

Planning

Growth & Development

Delegated officer report for planning application

Application no.	135433/FO/2022
Date registered valid:	10 November 2022
Proposal:	Erection of single storey extension and associated elevational alterations in association with the use of the property as 1 no. retail store and 2 no. non-food retail units with associated cycle parking, car parking, access alterations, servicing area, plant compound and landscaping
Address:	Anchors Away Play, Greenbrow Road, Manchester, M23 2XQ
Ward(s):	Baguley Ward
Applicant:	Seva Patidar Ltd
Agent (if any):	Mr Tom Hallett, Q+A Planning Ltd
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	23 February 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 4 January 2023

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 22 November 2022 Expired: 13 December 2022

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/area

This application relates to the Anchors Away Play centre situated at the junction of Greenbrow Road and Simonsway, close to junction 4 of the M56 motorway. The application site is broadly rectangular in shape, extending approximately 0.23ha and comprises a large brick built, single storey building with a paved hardstanding frontage to Simonsway and a substantial surface level car park to the rear accessed off Greenbrow Road. The building is currently in use as an indoor children's play centre Use Class E(d) and is enclosed by a 2.1m high mesh fence. There is a small lawned area along the western boundary of the building and three small areas of shrubs with little or no amenity value.

The surrounding area is mixed use, dominated by residential properties to the south and west which are accessed off Greenbrow Road. To the north of the site, on the opposite side of Simonsway, stands St Peter's Primary School and St Paul's Catholic High School. Adjacent to the site, on its eastern boundary, lies Shore Green Care Home, a block of sheltered residential accommodation.

Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

A Certificate of Lawful Development (Application Reference 131901/LP/2021) was issued by the Council in November 2021 which confirmed that the proposed use of the building for Class E(a) retail would not constitute a change of use.

To facilitate the use of the play centre for retail the applicant is proposing with this application to undertake the following:

- Erection of single storey extension and associated elevational alterations
- Provision of cycle parking, car parking, access alterations, servicing area, plant compound and associated landscaping

Consultations & Notification Responses

Local Residents – Two objections have been received from local residents, the comments are summarised below:

- The building of these units is unnecessary as we are well equipped for shops in the area. Another shop may have an economic impact on the existing businesses.
- Also there would be traffic congestion at an already busy junction.
- Also to the rear of the building is a supported housing unit for elderly and vulnerable people, this would cause the residents undue stress and mess that would impact on their mental well being.
- Has sufficient parking been provided? If it is not enough then it will lead to people parking on the grass verges, causing damage and being a danger to pedestrians, many of who are elderly.
- The proposal could lead to litter problems and anti-social behaviour.

Highway Services – Have made the following comments:

- 33no. car parking spaces are proposed within the site's curtilage, including 3no. disabled bays. This level of provision is considered appropriate with reference to MCC's Core Strategy parking standards which equate to a maximum parking provision of 37no. parking spaces (30no. spaces for food-retail and 7no. spaces for non-food retail). The level of disabled provision also meets the minimum requirement of 3no. bays.
- It is recommended that at least 1no. parking bay has electric vehicle charging provision (min. 7kW).
- It is noted that pedestrian access points to all retail units will be provided from Greenbrow Road. Customers arriving by car may therefore be tempted to park on road close to the pedestrian access points for convenience. Given the proximity of the Greenbrow Road/Simonsway junction and the site car park access, Highways request provision of a waiting restriction Traffic Regulation Order (TRO) to maintain appropriate visibility at these junctions and to discourage parking along Simonsway.
- Vehicular access to the site will be provided from Greenbrow Road, to be located slightly north of the site's existing access. The proposed access arrangements are considered acceptable by Highways with an appropriate level of visibility demonstrated within the TS, which should be protected with the implementation of a TRO.
- The proposed access design should be supported by give-way road-markings, dropped kerbs/tactile paving with the reinstatement of footway where the existing access will be closed.
- The submitted plans show provision of 6no. 'Sheffield' cycle stands which would accommodate up to 12 cycles. This level of provision is in excess of the Core Strategy minimum standard and is welcomed by Highways for customer use.
- In order to cater for staff, it is recommended that additional sheltered and secure provision is made available either within the building or within the fenced yard area.
- Swept-path assessments have been provided showing the manoeuvrings of both vehicles within the car park. The tracking appears very tight for egressing vehicles routeing past parking bay nos. 16 and 27. It is therefore recommended that the central bank of parking bays are shifted southwards slightly with the removal of some landscaping to improve clearance.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

MCC Flood Risk Management – Suggests the imposition of conditions requiring the implementation of an appropriate drainage scheme.

Cadent Gas Ltd – No objections and requests that Cadent supplied information is forwarded to the applicant.

Environmental Health – Suggests a number of conditions designed to protect residential amenity.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Saved UDP Policy DC26, "Development and Noise" – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and

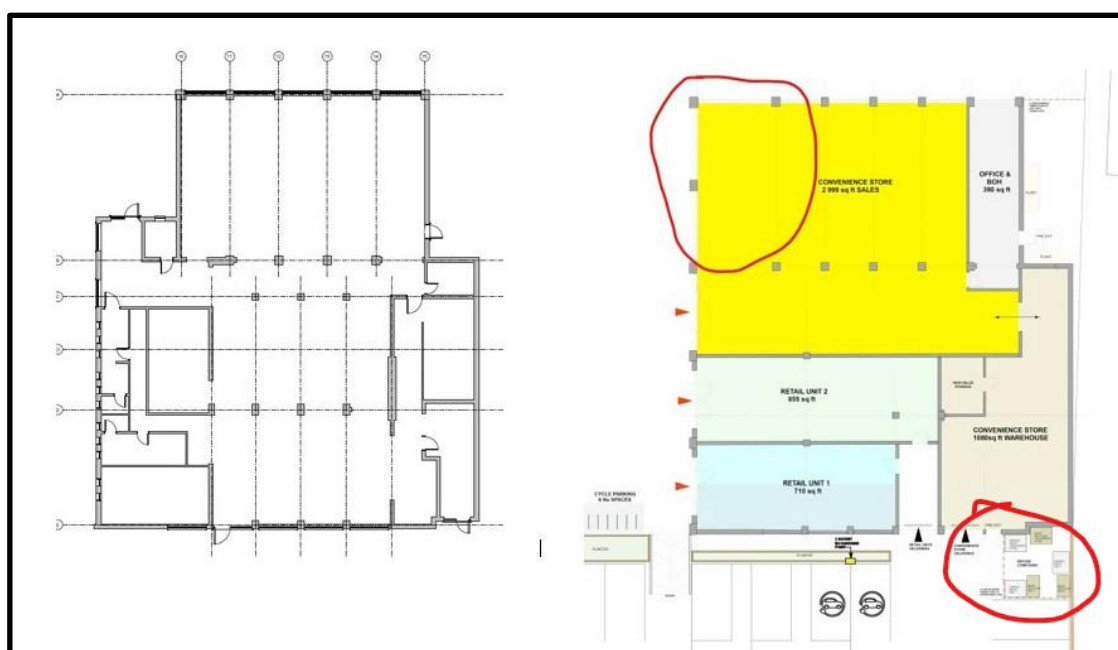
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

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

Issues

Principle of the Proposal – The use of the property for retail has already been established with the approved of application 131901/LP/2021. The applicant is applying to undertake an extension and elevational alterations to allow the retail units to operate successfully, as well as provide environmental improvements and a more efficiently laid out car park. The principle of undertaking these works is considered acceptable. Notwithstanding this, any impact upon visual and residential amenity, as well as pedestrian and highway safety must be assessed.

Design of the Extension and Elevational Alterations – The applicant is proposing to erect a small single storey infill extension (43m²) in order to square off the building, in addition to a small bin store at the rear of the building. Both are shown below.



In addition to these, the applicant is proposing to undertake elevational alterations to the building in the form of large aluminium glazed areas to present a retail frontage to Greenbrow Road and Simonsway. These glazed areas would be supported by brick piers and associated cladding. A CGI of the elevational treatment is shown below.

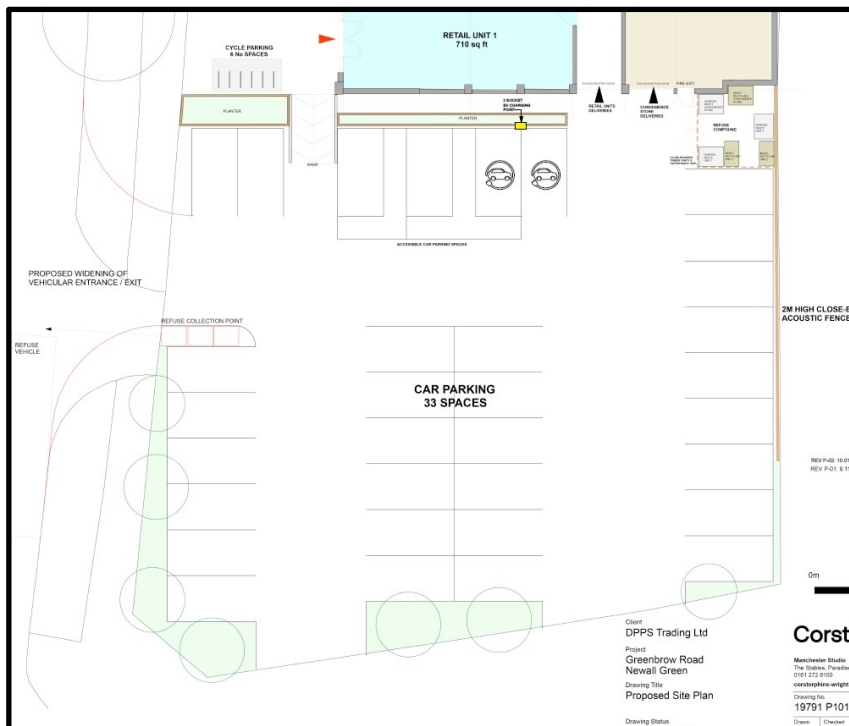
As the proposal would open up the building, modernise its appearance and improve the levels of natural surveillance within the vicinity of the site, the overall design of the proposal is considered acceptable.



Landscaping – The existing landscaping on the site is sparse. The applicant does not propose to introduce any lawned areas but he has shown indicatively on the layout drawing that 10 trees would be planted within the site, as well the introduction of several raised planters. This is welcomed and to ensure that the correct species of tree are planted on this site and landscaping condition is suggested.

Visual Amenity – Given the design of the proposal and the fact it would improve the appearance of this corner site, it is not considered that the development would have a detrimental impact upon the existing levels of visual amenity that exist along Simonsway and Greenbrow Road.

Car Parking Layout – The car parking layout and the number of spaces proposed is considered acceptable and it would be sufficient to limit any impact from on-street parking.



Electric Vehicle Charging – The number of vehicle charging points, i.e. two, is considered acceptable. To ensure that their charging rate, i.e. 7kw, is acceptable, a condition requiring the submission of the unit's specification is suggested in this instance. The installation and retention of the provision of the charging units would also be conditioned.

Cycle Parking – The level of provision for customers is considered acceptable and this is acknowledged by Highway Services. A condition requiring the installation and retention of the cycle parking facilities is suggested in this instance.

Pedestrian and Highway Safety – Given the size of the proposed extension, the number of parking spaces proposed and the location of the vehicular access point, it is not considered that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety that are currently enjoyed along Greenbrow Road and Simonsway.

Notwithstanding this, the concerns of Highway Services in respect of on-street parking and pedestrian safety are recognised and for this reason condition no. 11 (highway improvements works) is suggested.

Residential Amenity – As the retail uses were approved under the Prior Approval process it would not be possible to limit the hours of opening or when deliveries could take place. This is regrettable but the relevant regulations prevent these conditions from being imposed. However, as the applicant is proposing to install external plant and a waste storage compound, conditions governing both these elements can be imposed and it is considered these conditions would ensure that any impact on existing levels of residential amenity is limited.

Overall, it is not considered that the proposal would have a detrimental impact upon existing levels of residential amenity.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of customers and visitors to the site. However, given the size of the site, the overall significance of potential impacts is considered to be low.

As a result of the above and given the provision of vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

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 to resolve any problems arising in relation to dealing with the planning application.

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

1) The 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:

- a) 19791 P101 P-02, stamped as received on 10 January 2023
- b) 19791-CWA-XX-A-0100 P01, stamped as received on 10 November 2022
- c) 19791-CWA-XX-A-0103 P01, stamped as received on 10 November 2022
- d) 19791-CWA-XX-A-0201 P02, stamped as received on 10 November 2022

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) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) The car parking hereby approved shall be laid out, demarcated and made available prior to the use of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

5) Above-ground construction works shall not commence until the specification of the electric vehicle charging units shown on drawing no. 19791 P101 P-02 (stamped as received on 10 January 2023) have been submitted to and approved by the City Council as Local Planning Authority. The approved units shall then be installed and become operational before the use of the development hereby approved commences and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

6) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

7) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;
- c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

8) The storage and disposal of waste shall be undertaken in accordance with the details shown on drawing no. 19791 P101 P-02 and submitted Waste Management Strategy (stamped as received on 10 January 2023 and 10 November 2022 respectively) and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

9) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of

noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

10) Prior to the commencement of above ground works, a hard and soft landscaping scheme, based on the indicative landscaping shown on drawing no. 19791 P101 P-02 (stamped as received on 10 January 2023) shall be submitted to and be approved by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the development hereby approved is completed. 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.

11) Prior to the commencement of above ground works, a detailed scheme of off-site highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- a) Provision of a waiting restriction Traffic Regulation Order (TRO) to maintain appropriate visibility at the Simonsway/Greenbrow Road junction.
- b) Detailed design of the access into the car park, supported by give-way road-markings, dropped kerbs/tactile paving.
- c) Reinstatement of footway where the existing access will be closed.

The approved scheme shall be implemented and be in place prior to first use of the development hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

12) Prior to the use of the development hereby approved, the cycle parking facilities shown on drawing no. 19791 P101 P-02 (stamped as received on 10 January 2023), shall be installed and thereafter remain in-situ.

Reason - In the interests of residential and visual amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

13) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

2) Informative for Condition 6 - In order to discharge this condition the following additional information has to be provided:

- a) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- b) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- c) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- d) Surface water should be restricted to a rate of 5 l/s.
- e) A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties.
- f) Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- g) Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 25% climate change;
- h) Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- i) Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

- j) Where surface water is connected 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.
- k) Hydraulic calculation of the proposed drainage system;
- l) Construction details of flow control and SuDS elements.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
Cadent Gas Ltd
Greater Manchester Police
Corporate Property
Environmental Health
MCC Flood Risk Management

Royal Naval Association Wythenshawe Branch, Greenbrow Road, Manchester, M23 2XQ
9 Wrekin Avenue, Manchester, M23 2XL
230 Firbank Road, Manchester, M23 2XJ
375 Greenbrow Road, Manchester, M23 2XW
371 Greenbrow Road, Manchester, M23 2XW
9 Dunbar Avenue, Manchester, M23 2XR
366 Greenbrow Road, Manchester, M23 2XQ
11 Wrekin Avenue, Manchester, M23 2XL
228 Firbank Road, Manchester, M23 2XJ
1 Millbrook Road, Manchester, M23 2XH
Newell Green Baptist Church, Tuffley Road, Manchester, M23 2SW
4 Deptford Avenue, Manchester, M23 2XA
84 Tuffley Road, Manchester, M23 2SW
82 Tuffley Road, Manchester, M23 2SW
St Peters RC Primary School, Firbank Road, Manchester, M23 2YS
65 Kennett Road, Manchester, M23 2XG
51 Kennett Road, Manchester, M23 2XG
53 Kennett Road, Manchester, M23 2XG
224 Firbank Road, Manchester, M23 2XJ
222 Firbank Road, Manchester, M23 2XJ
220 Firbank Road, Manchester, M23 2XJ
59 Kennett Road, Manchester, M23 2XG
49 Kennett Road, Manchester, M23 2XG
377 Greenbrow Road, Manchester, M23 2XW
5 Dunbar Avenue, Manchester, M23 2XR
11 Dunbar Avenue, Manchester, M23 2XR
374 Greenbrow Road, Manchester, M23 2XQ
5 Wrekin Avenue, Manchester, M23 2XL
111 Tuffley Road, Manchester, M23 2SN
6 Deptford Avenue, Manchester, M23 2XA
63 Kennett Road, Manchester, M23 2XG
61 Kennett Road, Manchester, M23 2XG
57 Kennett Road, Manchester, M23 2XG
55 Kennett Road, Manchester, M23 2XG

47 Kennett Road, Manchester, M23 2XG
232 Firbank Road, Manchester, M23 2XJ
373 Greenbrow Road, Manchester, M23 2XW
369 Greenbrow Road, Manchester, M23 2XW
3 Dunbar Avenue, Manchester, M23 2XR
367 Greenbrow Road, Manchester, M23 2XW
365 Greenbrow Road, Manchester, M23 2XW
7 Dunbar Avenue, Manchester, M23 2XR
1 Dunbar Avenue, Manchester, M23 2XR
372 Greenbrow Road, Manchester, M23 2XQ
370 Greenbrow Road, Manchester, M23 2XQ
368 Greenbrow Road, Manchester, M23 2XQ
364 Greenbrow Road, Manchester, M23 2XQ
2 Tweenbrook Avenue, Manchester, M23 2XN
7 Wrekin Avenue, Manchester, M23 2XL
3 Wrekin Avenue, Manchester, M23 2XL
226 Firbank Road, Manchester, M23 2XJ
45 Kennett Road, Manchester, M23 2XG
86 Tuffley Road, Manchester, M23 2SW
80 Tuffley Road, Manchester, M23 2SW
379 Greenbrow Road, Manchester, M23 2XW
10 Deptford Avenue, Manchester, M23 2XA
8 Deptford Avenue, Manchester, M23 2XA
2 Deptford Avenue, Manchester, M23 2XA

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 Zone - All Exceeding 15M
Area Team Boundary - Name: SOUTH AREA