

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142309/FO/2025

Date registered valid: 17 March 2025

Proposal: Elevation alterations including new shop fronts; installation of rear roof dormer and pitched roof to existing first floor rear extension, formation of covered rear bin store, in association with the conversion of the first and second floors to form House in Multiple Occupation (9 bedrooms).

Address: 49-53 Kenyon Lane, Manchester, M40 9JG

Ward(s): Moston Ward

Applicant: Mr Mohammed Bilal

Agent (if any): Mr Nick Goodchild, Goodchild Design Partnership (GDP)

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 12 May 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 April 2025

Standard consultations:

Printed: 25 March 2025 Expired: 15 April 2025

Neighbour notifications

Printed: 25 March 2025 Expired: 15 April 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to 49-53 Kenyon Lane within the north Manchester ward of Moston (see Figure 1). The applicant site relates to 3no. properties sited within a terraced parade of commercial and residential properties, all two storey and constructed in mainly red brick. The applicant site are mid-terraced properties and are characterised by a first floor flat roof extension to the rear.

At the time of the site visit, the ground floor of no.49 appeared to operate as an African Kitchen and Bar, no.51 The Megna takeaway and no.53 as the Top 50 Superstore. Existing floor plans show the internal arrangements were shops with W/Cs to the rear at ground floor level. It appears as though the first floor is utilised as residential accommodation. This takes the form of 1no. flat above no.49 with 1no. bedroom, and 1no. flat above 51-53 Kenyon Lane which has 3no. bedrooms.

Amenity space is restricted to the rear of the applicant site and is accessible off Hinde Street, which consists of a small area of hardstanding.



Figure 1, Applicant site identified by red outline

Description of area

The surrounding area is mixed - the application site and properties to the east of this stretch of Kenyon Lane consists of ground floor commercial uses and upper floor accommodation with some properties still remaining as residential accommodation. The west of Kenyon Lane is characterised by a mix of commercial uses including a car wash.

The applicant site sits to the south of Moston Lane. Moston Lane is identified as a Local Centre, characterised by a parades of commercial premises.

Description of development

The current application seeks permission for elevation alterations including new shop fronts; installation of rear roof dormer and pitched roof to existing first floor rear extension, formation of covered rear bin store, in association with the conversion of the first and second floors to form House in Multiple Occupation (9 bedrooms).

Elevational alterations including new shop fronts would involve the removal of 4no. top opening windows and loss of 1no. front door. It appears as though the front doors and large windows would be replaced.

Further elevational alterations would occur to the first and second floor to accommodate the proposed development on these levels.

A rear roof dormer would be inserted across all roof space of all three of the terraced properties and would have an approximate volume of 51 metre cubed and would involve the insertion of 4no. windows within the rear roof plane.

The existing first floor flat roof extension would be converted into a pitched roof with gable resultant roof form.

A covered bin store to the rear of the commercial ground floor uses would be created as the existing toilets would be demolished. There would be a commercial bin store with 3no. 1100L commercial bin storage and a residential bin storage. Timber post and panel fencing would secure the bin stores.

The first and second floor would be converted into a House in Multiple Occupation (9 bedrooms). Each bedroom would have an en-suite. A shared kitchen would be created within the proposed rear roof dormer and would be utilised by all 9 residents.

Materials to be used throughout the proposal have been listed as:

- Dormer walls: uPVC/ composite shiplap (or similar) cladding and to client's spec,
- Roof finish to dormer to be GRP or EPDM,
- Roof tiles to new first floor: fibre cement slate look tiles,
- Shop fronts to be aluminium,
- Windows frames: uPVC and to client's spec,
- Rainwater goods to be uPVC and to clients spec.

Negotiations during the Course of the Application

Concern was raised to the agent during the course of the application and the agent was advised the LPA could not progress positively with the application. In this instance, there is not considered to be an appropriate number of amendments that would allow the scheme to be recommended for approval.

Planning History

068876/FO/2003/N1- To The Rear Of 330-352 Moston Lane/ 1-63 Kenyon Lane/ 9-27 Hinde St/ 2-30 And 1-45 Ivy St And Bakery Ivy St/ 2-42 Stovell Road- Erection of 2.4m high gates at the ends of the alleyways.
Approved 05.01.2004.

064468/VO/NORTH1/02- Alleyways to rear and side of Kenyon Lane 1-63(odd), Ivy Street 2-30(even) and bakery and Moston Lane 330-336 (even)- CITY COUNCIL DEVELOPMENT
Erection of 2.4m high max gates to alleyways.
Approved 1 May 2002.

050107/FO/NORTH2/96- 49, Kenyon Lane- Change of first floor above shop to living accommodation and elevational alterations to form separate access.
Approved 21 August 1996.

045523/AO/NORTH2/94- 51, Kenyon Lane- A) Illumination of existing fascia sign by spotlights
B) Illuminated double sided projecting box sign.
Approved 9 June 1994.

039903- 49 Kenyon Lane- Retrospective two storey extension to form retail sales area and storeroom.
Approved 15.11.1991.

039756- 49/51 Kenyon Lane- Change of use from fashion & video shop to cafe and hot-food take-away.
Approved 14.10.1991.

020922- 49, Kenyon Lane- Single storey rear extension to existing shop.
Approved 27 February 1984.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services provided the following comments:

Trip Generation:

The level of trips generated by the proposed conversion to HMO is anticipated to be minimal and as such no highways concerns are expected.

Site Accessibility:

The site is accessed by sustainable modes. Regular bus services are routed along Moston Lane within a short walking distance from the site.

Parking and Access:

There is no on-site car parking associated with the property.

Highways are concerned that any parking associated with the change of use may contribute to the level of vehicles parked on-street, particularly on Kenyon Lane and Hinde Street which there is currently existing levels of on-street parking.

Pedestrian access to the upper apartment will be provided via the retained existing entrance doorway from Kenyon Lane.

Access to the existing ground floor retail units will be provided via entrance doorways from Kenyon Lane.

Cycle Parking:

Should the application be approved, Highways request that at least 9no. (100%) on-site secure and sheltered cycle storage is provided for the upper apartment as part of the proposal.

Boundary Treatment:

Timber post and panel fencing 1500mm high is proposed to the rear which appears to be within the red-line site boundary.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and Servicing:

A refuse storage area (Residential & Commercial) will be located at the rear of the property within the site boundary. This arrangement is acceptable in principle from a Highways perspective.

Access for residents to the refuse storage area is external via the existing alleyway at the rear from Hinde Street.

Commercial units can access the refuse storage area through the rear entrance door.

Both residents and commercial tenants are responsible for relocating refuse bins on collection days to the collection point on Hinde Street for kerbside collection.

Refuse bins are required to be relocated immediately back to the refuse store following collection.

Highways request that refuse servicing takes place outside of the AM and PM peak.

Construction Management:

Highways request a Construction Management Plan should be submitted prior to the start of works and should be conditioned.

Informatives for highway arrangements were listed by Highways.

Environmental Health

Environmental Health were consulted on the application and requested the following conditions be attached to any approval granted:

-NSE4(a) (Residential sound insulation)

-Waste (The information submitted is sufficient to address this condition).

Greater Manchester Police

Greater Manchester Police reviewed the proposal and provided the following comments:

-Experience suggests that houses in multiple occupation tend to attract a more transient group of residents who, if not sensitively managed, can both generate and attract crime and disorder problems that may directly impact on the amenity of neighbouring residents. It is important that robust security measures and a suitable management plan have been developed and then designed into the scheme from the outset, in order to clearly demonstrate that crime and disorder issues have been considered and reasonable measures implemented, to ensure that the development provides a safe and secure place for future residents.

-The main communal entrance to the HMO should security-certified to BS PAS 24 and should be self closing/ locking and fitted with secure video access controls linked to each bedroom, to allow residents to control access. Postboxes (certified to TS 009) should be located externally adjacent to the main entrance. The internal doorsets to each of the bedroom units should be of robust construction (FD30 or higher), with hinge-bolts and a lock certified to BS 8621 or PAS 8621, to allow the residents to secure their own bedroom/possessions.

-Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors.

-The rear commercial and residential yards should be enclosed with 2100mm high walls or close boarded timber fencing and lockable gates.

-We would highly recommend that all new windows and external doors are security-certified to Secured by Design (SBD) compliant standards and any new glazing is laminated. Please see <https://www.securedbydesign.com/member-companies/accredited-product-search> or contact this unit for further advice.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2024)

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;
- b) a social objective; and,
- c) an environmental objective.

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

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 12. Achieving well-designed places

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following adoption of Places for Everyone Joint Development Plan

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:

Of relevance are:

Policy SP1 (Spatial Principles) (last bullet point of the policy removed following the adoption of the Places for Everyone Joint Development Plan).

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 16 (Air Quality) (part of policy replaced by PfE policy JP-S5)

Policy EN19 (Waste)

Policy H1 (Overall Housing Provision) (part of policy replaced by PfE policy JP-H1)

Policy H3 (North Manchester)

Policy T1 (Sustainable Transport) (part of policy replaced by PfE policy JP-C1)

Policy DM1 (Development Management)

Policy H11 (Houses in Multiple Occupation).

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:

DC26.1 The council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both

- (a) the effect of the 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.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The policies of relevance are:

i.JP- S1- Sustainable development

Moston Lane Development Framework (October 2023)

The Moston Lane Development Framework sets out the vision for Moston Lane as a vibrant centre where families, community and culture mix along rejuvenated streets and new community-focused spaces. Key interventions are identified within the Framework which sought to upgrade and improve the wider environment whilst creating new equitable public spaces.

Following the report being taken to MCC Executive Committee, the Executive approved the Moston Lane Development Framework and request that the Planning and Highways Committee take the Development Framework into account as a material consideration when considering planning applications in the Moston Lane area.

Kenyon Lane and the applicant site is identified within the report as:

-Enhanced retail shop fronts: Focusing on the shop frontages along Moston Lane and Kenyon Lane to create a coordinated approach to shop frontage appearance. Improvements can achieve better overall consistency that helps to create a more pleasant, memorable and comfortable centre experience.

Project 7: Improving car parking:

To the south of Moston Lane, as part of the sites identified for investment and opportunity, an integrated, attractive, overlooked multi-functional west - east linear corridor could accommodate residential and visitor parking whilst promoting pedestrian movement.

The land to the rear of the applicant site is identified as being a development opportunity site:

11. Land off Ivy Street - 0.12 ha:

A number of the opportunity sites are defined by new residential development. Proposals should seek to respond to the gaps in the existing local housing provision – providing a range of affordable modern mid-sized homes, particularly family homes, across a range of tenures including shared ownership.

Manchester City Council Shopfront and Signage Design Guide (2024)

Manchester City Council Shopfront and Signage Design Guide (2024) is supplementary guidance which is to be considered material consideration in the determination of applications including shop front alterations and/or signage.

This document sets out best practice for shopfronts and signage design across the City in order to promote positive change in the context of its urban environment. High-quality and well-considered shopfronts and advertisements should therefore be an aspiration for all involved in the commission, design and installation of shopfronts.

This guide does not set out to prescribe specific shopfront design across the city, but seeks to set out the principles and standards of design, in order to inform the design process and decision making.

ISSUES

Principle of Development

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that decisions are to be made in accordance with the development plan, unless material considerations indicate otherwise.

The NPPF at paragraphs 2 and 47 reinforces this requirement and at paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as a starting point for decision making, and that where a planning application conflicts with an up-to-date development plan, permission should not normally be granted.

The current application seeks consent for elevation alterations including new shop fronts; installation of rear roof dormer and pitched roof to existing first floor rear extension, formation of covered rear bin store, in association with the conversion of the first and second floors to form House in Multiple Occupation (9 bedrooms).

It is noted, that in isolation, the works to the shop front do not give rise to concern in relation to visual amenity and design and appearance and would be considered acceptable in principle. The shop front works would improve the existing circumstances and be altered to reflect the works to the first and second floor. Whilst the only material information submitted relates to the shop front being aluminum, further information could be sought by condition if the scheme be considered acceptable.

The principle of the proposed rear roof dormer and conversion of the first and second floors to form House in Multiple Occupation (9 bedrooms) is not considered acceptable and is in conflict with the aforementioned development plan policy and associated guidance.

The associated level of occupancy arising from the rear roof dormer and conversion of first and second floor would result in an over intensive use of the property and would lead to problems associated with increased levels of activity formed by people with different lifestyles and patterns of behaviour, increased noise, disturbance, and car parking requirements. Houses in multiple occupancy also often lead to transient occupancy, whereby occupants have little vested interest in the area and can in part, alter the character of an area as a neighbourhood of choice.

HMOs tend to attract people who will live in the property for a comparatively short period of time and consequently they do not have the same interest in the well-being of an area as those who are less transient such as a family. It is believed that this cyclical change in occupiers can have a negative impact upon both residential amenity, often due to poor or no management and a general lack of civic pride. As such, the cumulative effects of HMOs can have an adverse impact upon the character and appearance of an area.

Further, the rear roof dormer proposed spanning across the roof of the three properties would create one large dormer and would create an overly large and dominant feature in the streetscene. This would be exaggerated by the uPVC/ composite shiplap cladding in a grey colouration which would be out of keeping with the existing multi red brick tiles seen at the site.

On this basis, the proposal is considered to conflict with policies DM1, SP1 and H11 of the Manchester Core Strategy and guidance within the National Planning Policy Framework (NPPF). There are no material considerations to indicate otherwise.

Impact on Residential Amenity

Conversion of the first and second floors to form House in Multiple Occupation (9 bedrooms): Policies DM1 and SP1 of the Core Strategy indicate that consideration should be given to the effects of development upon the amenity, living conditions and the well-being of residents. Paragraph 135(f) of the NPPF also states that planning decisions should ensure that developments create places with a high standard of amenity for existing and future users. In this case, the Council has concerns in relation to the over-intensive use of the first and second floor of 49-53 Kenyon Lane, as a result of the increase in occupancy.

Whilst the City Council has no control over who can occupy a property, it can help prevent properties from being over intensively used, by restricting the number of unrelated occupants. HMO accommodation can often cause problems in residential neighbourhoods, due to the levels of activity associated with unrelated people living together, as opposed to traditional family occupancy, which normally involves the manifestation of different patterns of behaviour and less frequent levels of activity.

A collective group of individuals with different lifestyles and different patterns of behaviour can result in frequent comings and goings, with associated noise and disturbance. This in turn can have an adverse impact upon the living conditions of neighbouring residential occupiers, to the detriment of their amenity.

The principal effects include, noise nuisance, negative impacts upon the physical environment and streetscape due to inadequate management of refuse storage and pressure upon local parking provision.

Whilst the existing toilets to the rear of the ground floor commercial uses would be demolished and replaced with a separate commercial bin store and residential bin store and Environmental health accept the arrangements and GMP would accept the arrangements if the area was to be surrounded by a 2.1 metre fence, Highways have concern with the impact to local parking provision.

There is no on-site car parking associated with the property. Highways are concerned that any parking associated with the change of use may contribute to the level of vehicles parked on-street, particularly on Kenyon Lane and Hinde Street which there is currently existing levels of on-street parking. No details have been provided as part of the application as to how or where the residents would park. This would be in addition to additional parking requirements from the ground floor use. As such, this element gives rise to concern contrary to Policy T1 of Manchester's Core Strategy.

Further, the applicant site sits within the Moston Lane Development Framework area. Within this framework attention is turned to improving car parking within the area. To the south of Moston Lane, as part of the sites identified for investment and opportunity, an integrated,

attractive, overlooked multi-functional west - east linear corridor could accommodate residential and visitor parking whilst promoting pedestrian movement. In providing this reordered parking provision it will be necessary to better manage and allocate kerbside space for loading allowing easy access for local businesses to be serviced without competing for kerbside space. It is considered the proposed use of the HMO would lead to an intensification of the parking spaces and would now allow for better management, as per the aspiration of the Moston Lane Development Framework.

Further concern is acknowledged with regards to additional residents and the associated activity and coming and goings that would be associated would add to and further detract from the amenity of residents in the wider area- this includes the new build estate on Hinde Street.

Existing floor plans show the existing residential accommodation at the site relates to 1no. flat above no.49 with 1no. bedroom, and 1no. flat above 51-53 Kenyon Lane which has 3no. bedrooms. This results in 4 bedrooms in total. As a result of the proposal, 9no. bedrooms will be created with en-suites and a communal kitchen in the constructed dormer. This would result in an increased number of comings and goings compared to the existing use. However, it is also the frequency and time when these comings and goings arise given that the HMO would be occupied by unrelated individuals leading different lifestyles, which can bring about frequent comings and goings at various times of day and associated noise and disturbance.

Further, concern is raised that the proposed layout would not secure an appropriate quality of residential space. There is concern that the configuration of accommodation within the tight constraints of the building would not encourage sustained occupation. The proposed layout is considered to create an over intensification of the use with 9 inhabitants spread across two floors. The proposed kitchen for all 9 residents would be sited within a rear roof dormer that would effectively span 1no. property. This is considered insufficient amenity space for all the proposed residents and would not be considered to create a decent quality of life for the occupiers. The proposed kitchen for 9no. residents would be extremely cramped and would offer no space for habitable space beyond the 9no. bedrooms. Whilst the proposed plans show the area of each of the rooms and the drawing show each room complies with Manchester's HMO space standards for licensing, this measure is for licensing and is not relied upon within the planning assessment. The overall space would be extremely cramped and lead to a poor level of accommodation, contrary to Policy DM1 of the Core Strategy.

On balance it is considered that the proposed development wholly conflicts with policy H11.

Impact on Visual Amenity and the Streetscene

The proposal would involve the installation of a pitched roof to existing first floor rear extension. No planning history can be found for the rear two storey extension and the existing flat roof structure creates a visually intrusive feature to the rear of the applicant site and to the detriment of neighbouring properties located in the surrounding streets to the rear of the applicant site.

However, it is considered that the installation of a rear roof dormer which spans the width of three terraced properties with materials which would not match the existing red roof tiles would create an overly large and bulky structure and would appear out of character with the materiality and roof form of the properties along this section of Kenyon Lane. The proposed rear roof dormer would adversely impact those properties along Hinde Street.

Further, this element of the proposal is considered to contradict the aspirations within the Moston Lane Development Framework (October 2023). The land to the rear of the applicant site is identified as being a development opportunity site: 11. Land off Ivy Street - 0.12 ha for

residential development. The resultant roof dormer would create a visually intrusive feature to this development site directly to the rear and would not create high quality development, to the detriment of future plans for the area.

The proposed rear roof dormer is not considered to be appropriately designed in relation to the character of the host dwelling, contrary to policy SP1 and DM1 of the Core Strategy and DC1 of the saved UDP.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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

Officers have worked with the applicant in a proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the agent during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

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

- 1) The proposed increase in occupancy as a result of the proposed conversion and rear roof dormer, would result in an over intensive use of the host property. The consequential increase in the levels of activity, noise and disturbance and demand for parking would

have a harmful impact upon the amenity of neighbouring residential occupiers, which would have a detrimental impact on the sustainability and character of the area, and the evolving character of the Moston Lane neighbourhood. The standard of accommodation and intensification of the space with 9no. bedrooms and 1no. communal kitchen area would constitute over intensification of the space to the detriment of the proposed residents' enjoyment to such habitable space. The proposal would therefore be contrary to the provisions of policies T1, SP1, H11 and DM1 of the Core Strategy of the Local Development Framework, UDP policy DC26 and The Moston Lane Development Framework.

- 2) The installation of rear roof dormer by reason of its scale, massing, projection and proposed materiality, would form a visually obtrusive feature within the streetscene and would be incongruous with the character of the area in general, to the detriment of visual amenity and as such is contrary to policies SP1 and DM1 of Manchester's Core Strategy Development Plan Document, The Moston Lane Development Framework and the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

47 Kenyon Lane, Manchester, M40 9JG
Flat 1, 43 - 47 Kenyon Lane, Manchester, M40 9JG
49A Kenyon Lane, Manchester, M40 9JG
Top Flat, 55 Kenyon Lane, Manchester, M40 9JG
43 Kenyon Lane, Manchester, M40 9JG
45 Kenyon Lane, Manchester, M40 9JG
51 Kenyon Lane, Manchester, M40 9JG
57 Kenyon Lane, Manchester, M40 9JG
Vehicle Repair Workshop Next To 20, Kenyon Lane, Manchester, M40 9JQ
59 Kenyon Lane, Manchester, M40 9JG
55 Kenyon Lane, Manchester, M40 9JG
53 Kenyon Lane, Manchester, M40 9JG
32 Ivy Street, Manchester, M40 9LN
51A Kenyon Lane, Manchester, M40 9JG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA