq	38 Devonport Rd
W. Lee.	47 Higson St
M. HABIB	43. Higson. CV

Shikeela Hussain	49 Higson street
S B HADSBLEY	11 Safford St
I Begum	109 Montagu St
T. ZABARI	129 Montagu Cr
12 Kasim Noor	97 Montague St
M. IFTAKHAR,	21. Higson St
M. ISHTIAQ	12. DEVENPORT RD

Irfan Mohammad	26 Devonport rd
Asif Khan	45 Shaw St
ALTAF. MUSSAIN SOLEMAN	17-19 DEVONPORT RD
Afuris Ko Sepokoy	75 SHAW ST
JOZEF POMPA	79 SHAW STREET
69 SHAW ST MOHAMMED FARID	69 SHAW ST
Mohammed Asaz.	49 SHAW ST.
Lana Taylor	47 SHAW St

Shahid Mahmood 55 SHAW ST

Name	Adh
Qadir Hussain	63 SHAW ST Blackburn BB21HF
SAKNAWAT MUSSAW	63 SHAW ST 40 DAVENPORE ROAD
69 SHAW ST KHAIRU-M. FATEH	69 SHAW ST
Nasir Rafiq	38 Devonport Road BB2 1EJ
Fasana Iftikhar	328 Devonport Rd BB2 1EJ
Gulshan Mehtab Beg	18 DEVONPORT RD
YAKUB MOHAMMED	20 DEVONPORT RD
MUNASAR RATNA at	16 DEVONPORT RD
Kausar Patel	10 DEVONPORT RD
Qasim Iqbal	4 Devonport Rd.
ADMAN AHMED	25 DEVONPORT RD

M-REHMAT 59 SHAW ST