

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141840/FO/2025
Date registered valid: 22 January 2025
Proposal: Conversion of property to form 2 semi-detached dwellinghouses (Class C3) together with associated elevational alterations and parking
Address: 3 Slaithwaite Drive, Manchester, M11 4BA
Ward(s): Clayton & Openshaw Ward

Applicant: Mr John Paul Casey
Agent (if any): Mrs Dawn Winterbottom, Plans Drawn
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 19 March 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 25 February 2025

Standard consultations:

Printed: 31 January 2025 Expired: 21 February 2025

Neighbour notifications

Printed: 31 January 2025 Expired: 21 February 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

Description of area

The application site is in a residential cul de sac. Two storey houses are located to the west and east of Slaithwaite Drive. The north-west is enclosed land accommodating outbuildings and is the subject of planning permission ref: 136702/FO/2023. The site is adjoined by enclosed undeveloped land (to the north-west). The application property comprises a two storey house with a pitched roof set between gable elevations. The elevations predominantly comprise red/orange brickwork with white render above. The southern elevation is adjoined by a single storey garage and a conservatory extends from the rear extension adjacent to the northern site boundary. The rear garden is substantially larger than neighbouring gardens. The front garden is hard surfaced and incomplete car parking and vehicular access from Slaithwaite Drive.

Fig. 1 – Views of the application property

Description of development

The proposed sub-division of the house allow the formation of two units comprising:

- i. Plot A – The ground floor would incorporate the existing porch and garage. The internal layout would include a hallway, living room, kitchen utility and WC. At first floor three bedrooms would be formed (two with en suite shower rooms). A separate shower room would be formed.
- ii. Plot B – The ground floor would comprise a hallway, kitchen WC living room and conservatory. At first floor, three bedrooms (two with en suite shower room) would be formed. A separate shower room would be formed. A matching pitched roof porch would be added to the front elevation of Plot B.

A new boundary fence would be erected separating the proposed units. Car parking would be retained to Plot A. However, car parking would not be provided in relation to Plot B.

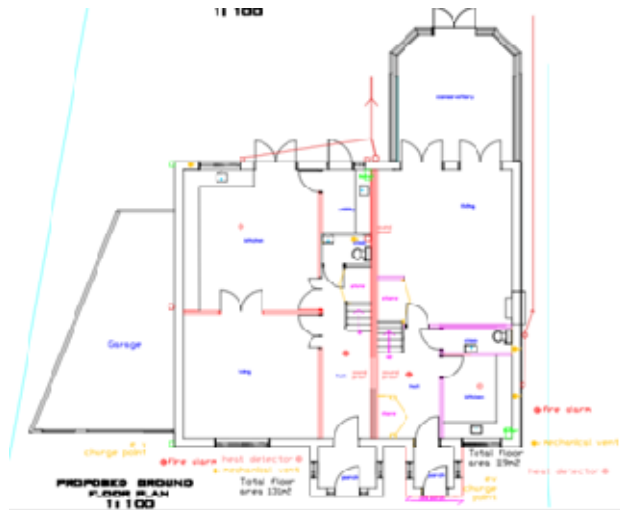


Fig.2 – Proposed internal layout

Fig.3 – Proposed front and rear elevations

Site history

- i. 136702/FO/2023 - Approved - 02.02.2024
Land Adjacent To 3 Slaithwaite Drive, Manchester, M11 4BA (adjacent site)
Erection of pair of two storey, semi-detached dwellinghouses (Class C3)
- ii. 070988/FO/2004/N2 - Approved - 01.07.2004
Land Adjacent To 1 Slaithwaite Drive, Clayton
Two storey detached four bedroom house
- iii. 066407/FO/NORTH2/02 - Approved - 13.12.2002
Land adj. to 1, Slaithwaite Drive, Clayton
Erection of a two bedroom bungalow with 2.1m high concrete panel fence to sides and 2m high brick wall with railings to Slaithwaite Drive

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – The following comments have been received:

- i. Vehicle and pedestrian access to the development will be made from Slaithwaite Drive.
- ii. It is confirmed that the existing driveway will remain for plot A, this is acceptable to Highways.
- iii. Plot B will have no on-site parking. It should be noted that local parking restrictions apply. Slaithwaite Drive is included in the Stadium 24hr Controlled Parking Zone.

- iv. There are no proposed changes to the footway/highway.
- v. A secure cycle store is being provided on-site for each property which is acceptable to Highways.
- vi. Electrical Vehicle charging points are to be provided, these should be a minimum of 7kW.
- vi. Refuse storage areas are noted within each site, these are acceptable to Highways. Bins will be presented to the collection point on Slaithwaite Drive by the occupants on collection days.
- viii. Any boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards to protect sight lines. All gating accessed from the highway must be inwardly opening to prevent obstruction to passing footway users.
- ix. The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with the Highways Licensing Team.

Environmental Health – The following comments have been received

- i. The proposed bin capacities are acceptable and should be implemented as part of a waste management scheme.
- ii. The provision of electric vehicle charging points should be conditioned.
- iii. Ground condition informative requested stating that: in the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works advice sought from the appropriate Council body

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended most recently in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'. The purpose of the planning system is to achieve sustainable development. The NPPF states that, to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy that ensures sufficient and appropriate development and supports growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are relevant.

- i. Section 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. The needs of groups with specific housing requirements should be addressed and that land with permission is developed without unnecessary delay. Consideration should be given to the size, type and tenure of housing needed for different groups in the community (paragraph 61). The contribution of small and medium sized sites in delivering new housing is also acknowledged (paragraph 73). In this case, the proposed development would make a proportionate and positive contribution to the

quality and supply of local housing. The quality of the internal space would be satisfactory and would encourage sustained occupation. The development would therefore be appropriately related to Section 15.

ii. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). It is considered that the development in conjunction with the attached conditions would respond appropriately to Section 8

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

- o Sustainable transport modes are prioritised.
- o Safe and suitable access to the site can be achieved for all users.
- o Any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Although Plot B would not be supported with off-site car parking, the site is in a location that provided opportunities for adoption of sustainable transport options. This would be encouraged through delivery of cycle storage. On balance, the development would thereby accord with Section 9.

iv. Section 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The site has the capacity to accommodate the proposed sub-division and would achieve a satisfactory layout. Section 11 would appropriately responded to.

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

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

Places for Everyone - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024 and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant and are positively responded to for the reasons set out in this report:

- JP-H1 - Scale, distribution and phasing of new housing
- JP-H3 - Type, size and design of new housing
- JP-H4 - Density of new housing
- JP-P6 - Health
- JP-S1 - Sustainable development
- JP-S2 - Carbon and Energy
- JP-S4 - Flood risk and the water environment
- JP-S5 - Clean air
- JP-S6 - Resource efficiency

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

Policy SP 1 Spatial Principles - States the key spatial principles which will guide the strategic development of Manchester to 2027. The key areas of policy SP1, pertinent to this application, are:

- i. The creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
- ii. The development should make a positive contribution to neighbourhoods of choice including:
 - a. Creating well designed places that enhance or create character.
 - b. Making a positive contribution to the health, safety and wellbeing of residents
 - c. Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - d. Protect and enhance the built and natural environment.
 - e. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

The development would maintain the relationship of the site to the character of housing in the area and maintain existing levels of residential amenity. The respective houses would have the potential to incorporate satisfactory security and crime reduction measures. The development would deliver an efficient use of land. Policy SP1 would thereby be accorded with.

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

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

Appropriate arrangements would be delivered by condition

Policy H 4 (East Manchester) - States that the provision of family housing should be prioritised in this location. The proposal would contribute positively to this objective.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, Plot B would not be supported with in curtilage car parking space but the provision for cycle storage would be delivered by condition. The site a sustainable location in terms of access to public transport. On this basis, it is considered that the development responds positively to policy T1.

Policy DM 1 Development Management - Discusses a range of issues that all development should have regard to. The following specific issues are relevant to the consideration of this application:

- i. The impact of the development on the character of the surrounding area;
- ii. Effects on amenity, including privacy;
- iii. Adequacy of internal accommodation and external amenity space;
- iv. Refuse storage and collection;
- v. Vehicular access and car parking.

The development would be appropriately related to points i to iv. The absence of car parking in relation to Plot B is justified as discussed above.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the development process, including construction and operational management. The spaces criteria in the MRQG have been referenced and the achieved space is considered to be acceptable. The quality of the design and layout of the development and quality of design would positively contribute to the character of the local area, encourage sustained long term occupation and thereby secure compliance with the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

Principle of the development - The development would be satisfactory related to the surrounding residential setting. The application property is substantial and would and sub-division would be appropriate. The development would secure the delivery of an additional house that would be beneficial to the supply of local housing. The principle of eh development would thereby be acceptable.

Managing future use – A condition has been included to ensure that the respective units are retained as Class C3 houses. This will ensure maintenance of the residential character of the area through the management of the type and density of future occupation.

Permitted development - Due to the constraints of the application site and the need to manage the amount built form within it, a condition has been attached to remove permitted development

rights relating the erection of extensions and outbuildings. A separate condition requires that no windows are inserted, other than those shown on the approved drawings.

Residential amenity – A satisfactory internal layout and configuration of amenity space would be achieved. The appearance of the existing built form would not substantially change. The relationship to neighbouring houses would not be affected, the development not therefore unduly affect residential amenity.

Residential space standards - The proposed layout of Plot A and Plot B would achieve internal floorspace of 131 sq. metres and 119 sq. metres respectively. The MRQG space criteria for 3 bedroom, 5 person house over 2 storeys would be exceeded (i.e. 96 sq. metres).

Design – Elevational alterations would be limited to the formation of a new porch and an adjoining window to Plot B. It is considered that these changes would not affect the character of the street scene and relationship to neighbouring houses. A condition has been included requiring the use of matching materials in the construction of the new porch and any reinstatement of brickwork.

Inclusive access – Appropriate ground floor circulation space would be achieved. A condition has been included to demonstrate the provision of a level threshold to the entrance to Plot B.

Ground conditions – The watching brief informative requested by Environmental Health has been included.

Highways – Car parking would be retained to Plot A. There appears to be on-street parking capacity for any additional demand generated by Plot B. The absence of parking in relation to Plot B would be offset by access to public transport and the provision cycle storage.

Boundary treatment – A condition has been included requiring the approval all fences wall and gates that the with be required to secure the appropriate demarcation of public and private space, including garden areas.

Cycle storage - A condition has been included to ensure the provision of a secure cycle store.

EV charging point - A condition has been recommended to ensure the provision of a satisfactory charging point in an appropriate position.

Waste management – Whilst the site has the capacity to accommodate bin storage, it is not apparent that the proposed storage arrangements could be delivered. A condition requiring the approval of a comprehensive waste and recycling plan has therefore been included.

Crime reduction and security – An informative has been included recommending measures to reduce the risk of crime and improve site security.

Flood risk - The site is in Flood Zone 1 and does not present an increased risk of flooding.

Conclusion – The proposed development would maintain an appropriate relationship of built form to the streetscene. The resulting density of occupation would be acceptable. The development would not unduly harm residential amenity and is considered to be acceptable.

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: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

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 received by the City Council as local planning authority on 6 January 2025 and 22 January 2025

Planning application forms

Location plan with a red edge

Proposed front and rear view and ground floor plan Ref: 8D03 / 43

Proposed side view A and B and proposed first floor plan Ref: 8D03 / 44

Proposed Block Plan Ref: 8D03 / 44

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 for the City of Manchester.

3) The materials to be used in the construction of the authorised front porch and any required reinstatement of external elevations, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing dwellinghouse, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The authorised development relates to the formation of 2 x three bedroom, 5 person dwellinghouses (Class C3).

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) 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 residential units 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 2015, 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) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) 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, porches or outbuildings 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.

7) 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 shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

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

8) Before occupation of the development, all shower room windows as shown on the approved drawings 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 residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

9) a) Before the development commences a scheme for the storage and disposal of refuse, including external enclosures relating to the authorised Class C3 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of bins, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

10) Before the occupation of the development, details of the design, specification and charging capacity of the electric vehicle charging point relating to Plot A shall be submitted to and approved in writing by the City Council as local planning authority. The charging points shall be installed upon occupation of the development and maintained in situ at all times thereafter.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester.

11) Before the occupation the development, details of specification and appearance of any boundary walls, fencing and gates to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented before the occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

12) Before the occupation of the development, a scheme for the secure cycle storage for residents of the authorised houses (Class C3) shall be submitted to and approved by the City Council for the City of Manchester. The approved details shall be implemented before occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parking so that persons occupying the authorised apartments have a range of options in relation to mode of transport and to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

13) Before the occupation of the development a scheme shall have been submitted to and approved by the City Council as local planning authority demonstrating inclusive access to the main entrance to Plots A and B including route widths, levels and gradients, The agreed scheme shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason - To ensure that inclusive access is provided pursuant to policy DM1 of the Core Strategy for the City of Manchester.

Informative

1) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant should be advised that any continuing requirements for licensing and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) In the event that ground and/or groundwater contamination and/or ground gas is encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Flat 9, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 8, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 7, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 6, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 5, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 4, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 3, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 2, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 12, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 1, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 11, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Flat 10, Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
Olivia Lodge, 50 Ravensbury Street, Manchester, M11 4BW
1 Slaithwaite Drive, Manchester, M11 4BA
2 Slaithwaite Drive, Manchester, M11 4BA
6 Thirsfield Drive, Manchester, M11 4BF
4 Slaithwaite Drive, Manchester, M11 4BA
45 John Heywood Street, Manchester, M11 4BG
7 Craven Place, Manchester, M11 4JR
47 John Heywood Street, Manchester, M11 4BG
8 Thirsfield Drive, Manchester, M11 4BF

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

Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA