

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130768/FO/2021

Date registered valid: 21 July 2021

Proposal: Erection of a new detached dwellinghouse (Class C3) with associated landscaping and boundary treatment

Address: 9 Ansleigh Avenue, Manchester, M8 5SU

Ward(s): Crumpsall Ward

Applicant: Claire Senechko 158 Middleton Road, Manchester, M8 4LB

Agent (if any): Mr Zoran Baros FuZED Architecture + Design Ltd 74A Water Street, Manchester, M26 4DF

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 17 September 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 27 July 2021 Expired: 17 August 2021

Neighbour notifications

Printed: 27 July 2021 Expired: 17 August 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: NO

Tree Preservation Order: NO

The Site - This application relates to land at 9 Ansleigh Avenue in the Crumpsall area of North Manchester. The application site is at the end of a cul-de-sac and there is a large amount of land that exists around the footprint of the former house on the site. The area surrounding the application site is residential in nature although it should be noted that there is a timber yard directly to the rear of the site. Also, the houses to the west of the site on Coppleridge Drive are at a much lower level to the application site.

In 2010, planning permission was granted at the site under application 092010 for the erection of a two storey side extension to the existing house with a Juliet balcony and a dormer window to the rear following demolition of the existing garage, together with a single storey rear extension and erection of a detached garage. The environmental Statement by Fuzed Architecture and Design, 21 July 2021.

In 2011, app. 096270 gave approval for a replacement semi-detached house at the site, but for a larger house than was previously on the site.

Planning reference number 097362/FO/2011/N1 was approved for the erection of detached dwelling house, with detached garage and associated hard and soft landscaping. The current proposal that seeks planning permission is consistent with the previously approved scheme which has now expired.

The Proposal - Planning permission is sought for the erection of a new detached house on the site with associated hard and soft landscaping and a new detached garage, which was previously approved under ref 097362/FO/2011.

The new house would be 2 storeys in height, however there would be bedroom accommodation within the roof space. In total, 5 no. bedrooms are proposed over the first and second floors of the property.

As part of the works, a new detached garage is also proposed within the curtilage of the site. The new garage would be located at the front of the garden to the side of the new house, behind a double garage that belongs to the occupiers at No. 10 Ansleigh Avenue. A new driveway is proposed to the new garage which would consist of a permeable surface.

Consultations & Notification Responses

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

The Highways Team- Commented the car parking provision be demarked in line with MCC standards and a EV charging point be provided and cycle storage and a construction management plan be provided. Relevant conditions have been attached to the consent.

Environmental Health- Recommended a construction time restriction that has been added as an informative to the proposal. A noise attenuation and contaminated land condition has been added to the consent and confirmed that the proposal should be carried out in accordance to the refuse strategy provided.

The Flood Team - Commented that 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 and details provided of how the scheme shall be maintained and managed after completion.

Great Manchester Police Secure by Design- Recommended security measures be incorporated into the scheme and an informative has been added to the consent.

Issues

PRINCIPLE OF DEVELOPMENT

The submitted application proposes the erection of one dwelling house (Class C3) with associated parking, landscaping and boundary treatment.

The site appears to be compatible with the surrounding residential area. The layout and density of the development would match the immediate context and would therefore appear to be appropriate.

The current proposed site layout consists of 1 no. detached property with garden and car parking spaces to the front and larger garden area to the rear.

The proposal consists of two storey, hipped roof detached property which consists of hallway, an open plan, dining room, kitchen and lounge area, study and WC at ground floor level, with 4 no. bedroom, a bathroom, and landing areas at first floor level.

The proposal provides off streetcar parking space to the front of the property, with direct access off Ansleigh Avenue.

A permeable surface would be provided at the front of the property. A site boundary is currently in situ to three sides of the boundary. Further detail regarding the materials and design of the boundary treatment will be provided by means of a planning condition.

VISUAL AMENITY

The proposed new house is considered to be acceptable in terms of visual amenity as it would be of an appropriate size, would be built in appropriate materials (the house would be entirely rendered which is not out of character in this road seeing as the first floors of the existing houses in the road are rendered), and unless you were standing at the end of the cul-de-sac, it would not be readily visible. The footprint of the proposed house would be similar to the larger replacement house approved under application 096270, but it would be a detached house instead of semi-detached and would be in a different location on the site seeing as there would now be a 1.5m gap between the new house and No. 8 Ansleigh Avenue. However, this is considered to be acceptable. It is worth noting a previous scheme exactly the same has been approved under reference no 097362/FO/2011/N1.

Due to where the proposed garage would be located, it is not felt that it would have any adverse impact on visual amenity within the street scene as unless you were standing within the side garden area of the application property, it would not be visible as it would be hidden from view by the double garage in the garden area of No. 10 Ansleigh Avenue.

On balance, the proposed new house and detached garage are considered to be acceptable in terms of their effect on visual amenity within the area.

RESIDENTIAL AMENITY

Due to the location of the application site in that it occupies a relatively isolated position with no houses directly to the left hand side of it and no other houses directly to the rear, it is considered that the proposal would not have any adverse impact on residential amenity within the area. Due to the orientation of the site, the only time a light shadow may be cast on the adjoining detached house would be when the sun would be shining from a westerly direction. However, this impact is not considered to be unduly harmful. It should be noted that there is a 1.5m gap between the new house and the house at No. 8, and also the part of the house closest to No. 8 is only single storey in the rear section. This is considered to be acceptable as it would further reduce the impact on the neighbouring house at No. 8.

The side elevation of the house facing the houses on Coppleridge Drive would have a Juliet balcony at first floor level but this is considered to be acceptable due to the fact that the balcony would not project from the house and would not directly face any properties at the same level seeing as the properties to the west of the site are set at a much lower level. It should also be noted that the 2nd floor window in Bedroom 5 would be obscurely glazed to prevent undue overlooking into the gardens of the properties on Coppleridge Drive.

The single storey detached garage is considered to be acceptable in terms of its impact on residential amenity as due to its size, it would not lead to any issues with regard to overlooking or overshadowing.

Unitary Development Plan - For the above reasons, the proposal is considered to be acceptable as it would be consistent with UDP policy H2.2 'Housing'.

DESIGN, CHARACTER & APPEARANCE

The surrounding area is characterised by a mix of 2 storey, detached and semi-detached properties within the wider residential estate. The proposed building would appear to be appropriate in a suburban residential area such as this. The proposed building would address the street adequately and would respond to its context in layout, height and design.

HEIGHT, SCALE & MASSING

The proposals incorporate hipped roof elevations, the eaves and ridge levels approximately in keeping with the adjoining properties and those within the general area, therefore the overall height impact within the character of the street scene and local area is considered to be acceptable.

The scale and massing is moderate along the row of properties, it is therefore considered that the overall scale and massing of the development is in keeping with the character of the area.

AMENITY SPACE

The plans show garden area to the front, side and rear of the site. The garden area consists of block paving, lawned area and soft landscaping. The overall garden area is large and sufficient relating to the size of the overall plot. The application site lies within an independent plot and as a result of the development of the site does not impact on the amenity space of the neighbouring property in the same ownership. Therefore, the proposal complies with Policy DM1 of the Core Strategy that adequate amenity space should be provided for developments of this nature.

CAR PARKING

The plan shows space for adequate car parking space which has been identified on a plan and should measure 5m x 3m with adequate circulation space around the car parking area. Highways requested that car parking layout including dimensions for the avoidance of any doubt that there is sufficient area of the hard landscaping be dedicated to car parking provision. The car parking provision is considered to be appropriate for this type of development and consistent with car parking provision available at similar development.

SUSTAINABILITY / CLIMATE CHANGE

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. The application site is therefore accessible by pedestrians and car and it is considered that the location is therefore sustainable.

The site also benefits from in curtilage car parking space which would include an electric car charging point which would reduce vehicle emissions.

In terms of biodiversity no hedging and trees would be removed as part of the scheme and soft landscaping will be introduced which will help to enhance the green environment within

this particular area. Furthermore, an EV charging point condition has been attached to the consent.

A condition shall be applied to any approval for a full Environmental Standards statement and soft landscaping.

FLOOD

A surface water drainage layout for the site, based on sustainable drainage principles has been requested by means of a condition. To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

CYCLE STORAGE

Highways have requested that secure and sheltered cycle parking provision should be made, within the curtilage of the site. However, a double garage forms part of the proposal therefore, sheltered cycle storage is not required in this instance.

BOUNDARY TREATMENT

A new pedestrian and vehicular access are to be installed off Ansleigh Avenue. The access is set back from Ansleigh Avenue by 5.5m. The gated access points open inwards which does not impact the adopted highway and therefore acceptable to Highways.

It is recommended that any fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians and a boundary treatment condition has been attached to the consent.

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:

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in

dealing with the planning application. Further information was sought from officers during the application and amendments were made to the proposal.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

5.01 Rev B and 5.03 Rev A, The Location Plan and the Design and Access Statement, stamped as received on the 16 July 2021 and

5.02 Rev C, 5.04 Rev C and 5.05, The environmental Statement by Fuzed Architecture and Design, The Intrusive and Remediation Strategy and the Waste Proforma, stamped as received on the 21 July 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the nearby tram line shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

b) Prior to first occupation of the residential unit, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and

requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Due to the proximity of the development to the tram line, it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise must/shall also be factored into the assessment and design.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

5) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

6) The waste management arrangements shall be carried out in accordance with Waste Management Proforma, 21 July 2021, stamped as received by the City Council, as Local Planning Authority, on the . The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

7) Prior to the first occupation of the development hereby approved, the car parking layout including the dimensions as indicated on drawing no 5.04 Rev C, received electronically on the 21 July 2021, by the City Council as Local Planning Authority, on the shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

8) Prior to the first use of the use of the development, 1 no. electric car charging point shall be installed within the site, in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

9) A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

Reason - To safeguard the amenities of nearby residents, highway safety and the safety and operations of the adjacent tramway, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) 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 and details provided of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

11) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

12) Notwithstanding the submitted details, the development hereby approved shall not be occupied until a plan indicating the positions, design, materials and type of all boundary treatment to be erected, has been submitted to and approved in writing by the City Council as Local Planning Authority. The boundary treatment shall be completed before the dwellinghouse hereby approved is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy.

13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawings 5.01 Rev B and 5.03 Rev A, stamped as received on the 16 July 2021, and 5.02 Rev C, 5.04 Rev C and 5.05, stamped as received on the 21 July 2021.

Reason - In the interests of residential amenity pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy policy SP1 and DM1 Core Strategy for the City of Manchester.

14) Notwithstanding details submitted, prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1, EN6 and SP1 of the Manchester Core Strategy and National Planning Policy Framework.

15) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without

modification) no garages, extensions, roof dormers, porches or outbuildings and boundary treatment, including fencing and walls, shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

17) Before first occupation the 2nd floor window to Bedroom 5 in the side (west facing) elevation and the first floor office/study space (south facing) and the first floor bathroom and en suite (north facing) shown on drawings numbered, 5.01 Rev B and 5.03 Rev A, stamped as received on the 16 July 2021, and 5.02 Rev C, 5.04 Rev C and 5.05, stamped as received on the 21 July 2021, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

Informatives

1) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.

- o All garden boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm.

- o Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible

- o We would recommend that the pedestrian/vehicular route/parking area is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.

- o Vehicular entrance gates should be installed at both vehicular access paths so that residents can converse with, and vet, visitors prior to allowing entry.

- o Dusk till Dawn lighting should be installed on all external doors

- o The proposed garages should be of robust construction and introduce an expanded metal into the roof to reduce the risk of breaking and entering via the proposed low level roof of the structure

- o The garage doors should be certified to LPS1175

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Norman Hughes, Wilton Road, Crumpsall, Manchester, M8 4PX
71 Crumpsall Lane, Manchester, M8 5SR
7 Ansleigh Avenue, Manchester, M8 5SU
6 Ansleigh Avenue, Manchester, M8 5SU
1 Ansleigh Avenue, Manchester, M8 5SU
Station Yard, Bank Road, Manchester, M8 4QE
10 Ansleigh Avenue, Manchester, M8 5SU
4 Ansleigh Avenue, Manchester, M8 5SU
65 Coppleridge Drive, Manchester, M8 4PB
59 Coppleridge Drive, Manchester, M8 4PB
51 Coppleridge Drive, Manchester, M8 4PB
49 Coppleridge Drive, Manchester, M8 4PB
43 Coppleridge Drive, Manchester, M8 4PB
35 Coppleridge Drive, Manchester, M8 4PB
11 Ansleigh Avenue, Manchester, M8 5SU
8 Ansleigh Avenue, Manchester, M8 5SU
5 Ansleigh Avenue, Manchester, M8 5SU
3 Ansleigh Avenue, Manchester, M8 5SU
2 Ansleigh Avenue, Manchester, M8 5SU
Westwood Nursing Home, 69 Crumpsall Lane, Manchester, M8 5SR
29 Bank Road, Manchester, M8 4QE
27 Bank Road, Manchester, M8 4QE
25 Bank Road, Manchester, M8 4QE
23 Bank Road, Manchester, M8 4QE
71 Coppleridge Drive, Manchester, M8 4PB
69 Coppleridge Drive, Manchester, M8 4PB
63 Coppleridge Drive, Manchester, M8 4PB
61 Coppleridge Drive, Manchester, M8 4PB
57 Coppleridge Drive, Manchester, M8 4PB
55 Coppleridge Drive, Manchester, M8 4PB
53 Coppleridge Drive, Manchester, M8 4PB
47 Coppleridge Drive, Manchester, M8 4PB
45 Coppleridge Drive, Manchester, M8 4PB
41 Coppleridge Drive, Manchester, M8 4PB
39 Coppleridge Drive, Manchester, M8 4PB
37 Coppleridge Drive, Manchester, M8 4PB
33 Coppleridge Drive, Manchester, M8 4PB

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
Area Team Boundary - Name: NORTH1

