

Planning

Growth & Development

Delegated officer report for planning application

Application no.	131434/FO/2021		
Date registered valid:	19 August 2021		
Proposal:	Erection of a single storey dwellinghouse with associated car parking and boundary treatment		
Address:	133-135 Kenyon Lane, Manchester, M40 9DL		
Ward(s):	Moston		Ward
Applicant:	Rose 9 Old Hall Road, Manchester, M7 4JJ		
Agent (if any):	Mr Sam Golding Gold Sketch Studios Ltd 55A Bury Old Road, Manchester, M25 0FG		
Case officer:	Katie Tel: 0161 234 Email: katie.raw@manchester.gov.uk		Raw 4164
Recommendation:	Refuse		
Date of recommendation:	13 October 2021		

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 21 September 2021

Standard consultations:

Printed: 1 September 2021

Expired: 22 September 2021

Neighbour notifications

Printed: 1 September 2021

Expired: 22 September 2021

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:

Tree Preservation Order:

Description of area

The application site is a corner plot of land connected to the property 133-135 Kenyon Lane, located within the ward of Moston in north Manchester. The site is on the corner of Kenyon Lane and Deanway. The site for development consists of a garage and a green amenity space, which is surrounded by a very dense, overgrown hedge. On 12 October, the agent explained via email that the applicant owns the entire site but is in the process of splitting the title to accommodate the new bungalow. Therefore, the plot for development has previously acted as a green amenity space for 133-135 Kenyon Lane. The site measures 147.00 square metres.

Description of development

The submitted application seeks planning permission for the erection of a single storey dwellinghouse with associated car parking and boundary treatment. A 1 bedroom property with a bathroom, storage, W/C, kitchen, living room and hallway is proposed. The property is positioned close to number 133-135 Kenyon Lane, to be able to fit a property within the site. The building footprint is not uniform. The bedroom would be set back from the primary front elevation by approximately 3.14 metres and would have a lowered roof, with an approximate Height of: 3.7 (at the highest point)/ 2.8 (at the eaves). The set back of the bedroom provides room for one car parking space. At its maximum, the property will have approximate dimensions of: Height: 4.24 (at the highest point)/ 2.82 (at the eaves) x Length: 8.98 x Width: 9.6 metres.

The curtilage of the property would consist of one car parking space, a small green space at the corner of the plot and a very small courtyard to the rear elevation. Boundary treatment will consist of a 1.8 metre fence behind the bedroom and a hedge will be positioned around the rest of the private amenity space.

Waste provision is located in front of the front elevation of the property, close to the car parking space.

Within the front elevation of the property there would be a front door and two windows, and the rear elevation would consist of a set of patio doors leading onto a courtyard and a smaller window to the bathroom. To overcome the proximity to the properties on Deanway, the bathroom window would be obscured. The left hand elevation would consist of a window facing the car parking space and another set of patio doors. A window facing onto the green amenity space would be inserted within the right hand elevation.

Materials used would create a traditionally designed property. Materials include red brickwork, grey concrete tiles and uPVC windows. The bungalow would have a pitched roof, similar to properties within the surrounding area.

Planning History

Pre-application advice:

Pre-application advice was given to the agent in August 2021. Advice was given for a two-storey property. The advice described the location of the site, described the development proposals, and stated the following concerns:

1. Given the irregular shape and graduation of the footprint of the site, it results in a pinch point towards the junction of Kenyon Lane and Deanway, and as such, the area that would be capable of accommodating any form of development is pushed to one side of the plot. This in turn results in a cramped building that is up against the boundary on the Deanway elevation and is very close to the frontage on the Kenyon Lane elevation.
2. To overcome the proximity to the properties on Deanway, no windows are proposed in the Deanway elevation which would result in an overbearing blank elevation facing onto the Deanway properties. In order to provide parking and some amenity space it is considered that the siting of the plot is contrived and would result in a development that would be out of character with the properties within the vicinity of the site in terms of character, punctuation of space between properties, appearance, and footprint.
3. The proposal would be deemed to be overdevelopment of the site, out of character with the immediate area and would result in a detrimental impact upon the residential and visual amenity of the neighbouring properties.

Consultations & Notification Responses

Local residents

The occupiers of the surrounding properties were consulted, and no representations were received.

Highway Services

Highways stated that the proposal is not expected to impact local highway safety or operation. Therefore, the application is acceptable in principle subject to the following:

1. The vehicle hard standing should be 3.0m x 6.0m to ensure vehicles do not encroach onto the public highway.
2. Electric vehicle charging facilities should be provided.
3. Secure/weatherproofed cycle parking is provided.
4. The vehicle access should be minimum 10m from the junction of Deanway/Kenyon Lane. In addition to the installation of a dropped kerb, there is likely to be a requirement to relocate an illuminated road traffic sign and amend the existing parking bay markings to ensure that vehicles do not park across the property vehicle access. The costs for these Highway works are to be paid by the Applicant. A suitable Highway agreement will be required.
5. To ensure sufficient vehicle / pedestrian intervisibility at the vehicular access, it is recommended that an appropriate line of sight is provided with no solid obstruction from 600mm upwards of the ground.

Environmental Health

Environmental Health recommended the following conditions are attached to any approval. This includes limiting demolition/ construction hours. Pre-commencement conditions were stated for a noise report, a Waste Management strategy, and a Preliminary Risk Assessment for contaminated land. These pre-commencement conditions were sent to the agent on 21 September and no response was received.

Neighbourhood Services- Trees

The Arboriculture team reviewed the application and had no objection to the proposed development, since there are no trees of any significant merit on this site. However, there is an early mature Maple currently on the site which will require removal, and although this tree isn't worthy of TPO, its loss could be mitigated with a new tree towards the end of the development site.

Flood Risk Management Team

The Flood Risk Team asked that the following pre-commencement condition is placed on any planning approval. Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details, as well as details regarding the maintenance and management of the site after completion. The pre-commencement condition was sent to the agent on 8 September and agreed on 9 September.

Greater Manchester Police

Greater Manchester Police support the application subject to the further consideration of various matters. These include: the need for the property to be designed and constructed to Secured by Design standards, the need for appropriate garden boundary treatment and the installation of entrance gates, a well illuminated parking and vehicular area to deterrence criminals, the installation of Dusk til Dawn lighting and a suitable and secure bin store.

GM Ecology Unit

The Unit commented on the nesting birds that may be found within the site's trees, shrubs and hedgerows and the protection of birds under the Wildlife and Countryside Act 1981 (as amended). The Unit recommend that all tree works and shrub clearance together with any hedgerow works should not be undertaken in the main bird breeding season (March-August inclusive), unless nesting birds have found to be absent, by a suitably qualified person. A

condition to this effect should be placed on any permission. In relation to biodiversity enhancement, the site should provide a net gain for biodiversity and recommend that opportunities for biodiversity enhancement are incorporated into the new development.

Issues

POLICY

The National Planning Policy Framework (NPPF) (July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 5. Delivering a sufficient supply of homes- States it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Paragraph 71 considers the need for policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.
- ii. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.
- iii. Chapter 9. Promoting sustainable transport- States that transport issues should be considered from the earliest stages of development proposals and the planning system should actively manage patterns of growth in support of these objectives.
- iv. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EC1 (Employment and Economic Growth in Manchester); ensures priorities for economic growth. The Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy H1 (Overall Housing Provision); states that the proportionate distribution of new housing, and the mix within each area, will depend on several factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. The policy states that residential development should consider creating mixed communities, development in the right places, follow Manchester's design standards, create appropriate amenity space, the need for parking and cycle provision, prioritising sites close to a high frequency of public transport access and offer residential privacy.

Policy H2 (Strategic Housing Location); states the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by considering a number of factors described in more detail within the policy.

Policy H3 (North Manchester); over the lifetime of the Core Strategy, North Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed use schemes as well as along high frequency public transport routes.

Policy T2 (Accessible Areas of Opportunity and Need); looks to manage the pattern of development to ensure that new development is located in accessible locations. Emphasis is given to the need to ensure residents can live in locations accessible to employment, health, education, open space, and leisure opportunities. The policy also states that all new development should provide appropriate car parking facilities.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance, and have regard to the strategic character area in which the development is located.

EN9 (Green Infrastructure); new development will be expected to maintain existing green infrastructure in terms of its quantity, quality, and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies, the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 (Flood Risk); states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition, all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required, and the development proposal should take this into account.

Policy EN17 (Water Quality): explains that development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. Development should minimise surface water run-off and maximise the use of appropriate sustainable drainage systems. Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site and where feasible and appropriate, seek to open any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.

Policy EN18 (Contaminated Land and Ground Stability); the Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste); outlines the council's position on waste management. This includes the requirement that all developers, including those of new waste management facilities within the District, demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal). It also requires all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. Additional requirements are further listed.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC7.1 states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

DC26.1 states 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.

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

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.3 states 'a high-quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities'.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be considered and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line, and contribute to the quality of the environment.

Manchester Residential Quality Guidance 2016

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management. The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures.

ISSUES

Principle

Although Kenyon Lane sits within a residential area and proposals for residential accommodation would generally be considered acceptable in principle, the site is not an obvious development site, since it acts as green amenity space for 133-135 Kenyon Lane. It is also considered to be over development of the site and will create a property that does not compliment the character and visual amenity of the local area.

The agent states the following changes have been made to the current proposal in response to pre-app advice:

- Plans have been redrawn to create a one storey 'true' bungalow as opposed to a two-storey development. This was to avoid the concern of overlooking neighbouring properties.
- Plans include 1 obscured bathroom window to the rear elevation. This is after concerns that no windows within the rear elevation, as consulted at pre-app, would result in an overbearing blank elevation facing onto the Deanway properties.

Having assessed the scheme, the proposed changes do not overcome the previous issues identified and the principle of the current proposal cannot be supported due to several issues listed below.

Visual Amenity

The proposed property will be located on the corner plot of land between Kenyon Lane and Deanway and will sit approximately 3.12 metres away from 133-135 Kenyon Lane.

The application site is not an obvious development plot forming what appears to be a side garden associated with 133/135 Kenyon Lane. The development would form a cramped and obtrusive form of development at the site being situated up to the boundary edges. Whilst there would be a small garden area and off site car parking, the cramped nature of the building forms an uncomfortable feature at the site which is considered to be detrimental to the character and visual amenity of the local area. There would be no setting to the building and therefore it is concluded that the proposal constitutes an overdevelopment of the corner plot.

Whilst it is acknowledged that the proposal would provide a unit of residential accommodation in a sustainable location to add to the housing land supply, the benefit of one additional unit is limited and as such this does not outweigh the identified harm to the character and appearance of the area. The proposal will therefore have a detrimental impact on the character and visual amenity of the surrounding area which is contrary to Saved Unitary Development Plan (1995), Policies SP1, EN1, DM1 and H1 of the Manchester Core Strategy (2012), Residential Quality Guidance and the National Planning Policy Framework and National Planning Policy Guidance.

Design and appearance

Had the proposal been acceptable, the scale and appearance of the dwelling would have been acceptable. Whilst it is acknowledged that the structure is single storey, and the surrounding area predominately two storey in nature, this would not give rise to any unacceptable impacts.

Car Parking

One car parking space is proposed to the front of the property. The bedroom is set back from the primary building line to create room. Highways provided a variety of recommendations to make the parking space acceptable in operational terms.

Surface Water Drainage

The Flood Risk Team asked that a pre-commencement condition of a surface water drainage layout is placed on any planning approval, to be submitted to and approved in writing by the local planning authority.

Refuse/ Waste Storage

Space is shown, within the curtilage of the property, for the storage of the bins. Further detail of the size, number and capacity of bins would be required. Environmental Health requested that a pre-commencement condition of the production of a Waste Management strategy is submitted to and approved in writing by the City Council as local planning authority.

Security

To ensure the dwellinghouse incorporates sufficient security measures, Greater Manchester Police suggest several matters are considered.

Public Sector Equality Duty (Contained in section 149 of the Equality Act 2010)

During a telephone conversation with the agent on 1 October, the agent indicated that the property would be for residents with a disability. This has not formally been presented in writing. Whilst acknowledgement is given to the potential personal circumstances of the applicant and how the property could facilitate a better quality of living accommodation for the applicant to meet their specific needs, these are not matters which outweigh the harm that would be caused by the proposal in respect of the main issues mentioned above.

Conclusion

Overall, the principle of development is not acceptable. The proposed development would appear out of character, forming an incongruous feature in the street scene, to the detriment of visual amenity. It would have disregard to the building line along the main Kenyon Lane frontage and the pattern of development found in the immediate area. The development is considered over development due to the physical constraints presented by the corner plot. This creates a contrived development which offers a lack of circulation and amenity space around the property. Despite the changes within the design from pre-app to the application being submitted, issues regarding visual /residential amenity and design remain.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application.

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

1) The erection of the single storey dwelling would constitute an overdevelopment of the application site resulting in a cramped and obtrusive form of development with limited setting and space to the building. The proposal would fail to contribute positively to the character and visual amenity of the local area which is contrary to policies SP1, EN1, H1 and DM1 of the Manchester Core Strategy (2012), the Guide to Development in Manchester SPD and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

8 Deanway, Manchester, M40 9JH
14 Deanway, Manchester, M40 9JH
12 Deanway, Manchester, M40 9JH
125 Kenyon Lane, Manchester, M40 9DL
123 Kenyon Lane, Manchester, M40 9DL
119 Kenyon Lane, Manchester, M40 9DL
98 Kenyon Lane, Manchester, M40 9DH
108 Kenyon Lane, Manchester, M40 9DH
106 Kenyon Lane, Manchester, M40 9DH
100 Kenyon Lane, Manchester, M40 9DH
139B Kenyon Lane, Manchester, M40 9DJ
139A Kenyon Lane, Manchester, M40 9DJ
6 Deanway, Manchester, M40 9JH
16 Deanway, Manchester, M40 9JH
131 Kenyon Lane, Manchester, M40 9DL
139 Kenyon Lane, Manchester, M40 9DJ
4 Deanway, Manchester, M40 9JH
2 Deanway, Manchester, M40 9JH
10 Deanway, Manchester, M40 9JH
129 Kenyon Lane, Manchester, M40 9DL
127 Kenyon Lane, Manchester, M40 9DL
121 Kenyon Lane, Manchester, M40 9DL
96 Kenyon Lane, Manchester, M40 9DH
104 Kenyon Lane, Manchester, M40 9DH
102 Kenyon Lane, Manchester, M40 9DH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1