

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138677/FO/2023

Date registered valid: 29 November 2023

Proposal: Erection of part single, part two storey, detached dwellinghouse (Class C3) with associated boundary fencing

Address: 7 Enfield Drive, Manchester, M11 4HP

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Javeed Hussaini

Agent (if any): Mr Ahmad Turkmani, AT A. Design

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 11 January 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 5 January 2024

Standard consultations:

Printed: 30 November 2023

Expired: 21 December 2023

Neighbour notifications

Printed: 30 November 2023

Expired: 21 December 2023

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

The application site relates to an irregular shaped area of land between dwellinghouses situated at 5 and 9 Enfield Drive and is located at the head of a small residential cul-de-sac comprising 8 properties. The site incorporates a narrow frontage which widens towards the rear due to the curvature in the road.



View of the frontage from Enfield Drive

To the rear (north) and side (north-east), the site adjoins informal open space, which due to the site topography slopes downwards toward the residential cul-de-sac of Strathfield Drive.



View of the rear

The site which is understood to have been historically occupied by a dwellinghouse, comprises rough, overgrown vegetation, including self-seeded specimens, wood piles associated with vegetation that has been cut back, debris and a skip.

The site is enclosed by a combination of Herras and concrete panel fencing to the sides and Palisade fencing to the rear. The front boundary has been bricked up with no access.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within a predominantly residential area, largely comprising two storey, semi-detached dwellinghouses.

Description of development

Planning permission is sought for the erection of a part single, part two storey, detached dwellinghouse (Class C3) with associated boundary fencing.

The application follows the recent approval of a similar proposal – Ref: 129818/FO/2021, the only difference being that the current proposal relates to a detached, rather than a semi-detached building.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Flood Risk Management – A condition is requested with respect to the submission and approval of a surface water drainage scheme.

United Utilities – It is advised that the development should incorporate a surface water drainage scheme. Foul and surface water should be drained on separate systems.

Greater Manchester Police (Design for Security) –

Environmental Health – Conditions are advised with respect to ground conditions, air quality, construction management and compliance with the submitted waste management strategy.

Highway Services – It is noted that the site is situated in the Stadium controlled parking zone.

The addition of one residential dwelling is not anticipated to generate any significant increase in vehicle trips. It is therefore accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

The site is located within a residential area in Clayton with regular local bus services routed along Clayton Street and North Road. It is a 7 minute walk to the Metrolink stop on Ashton New Road.

The application form suggests that one off-street, car parking space will be provided. Whilst the principle of in-curtilage parking is acceptable, the applicant should verify that the length of the driveway is sufficient so that the vehicle does not overhang on the footway.

A dropped crossing will be needed to facilitate access to the new dwelling. Should any amendment be required to the adopted highway, this should be undertaken via a Section 184 agreement with MCC Highways and will be subject to the expense of the applicant.

Electrical Vehicle charging points are noted and accepted by Highways. This should be a minimum of 7kw.

Secure and sheltered cycle parking is being provided, in curtilage, to the rear of the property, this is acceptable to Highways.

All boundary treatment adjoining the adopted highway will require visual permeability from a height of 600mm upwards in order to maintain appropriate sight lines. Gated accesses, both vehicle and pedestrian, will need to provide inward opening gates to ensure they do not impact on the adopted footway.

It is acceptable for waste bins to be stored within the curtilage of the property and serviced in-line with surrounding operations, with bins being presented to the collection point by the occupants on collection days.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience team.

Relevant Planning History

129818/FO/2021

Erection of part single, part two storey, semi detached dwellinghouse (Class C3) with associated boundary treatment. *Approved 17 June 2021.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies DM1, SP1, H1, H4, T2, EN4, EN6, EN14, EN14, EN16-19 of the Core Strategy;
- Saved policy DC7.1 and DC26 of the UDP;
- Guide to Development in Manchester (SPD);
- Residential Quality Guidance;
- Greater Manchester Spatial Framework;

National Planning Policy Framework (NPPF)

Issues

Principle - Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H4 states further that East Manchester will accommodate East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate a vacant, infill site on brownfield land that has fallen into a state of dereliction.

The proposed dwellinghouse would make best use of the site to provide a new family sized dwellinghouse, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location close to local amenities and existing housing stock. On this basis, the principle of the proposed development is considered acceptable.

Specific planning issues are outlined further below.

Residential Amenity - In terms of the impact upon existing residential occupiers, whilst it is acknowledged that there will be a marginal increase in activity at the site due to the likely number of proposed occupiers and as the site has been vacant for a number of years, the relatively limited amount of prospective occupiers is unlikely to significantly undermine the

amenity of existing residents in terms of coming and goings, general activity, noise and disturbance.

In terms of any impact as a result of the physical presence of the proposed house, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface distances, relationship with neighbouring properties and proposed window positioning, there is unlikely to be any significant, adverse impact upon living conditions. The arrangement is typical and mirrors the interface distance of other properties along the cul-de-sac.

A Class C3 use restriction controlled by way of an attached condition will prevent any potential over-intensification of use, by preventing the properties from being occupied as HMOs. Further conditions have been included to remove permitted development rights relating to any extensions, roof alterations or new window/door openings.

Impact on the Highway - The proposal includes one off road car parking space to provide a 100% ratio, which is considered entirely acceptable.

In terms of vehicle movements and access, although there is potential for a marginal increase in traffic along Enfield drive and nearby roads which lead to the site, it is not considered that the anticipated amount and frequency of vehicle movements will be so excessive that it will jeopardise highway or pedestrian safety or cause congestion on such roads. Highway Services have not expressed any concern in this regard.

To facilitate access to the proposed driveway, it will be necessary for a dropped crossing. An 'informative' has been included to advise the applicant of the necessary requirements.

Design, Scale and Appearance - The proposed house is two storey in scale and reflects the scale and form of the prevailing residential context.

In terms of layout, the proposal makes efficient use of the land available, to provide a detached dwellinghouse which respects the amenity of neighbouring occupiers, whilst providing a strong frontage to the road.

It is considered that the layout reflects the pattern of development in the area and the development will assimilate effectively into its immediate context.

In terms of design and appearance, the design of the proposed houses adopts a simple, relatively traditional approach, incorporating a gable roof to mirror the scale and roof profile of the other half of the semi.

The proposed use of materials utilises a simple palette, including facing brick work, UPVC window frames and interlocking concrete tiles to match the other half of the semi. The exact specification will be controlled by way of planning condition, to ensure the materials reflects and respect the colour and texture of neighbouring properties.

Surface Water Drainage - A pre commencement condition has been included to ensure that a surface water drainage is submitted and approved in writing by the City Council prior to the commencement of development.

Waste Management - Space is shown, within the curtilage of the property for the storage of the necessary quantity of bins. The bin storage area is easily accessible from road to the front to allow bins to be transported to the street frontage for collection. This arrangement is considered to be satisfactory and typical of the area. A condition has been included to ensure compliance with the submitted arrangement.

Security - It is considered that proposal enhances natural surveillance to the street and through satisfactory planting and indicative boundary treatment, will allow for decent levels of defensible space and perimeter security.

To ensure the dwellinghouse incorporates sufficient security measures, a condition is included which will require detail of the measures to be included, which shall be 'Secured by Design' standards, as well as further details surrounding the proposed boundary treatment.

Air quality - From an air quality perspective, the proposal is for a single residential unit only. The application site is located close to significant public transport routes. It is therefore envisaged that the location of the proposed development, together with measures forming part of the development, have the potential to limit any adverse impacts to air quality. It is proposed that a condition is attached requiring a Construction Management Strategy to be submitted, which would include mitigation measures in relation to dust suppression.

Climate Change - As the proposal would result in the addition of a single residential unit within the context of a principally residential environment, the impact upon climate change is considered negligible.

The site is located near to a busy, main arterial route and transport corridor, and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

A condition requiring the submission and approval of an electric car charging point has been included. Such a measure will serve to limit the impact the upon climate change.

Construction Management - To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or the highway, a condition has been included which requires the submission and approval of a construction management plan which will need to detail working practices, safety measures, dust suppression, the parking of construction vehicles and the removal of waste.

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. Pre application advice has been sought in respect of this matter. The proposal is considered to be 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:

Proposed floor plan and elevation drawings referenced PP87B (2) 23 and street-view drawing referenced PP87B (4) 23, received by the City Council as Local Planning Authority on 29 November 2023 and revised location plan/site plan referenced PP87B (1) 23 received by the City Council as Local Planning Authority on 22 January 2024.

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

3) No above ground development works above ground shall take place, unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed only using the approved materials. The development shall only be implemented in accordance with the agreed details.

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 DM1 and SP1 of the Manchester Core Strategy.

4) No development shall commence until a surface water drainage strategy for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details. This shall include:

- Progression through the drainage hierarchy shall be evidence-based;

- A drainage layout shall be submitted including all components, levels and connectivity;
- Permeable surfacing shall be maximised. Front driveway surfacing above 5m sqm shall be permeable in line with government requirements-
<https://www.gov.uk/government/publications/permeable-surfacing-of-frontgardens-guidance>
- If surface water is proposed to connect to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- Details shall be 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.

5) 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 the 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.

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 SP1 of the Manchester Core Strategy.

6) When the development 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 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 SP1 of the Manchester Core Strategy.

7) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction/demolition management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

8) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) The development shall be carried out in accordance with the Waste Management Strategy received by the City Council, as Local Planning Authority on 29 November 2023 and indicated on drawing numbered PP87B (1) 23, received by the City Council, as Local Planning Authority on 22 January 2024. 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. No bins shall be stored outside the curtilage of each property, other than on the day of collection.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

10) Prior to the first occupation of the residential development hereby approved, full details of an electric car charging point shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of any of the residential units and be retained thereafter.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

11) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment/gates (including acoustic fencing) to be erected. The boundary treatment/gates shall be completed before any of the houses hereby approved are 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 Manchester Core Strategy.

12) Notwithstanding details submitted, no above ground development shall commence until a detailed hard and soft landscaping treatment scheme (including replacement tree planting) has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall include further replacement tree planting to mitigate the trees lost and 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 Manchester Core Strategy.

13) 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 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

14) Prior to first occupation of the dwellinghouse hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

15) The dwellinghouse hereby approved shall not be occupied until the space and facilities for bicycle parking have been provided in accordance with details shown on drawing referenced PP 87 B (1) 23, received by the City Council as Local Planning Authority on 22 January 2024. The approved space shall thereafter be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouse hereby approved, other than that expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1, EN3 and SP1 of the Manchester Core Strategy.

17) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no building extensions or roof alterations shall be permitted to the dwellinghouse hereby approved, other than that expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy

18) The first floor side window hereby approved, shown on drawings numbered PP87B (2) 23 received by the City Council as Local Planning Authority on 29 November 2023 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 Manchester Core Strategy.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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.

20) The residential unit hereby approved shall be used only as private dwelling (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; 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 Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informative

- 1) A dropped crossing will be needed to facilitate access to the new dwelling. Should any amendment be required to the adopted highway, this should be undertaken via a Section 184 agreement with MCC Highways and will be subject to the expense of the applicant. Arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience team.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
MCC Flood Risk Management

4 Strathfield Drive, Manchester, M11 4HB
5 Enfield Drive, Manchester, M11 4HP
10 Enfield Drive, Manchester, M11 4HP
9 Enfield Drive, Manchester, M11 4HP
2 Enfield Drive, Manchester, M11 4HP
3 Newham Avenue, Manchester, M11 4JS
8 Enfield Drive, Manchester, M11 4HP
4 Enfield Drive, Manchester, M11 4HP
3 Enfield Drive, Manchester, M11 4HP
1 Enfield Drive, Manchester, M11 4HP
40 Ravensbury Street, Manchester, M11 4JL
38 Ravensbury Street, Manchester, M11 4JL
4 Southfields Avenue, Manchester, M11 4JT
2 Southfields Avenue, Manchester, M11 4JT
2 Strathfield Drive, Manchester, M11 4HB
34 Ravensbury Street, Manchester, M11 4JL
1 Newham Avenue, Manchester, M11 4JS
36 Ravensbury Street, Manchester, M11 4JL
10 Strathfield Drive, Manchester, M11 4HB

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: NORTH AREA