

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 143950/FO/2025

Date registered valid: 11 September 2025

Proposal: Installation of external wall insulation and associated elevational alterations with installation of solar PV installation and reroofing to Flats at Bracken Drive.

Address: Flats At Foscarn Drive, Bracken Drive/Glazebury Drive/Wendon Drive, Manchester,

Ward(s): Baguley Ward

Applicant: Mr Dave Irlam, Wythenshawe Community Housing Group

Agent (if any): Mr Stephen Hepworth, Michael Dyson Associates Ltd.

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 05 November 2025

APPLICATION DETAILS

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 30 September 2025

Standard consultations: Printed: 23 September 2025 Expired: 14 October 2025

Neighbour notifications: Printed: 23 September 2025 Expired: 14 October 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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of site/building

The proposal relates to 4no block of 3 storey flats on Foscarn Drive, Brackern Drive, Glazebury Drive and Wendon Drive. The 3storey flats are typical brown brick and cream render building with hipped tile roofs.

Description of area

The site is in a mostly residential part of the Baguley ward of Manchester. Hollyhedge Road and the Manchester Airport Metrolink line is adjacent to the south of the site.

Description of development

Installation of external wall insulation and associated elevational alterations with installation of solar PV installation and reroofing to Flats at Bracken Drive.

The external wall insulation is Brick Effect Render Finish and Silicone Texture Render finish to match colour and texture of existing façade materials.

The reroofing refers to the roof at Bracken house being replaced with a terracotta roof tile to match the other blocks.

Each block is to be fitted with solar arrays on the existing pitched roofs.

PLANNING HISTORY

054894/VO/SOUTH3/98

Description: CITY COUNCIL DEVELOPMENT Construction of a temporary contractor's site compound

Decision: Approved 30/09/1998

053265/VO/SOUTH3/97

Description: CITY COUNCIL DEVELOPMENT Construction of temporary contractors site compound

Decision: Approved 03/02/1998

F04765/LA

Description: Application for Deemed Planning Permission Internal renovation and formation of new main entrances to flats for Council Housing.

Decision: 22/10/1976

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester City Council Environmental Health

Manchester City Council Environmental Health were consulted on this application but did not reply within the target date.

Manchester Airport Safeguarding Officer

Manchester Airport Safeguarding were consulted on this application due to the proximity of the Manchester Airport Aerodrome. They had no objection to the proposed development subject to the attachment (and discharge) of 2no conditions attached regarding Bird Hazard management and Glint and Glare Assessment.

Transport for Greater Manchester

Transport for Greater Manchester were consulted due to the proximity of the site to the adjacent Metrolink line. They had no objection subject to the attachment (and discharge) of 1no condition attached regarding Construction Management and Working Safely near Metrolink.

High Speed Two Ltd.

HS2 were consulted as the red line intersects with the High Speed 2 safeguarding zone but did not reply within the consultation period. A standard informative has been attached to the decision.

Notifications

Local Residents

1no public comment was received in support of the proposed works with reasons including

- Supports the upgrades to increase heat retention in the flats

Relevant planning concerns will be taken into consideration within the assessment section below.

RELEVANT POLICIES & THE PRINCIPLE OF DEVELOPMENT

Relevant Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - o Development Management and Planning Obligations
 - DM 1 - Development Management
 - DM 2 – Aerodrome Safeguarding
 - o Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - o Objective 3 - Housing
 - H 7 – Wythenshawe
 - o Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Deletions replaced by PfE Policy JP-S 2)
 - EN 6 - Target Framework for CO₂ Reduction
- [Extant Unitary Development Plan \(UDP\)](#) –
 - o Citywide Development Control Policies
 - DC26 - Development and Noise
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - o Strategy

- JP-Strat9: Southern Areas
 - o Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - JP-S2: Carbon and Energy
 - o Places for People
 - JP-P1 Sustainable Places
- [The National Planning Policy Framework \(The NPPF\)](#) –
 - o Section 2 - Achieving sustainable development
 - o Section 4 – Decision-making
 - o Section 14 - Meeting the challenge of climate change, flooding and coastal change
- [The town and country planning \(safeguarded aerodromes, technical sites and military explosives storage areas\) direction 2002](#)

ASSESSMENT

Principle of development

The proposed installation of external wall insulation, solar PV panels, and reroofing works to the flats at Bracken Drive is considered acceptable in principle and aligns with adopted planning policy. The scheme supports Manchester Core Strategy Policy EN4 (Reducing CO₂ Emissions) and EN6 (Target Framework for CO₂ Reduction), which encourage energy efficiency improvements and the integration of renewable energy technologies to help meet the city's zero-carbon target by 2038.

Furthermore, the proposals accord with Places for Everyone Policies JP-S2 (Carbon and Energy) which promote retrofit measures that reduce operational carbon and improve building performance.

As stated in Policy DM 1 of the Manchester Core Strategy, all development should have regard to the following specific issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The proposed additions have been designed to reflect the style and character of the existing buildings, incorporating brick slip and render finishes that closely match the current façade materials.

The replacement roof to the flats at Bracken Drive will feature terracotta tiles consistent with those on the neighbouring blocks, ensuring a cohesive appearance across the site.

The proposed solar PV panels will be installed on the existing pitched roofs, where they will have minimal visual impact due to their low profile and limited visibility from street level.

Given the scale, siting, and relationship to surrounding properties, the development would not result in an over-dominant or overbearing presence.

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.

The use of materials that closely match the existing finishes ensures that the character and appearance of the street would not be adversely affected.

By upgrading the external fabric of the buildings and harmonising the materials across the blocks, the proposal would enhance the visual coherence of the area and contribute positively to the character of the neighbourhood

Effects on amenity

Light

The proposed development is not anticipated to result in any unacceptable impacts on daylight or sunlight to neighbouring properties, given the nature and scale of the works. The installation of solar PV panels on the pitched roofs would not introduce any significant overshadowing or loss of light.

Noise

The proposed works are not expected to generate significant noise impacts. The nature of the development is largely passive once installed. While there may be some temporary noise during the construction phase, this would be short-term and can be managed through standard construction practices.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not alter existing access arrangements to the buildings. Entrances and circulation routes remain unchanged, and the works would not affect the ability of residents or visitors to enter or exit the premises

Existing or proposed hazardous installations.

Manchester Airport Safeguarding were consulted due to the site's proximity to the Manchester Airport Aerodrome. They raised no objection to the proposed development, subject to the attachment and discharge of two conditions relating to bird hazard management and a glint and glare assessment. These requirements are in line with Policy DM2 of the Manchester Core Strategy, which seeks to ensure that development does not compromise aerodrome safety.

Transport for Greater Manchester also raised no objection, subject to a condition requiring a Construction Management Plan to ensure safe working practices near the adjacent Metrolink line.

Although part of the site falls within land safeguarded for HS2 Phase 2b, High Speed Two Ltd. did not respond within the consultation period. A standard informative has therefore been attached to advise the applicant of the safeguarding status.

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.

PLANNING BALANCE & CONCLUSION

The proposal delivers clear public benefits by improving energy efficiency and supporting Manchester's zero-carbon target. It complies with Core Strategy Policies EN4, EN6, DM1 and Places for Everyone JP-

S2, ensuring sustainable development. Design and material choices respect the character of the area, and there are no adverse impacts on amenity. Conditions will address aerodrome safety and construction near Metrolink.

On balance, the scheme accords with the development plan and the NPPF.

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 considered to be acceptable and therefore determined within a timely manner.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

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. Specified plans

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

a.	Drawing - Location Plan	11 Sep 2025	9201-MDA-Z-XX-D-A-900	THE LOCATION PLAN
b.	Drawing - Site Plan	11 Sep 2025	9201-MDA-Z-XX-D-A-901	SITE/BLOCK PLAN
c.	Drawing - Proposed FLOOR PLANS	11 Sep 2025	9201-MDA-Z-XX-D-A-111	FOSCARN DRIVE
d.	Drawing - Proposed FLOOR PLANS	11 Sep 2025	9201-MDA-Z-XX-D-A-112	BRACKEN DRIVE
e.	Drawing - Proposed FLOOR PLANS	11 Sep 2025	9201-MDA-Z-XX-D-A-113	GLAZEBURY DRIVE
f.	Drawing - Proposed FLOOR PLANS	11 Sep 2025	9201-MDA-Z-XX-D-A-114	WENDON ROAD
g.	Drawing - Proposed ELEVATIONS	11 Sep 2025	9201-MDA-Z-XX-D-A-211	FOSCARN DRIVE
h.	Drawing - Proposed ELEVATIONS	11 Sep 2025	9201-MDA-Z-XX-D-A-212	BRACKEN DRIVE
i.	Drawing - Proposed ELEVATIONS	11 Sep 2025	9201-MDA-Z-XX-D-A-213	GLAZEBURY DRIVE
j.	Drawing - Proposed ELEVATIONS	11 Sep 2025	9201-MDA-Z-XX-D-A-214	WENDON ROAD
k.	Design & Access Statement	11 Sep 2025	DESIGN AND ACCESS STATEMENT	

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Specified materials

The materials used in any exterior work are to be those as listed on the approved plans. For the avoidance of doubt these are:

- Permarock Brick Effect Render Finish EWI
- Permarock Silicone Textured Render Finish EWI
- Permarock EPS 200
- Marley (or similar) roof tile

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

4. Bird Hazard Management Plan

Prior to installation of the solar PV, a Bird Hazard Management Plan (BHMP) for the development is required to be submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections. Ideally the panels should be installed flush to the existing roof or with bird proofing around the perimeter.

Reason: Flight safety - Birdstrike avoidance: to prevent the creation of a habitat for birds hazardous to aviation (N.B. This is also in the interests of the site to avoid the issues with large numbers of birds being attracted to the array). Pursuant to DM 2 of the Manchester Core Strategy.

5. Aviation Perspective Glint and Glare Assessment.

Prior to installation of the solar PV, the submission of an Aviation Perspective Glint and Glare Assessment of the proposed solar installations is to be submitted to the LPA in consultation with the aerodrome safeguarding authority for Manchester Airport (MAN); demonstrating no harmful impact to operations at MAN. The Glint and Glare Assessment is to assess at least the following aviation receptors:

- a. Runway approach paths starting at 10NM from the runway threshold at 3000ft at a 3-degree glide slope down to 15m above the runway threshold in a straight line. With a receptor located at least at every 1NM interval
- b. 2 Mile Runway approach paths - expected luminance is not to exceed 20,000cd/m²
- c. ATC Tower visual cab - we require predictions of no glint and glare towards ATC
- d. Visual flight rule routes as defined within the UK Aeronautical Information Package

Reason: To ensure no detrimental impact to aviation operations at MAN caused by glint or glare to critical aviation receptors. Pursuant to DM 2 of the Manchester Core Strategy.

6. Construction Management Plan

Prior to commencement, a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Manchester City Council (approval to be in consultation with Transport for Greater Manchester). The approved CMP shall include agreed safe methods of working adjacent to the operational Metrolink and associated Hazard Zones and shall be adhered to throughout the construction period. The CMP shall provide for:

- a. loading and unloading of plant and materials;
- b. storage of plant and materials used in constructing the development;
- c. construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- d. measures to control the emission of dust and dirt during construction.

Reason: To safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. Further details can be found via the Metrolink Website <https://tfgm.com/public-transport/tram/working-safely> .Pursuant to DM1 of the Manchester Core Strategy.

INFORMATIVE(S)

1. Tall equipment notification

The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

2. Drone notifications

The development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://www.manchesterairport.co.uk/aviation-professionals/drones/>

3. High Speed Two

The applicant is advised that part of the application site falls within land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b route. As such, the applicant is advised to monitor future Government announcements on this subject.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Environmental Health

Manchester Airport Safeguarding Officer

Transport for Greater Manchester

High Speed Two Ltd

20 Bracken Drive, Manchester, M23 1LT

28 Martinscroft Road, Manchester, M23 2ZW

11 Foscarn Drive, Manchester, M23 1LU

5 Glazebury Drive, Manchester, M23 1LS

13 Foscarn Drive, Manchester, M23 1LU

15 Foscarn Drive, Manchester, M23 1LU

15 Bracken Drive, Manchester, M23 1LT

24 Foscarn Drive, Manchester, M23 1LU

5 Bracken Drive, Manchester, M23 1LT

1 Bracken Drive, Manchester, M23 1LT

12 Wendon Road, Manchester, M23 1PU

6 Wendon Road, Manchester, M23 1PU

16 Wendon Road, Manchester, M23 1PU

12 Glazebury Drive, Manchester, M23 1LS

8 Glazebury Drive, Manchester, M23 1LS

16 Glazebury Drive, Manchester, M23 1LS

48 Wendon Road, Manchester, M23 1PU

30 Glazebury Drive, Manchester, M23 1LS

62 Wendon Road, Manchester, M23 1PU

35 Wendon Road, Manchester, M23 1PT
13 Wendon Road, Manchester, M23 1PT
23 Foscarn Drive, Manchester, M23 1LU
2 Foscarn Drive, Manchester, M23 1LU
38 Porlock Road, Manchester, M23 1LZ
23 Blackcarr Road, Manchester, M23 1LY
1 Glazebury Drive, Manchester, M23 1LS
44 Wendon Road, Manchester, M23 1PU
22 Glazebury Drive, Manchester, M23 1LS
50 Wendon Road, Manchester, M23 1PU
52 Wendon Road, Manchester, M23 1PU
26 Glazebury Drive, Manchester, M23 1LS
37 Wendon Road, Manchester, M23 1PT
9 Martinscroft Road, Manchester, M23 2ZW
2 Highdales Road, Manchester, M23 2YW
22 Bracken Drive, Manchester, M23 1LT
6 Martinscroft Road, Manchester, M23 2ZW
10 Martinscroft Road, Manchester, M23 2ZW
20 Martinscroft Road, Manchester, M23 2ZW
26 Martinscroft Road, Manchester, M23 2ZW
37 Martinscroft Road, Manchester, M23 2ZW
1 Foscarn Drive, Manchester, M23 1LU
2 Blackcarr Road, Manchester, M23 1LX
8 Foscarn Drive, Manchester, M23 1LU
16 Foscarn Drive, Manchester, M23 1LU
19 Foscarn Drive, Manchester, M23 1LU
21 Foscarn Drive, Manchester, M23 1LU
28 Wendon Road, Manchester, M23 1PU
14 Glazebury Drive, Manchester, M23 1LS
18 Glazebury Drive, Manchester, M23 1LS
2 Wendon Road, Manchester, M23 1PU
35 Blackcarr Road, Manchester, M23 1LR
40 Wendon Road, Manchester, M23 1PU
27 Glazebury Drive, Manchester, M23 1LS

7 Wendon Road, Manchester, M23 1PT
29 Wendon Road, Manchester, M23 1PT
100 Heybrook Road, Manchester, M23 1PS
25 Wendon Road, Manchester, M23 1PT
33 Wendon Road, Manchester, M23 1PT
102 Heybrook Road, Manchester, M23 1PS
39 Wendon Road, Manchester, M23 1PT
17 Wendon Road, Manchester, M23 1PT
19 Wendon Road, Manchester, M23 1PT
19 Bracken Drive, Manchester, M23 1LT
25 Blackcarr Road, Manchester, M23 1LY
9 Foscarl Drive, Manchester, M23 1LU
10 Foscarl Drive, Manchester, M23 1LU
12 Foscarl Drive, Manchester, M23 1LU
9 Bracken Drive, Manchester, M23 1LT
7 Bracken Drive, Manchester, M23 1LT
12 Bracken Drive, Manchester, M23 1LT
9 Glazebury Drive, Manchester, M23 1LS
26 Wendon Road, Manchester, M23 1PU
13 Glazebury Drive, Manchester, M23 1LS
15 Glazebury Drive, Manchester, M23 1LS
42 Wendon Road, Manchester, M23 1PU
60 Wendon Road, Manchester, M23 1PU
28 Glazebury Drive, Manchester, M23 1LS
66 Wendon Road, Manchester, M23 1PU
5 Wendon Road, Manchester, M23 1PT
27 Wendon Road, Manchester, M23 1PT
24 Bracken Drive, Manchester, M23 1LT
21 Bracken Drive, Manchester, M23 1LT
18 Martinscroft Road, Manchester, M23 2ZW
22 Martinscroft Road, Manchester, M23 2ZW
6 Foscarl Drive, Manchester, M23 1LU
3 Foscarl Drive, Manchester, M23 1LU
3 Glazebury Drive, Manchester, M23 1LS

10 Bracken Drive, Manchester, M23 1LT
8 Bracken Drive, Manchester, M23 1LT
14 Bracken Drive, Manchester, M23 1LT
31 Blackcarr Road, Manchester, M23 1LR
59 Porlock Road, Manchester, M23 1LZ
6 Bracken Drive, Manchester, M23 1LT
20 Wendon Road, Manchester, M23 1PU
11 Glazebury Drive, Manchester, M23 1LS
7 Glazebury Drive, Manchester, M23 1LS
34 Wendon Road, Manchester, M23 1PU
33 Blackcarr Road, Manchester, M23 1LR
46 Wendon Road, Manchester, M23 1PU
23 Glazebury Drive, Manchester, M23 1LS
20 Glazebury Drive, Manchester, M23 1LS
58 Wendon Road, Manchester, M23 1PU
72 Wendon Road, Manchester, M23 1PU
42 Blackcarr Road, Manchester, M23 1PX
15 Wendon Road, Manchester, M23 1PT
20 Foscarn Drive, Manchester, M23 1LU
4 Foscarn Drive, Manchester, M23 1LU
14 Foscarn Drive, Manchester, M23 1LU
13 Bracken Drive, Manchester, M23 1LT
18 Bracken Drive, Manchester, M23 1LT
16 Bracken Drive, Manchester, M23 1LT
22 Foscarn Drive, Manchester, M23 1LU
3 Bracken Drive, Manchester, M23 1LT
10 Wendon Road, Manchester, M23 1PU
4 Wendon Road, Manchester, M23 1PU
2 Glazebury Drive, Manchester, M23 1LS
6 Glazebury Drive, Manchester, M23 1LS
10 Glazebury Drive, Manchester, M23 1LS
30 Wendon Road, Manchester, M23 1PU
8 Wendon Road, Manchester, M23 1PU
38 Wendon Road, Manchester, M23 1PU

19 Glazebury Drive, Manchester, M23 1LS
56 Wendon Road, Manchester, M23 1PU
64 Wendon Road, Manchester, M23 1PU
21 Wendon Road, Manchester, M23 1PT
8 Martinscroft Road, Manchester, M23 2ZW
14 Martinscroft Road, Manchester, M23 2ZW
12 Martinscroft Road, Manchester, M23 2ZW
7 Foscarn Drive, Manchester, M23 1LU
4 Glazebury Drive, Manchester, M23 1LS
11 Bracken Drive, Manchester, M23 1LT
17 Bracken Drive, Manchester, M23 1LT
2 Bracken Drive, Manchester, M23 1LT
27 Blackcarr Road, Manchester, M23 1LY
14 Wendon Road, Manchester, M23 1PU
22 Wendon Road, Manchester, M23 1PU
36 Wendon Road, Manchester, M23 1PU
32 Wendon Road, Manchester, M23 1PU
37 Blackcarr Road, Manchester, M23 1LR
21 Glazebury Drive, Manchester, M23 1LS
24 Glazebury Drive, Manchester, M23 1LS
29 Glazebury Drive, Manchester, M23 1LS
70 Wendon Road, Manchester, M23 1PU
31 Wendon Road, Manchester, M23 1PT
23 Wendon Road, Manchester, M23 1PT
St Martins Church, Blackcarr Road, Manchester, M23 1LX
23 Bracken Drive, Manchester, M23 1LT
16 Martinscroft Road, Manchester, M23 2ZW
24 Martinscroft Road, Manchester, M23 2ZW
5 Foscarn Drive, Manchester, M23 1LU
17 Foscarn Drive, Manchester, M23 1LU
18 Foscarn Drive, Manchester, M23 1LU
4 Bracken Drive, Manchester, M23 1LT
29 Blackcarr Road, Manchester, M23 1LY
24 Wendon Road, Manchester, M23 1PU

18 Wendon Road, Manchester, M23 1PU
17 Glazebury Drive, Manchester, M23 1LS
3 Wendon Road, Manchester, M23 1PT
54 Wendon Road, Manchester, M23 1PU
25 Glazebury Drive, Manchester, M23 1LS
68 Wendon Road, Manchester, M23 1PU
44 Blackcarr Road, Manchester, M23 1PX
1 Wendon Road, Manchester, M23 1PT
11 Wendon Road, Manchester, M23 1PT
9 Wendon Road, Manchester, M23 1PT

APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: SOUTH AREA