

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132592/TEL/2021

Date registered valid: 23 December 2021

Proposal: Erection of Proposed 20m High Streetworks Pole and associated cabinets and ancillary works

Address: Elizabeth Slinger Road, Manchester, M20 2XA

Ward(s): Didsbury West Ward

Applicant: MBNL Elizabeth Slinger Road, Manchester, M20 2XA

Agent (if any): Ryan Marshall WHP Telecoms Limited 1a Station Court, Station Road, Guiseley, Leeds, LS20 8EY

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 16.02.2022

Application details

Type of application: Telecommunication Application

Development type: Notifications

Date of site visit: 18 January 2022

Standard consultations:

Printed: 5 January 2022 Expired: 26 January 2022

Neighbour notifications

Printed: 5 January 2022 Expired: 26 January 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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site relates to a grass verge to the eastern side of Elizabeth Slinger Road, a connecting road to Nell Lane to the north and Barlow Moor Road to the south. There is the Lancasterian specialist school opposite the site with West Didsbury Police Station and The Birches school further to the north but also situated on the western side of the road. Within and behind the grass verge forming the application site are a number of trees of varying species and maturity which continue within the verge before it widens out to form the entrance to single storey NHS buildings further north. To the immediate south of the site sitting on the corner with Barlow Moor Road is a commercial garage and car sales business with associated buildings and forecourt.

Beyond the grass verge and trees are boundary walls and fences to the rear gardens of properties on Moorfield Road, an established residential cul de sac accessed from Barlow Moor Road with a pedestrian access only to Burton Road via a footpath at its northern end. The residential properties which have their rear garden boundaries adjacent the grass verge are substantial in size many have rear facing roof dormers facing west towards Elizabeth Slinger Road, the garden depths of the properties closest to the application site are between 30m and 35 m.

The site is not located within a Conservation Area, no trees are identified as being subject of Tree Preservation Orders and there are no listed buildings in the immediate vicinity of the site

with the closest being the Grade II Former Withington Hospital Buildings approximately 325 metres to the north east on Nell Lane.

Description of development

The application proposals are for the installation of a 20m high telecommunications mast together with associated cabinets (6 in number) of varying size and heights. The mast and cabinets are proposed to be finished in grey and would be sited off the pavement on the eastern side of Elizabeth Slinger Road within the grass verge. The mast is of a similar design to other masts installed within the City to provide 5G mobile coverage for EE and H3G network operators on a shared mast.

Consultations & Notification Responses

Letters were sent to 45 nearby addresses notifying them of the proposals, 12 responses were received together with multiple responses on behalf of 30 addresses as part of the Moorfield Road Community Group. A summary of the points raised is set out below:

- A pre-application discussion was held with the council in November, but at no time was any approach made to us the residents of Moorfield Road.
- The timing of submission of the application just before Christmas is a cynical manoeuvre by the applicants to the limit the available time to object.
- The application submission is of a poor standard - is inadequate, inaccurate and contains contradiction and discrepancies. We suspect the application has been composed remotely.
- Alternative sites have been considered and discounted proving that the site is far from being singularly suitable site for the mast. There are numerous other sites such as the Siemens site, Withington Community Hospital, Princess Parkway etc
- The mast would be in constant view from all areas of our garden and from the rear of our house.
- The representation of trees on the plans is inaccurate
- The grass verge on Elizabeth Slinger Road is a rare, easily accessible green space in the area
- Suspect that no ecological/bat survey has been done, the effects of electromagnetic pollution upon wildlife are being researched constantly.
- The application states that ' the proposed design has been selected to minimise the visual impact upon the street scene by integrating with the existing built environment and the existing street furniture....' This is untrue, as the street lights on the road are only half the height of the present trees and are very unobtrusive.
- This is one of the most sensitive residential sites that could have been chosen in the area.
- Object to the enormous, and permanent visual impact that the mast would have upon our lives and to the enjoyment of our property.
- The coverage of trees on the boundary has reduced and will continue to do so overtime.
- Erecting such a huge structure in a residential area with local schools extremely close by would be detrimental to the surrounds.
- There will be a significant number of metal cabinets located underneath the structure which will not be harmonious with the surrounding green area.
- There is no convincing justification for the need for the mast on Elizabeth Slinger Road
- There are other options to installing masts, such as the equipment installed at Christie Hospital, whilst visible are hardly noticeable
- The masts operators are installing right now will become old tech quite soon.
- It is unlikely that people will want to use 5G in their homes, fibre broadband is available at reasonable cost and capable of providing the needs of a whole household at once.
- As well as open areas alongside highways and business parks, there is a lot of open land well away from homes in this area. It's the nearest we have to countryside and it should not be

spoiled by eyesore development. But the market may be coming up with solutions such as disguising unsightly masts.

- Normally the Council Planning Dept wouldn't concern itself with whose land the edifice is to be erected on but, in this instance, this site is Manchester City Council property and therefore agreement between landowner and developer must have been made before the application. As the planning department is employed by the Council then this would constitute a clear conflict of interest in

theory however determined the department would be to act impartially in this matter. A granting of permission under such circumstances might then be challenged in the courts.

Moorfield Road Community Group - Have submitted a number of representations objecting to the proposals on behalf of 30 residential properties on Moorfield Road. A summary of the issues raised by the group is set out below:

- The siting of a very large telecom mast and a large number of associated equipment cabinets on this strip of land would be a significant loss to local amenity.

- What is missing from information available in the public domain is any useful detail on the industry's development plans, the extent and siting of its present equipment, its plans for siting of future equipment, and indeed any comprehensible technical description of the alternatives available to it when designing networks for 5G expansion.

- Considering the success of the industry's lobbying of Government for enlargement of its powers to install apparatus, and the clear public interest in having such data available, not only to planning authorities but in the public domain generally, we think the present balance of interest is weighted wholly unfairly in developers' interests. A consequence of this is that developers make wide and generalised statements in their approval applications, unsupported by meaningful detail.

- A planning authority cannot - or at least, should not - make a decision whether or not to approve without an appreciation of how 'siting and appearance' will actually apply in practice to the area around a new mobile mast, particularly if developers intend to site this in or close to a residential area.

-The applicants have listed three local buildings considered as alternatives. No detail is given, other than the assertion that they were considered. No methodology is given explaining why these buildings were considered, and why rejected as unsuitable.

- A phone mast like this would spoil the whole area, and should not be sited where proposed.

- It not possible to meet the requirement to minimise the visual impact of a 20 metre mast towering in full view over homes and gardens situated only a few metres away; so the proposed installation fails to meet the requirements of Development Control policy 17.

-MRCG cannot reconcile the apparent discrepancy between the statement in section 4 that the applicants are not replacing an existing installation, and the statement in the SSSI (document 7), section 4, that 'It is imperative to consider that this proposal is to replace an existing installation and is not a new additional mast'.

- If indeed there have been discussions with the LPA about site selection, leading to the choice of the site, and the subsequent lodging of this application, then that is in itself a clear breach of the provisions of NPPF, the Code, and Policy DC17, as there has been no consultation with relevant local stakeholders prior to the application being made.

- We know this area very well, and the servicing and repairing of such apparatus will be more awkward than the developers may realise'

- The period given by the Developer's Notice for comments would be unreasonably short, even in normal times, when given a few days before the Christmas holiday. It seems to us that the Notice should be treated as completely ineffective, as the main group of potentially affected consultees were not made aware of the proposal until after the end of the notice period of 14 days.

- There is a contradiction between the answer to the question 'was there pre-application contact with the LPA?' and the statement in para 6 of the applicants' covering letter to Planning. It is totally unclear to us what the extent of pre-application discussions, if any, have been.
- The actual site description is woefully inadequate, and inaccurate. The site information offered gives the impression that it has all been put together at an office desk a long way away, using basic internet resources only, without reference to the actual site at all.
- The failure of the applicants to answer the question straightforwardly of why the site is required invites a natural suspicion that they do not have a convincing answer to it. Without further detail being provided to Planning justifying the extent of these efforts it is pretty well impossible to assess whether a less intrusive site could have been found somewhere within the large area of south Manchester over which the applicants say they have conducted their search
- MCRG are critical of the exercise undertaken by the applicants in respect of the site selection process undertaken.
- The statements of the applicant are vague and general that they provide no help whatever to a planning authority in deciding whether or not a particular location is needed at that site
- There is a contradiction between the applicants' statement that mast sites are needed close to homes, ergo the present application site is justified, and their account of the alternative sites they have attempted to use. Of the nine sites listed in section 6 of the template, only two can be accurately described as being close to homes.
- There is no shortage of large buildings with sufficient height in our general area for alternative solutions
- The mast, at 20 metres high, would extend above the nearest (evergreen) trees by approximately 5.5 metres (18 feet). It would appear for its whole length in the space between the evergreen trees and the nearest deciduous trees to the north, so that it would be wholly visible at all times of the year from most of the affected houses, with only a very small amount of visual shielding from the remainder.
- The tree line sketch in the application is misleading (and appears to have been lifted from a catalogue of images). The height, spacing, condition and appearance of the trees at the bottom of the gardens varies considerably.
- The presence of the mast would be a total intrusion; gross in its size, alien in its appearance - completely out of place. That intrusion would also be visible from every room in the rear of every house, so that whenever we looked out of the window towards the south west.
- The presence of such an object as having a gross and deleterious effect on the view's residents have enjoyed
- Reference is made to the site of the previous telecommunications equipment where the operators was served a notice to quit.
- Reference is also made to the emergency mast in situ at Northenden Golf Course.
- MRCG therefore urge Manchester Planning to decide that (i) the development would need approval under the General Permitted Development Order; and that (ii) that approval should be refused.

Councillor Greg Stanton - Sympathises with the objections of residents, whilst Elizabeth Slinger Road gives the appearance of being non-residential it does actually have 20 gardens backing onto it - all of which would look onto the mast.

Councillor Deborah Hilal - Supports local residents' objections to the mast to be placed on Elizabeth Slinger Road. The mast at 20 metres in height would severely obstruct the view of the residents in neighbouring houses. This high mast would be visible from everyone's room at the rear of their homes. Looking outwards from the SW residents would only see this huge mast instead of the trees and skyline they currently enjoy.

We do not believe it is necessary to site the mast in this location and there are other alternatives that meet the developer's objectives without intruding on the residents on Moorfield and other surrounding roads.

Moorfield is a very pleasant road with many longstanding trees, the properties are all residential homes and are very well maintained. This mast will completely spoil the ambience of the area and I ask that this application is rejected.

MCC Highway Services - Sufficient carriageway clearance is being provided and sufficient footway width is being maintained by using part of the grassed verge, this is to be in agreement with the relevant council department.

Highways would be accepting in-principle of these proposals subject to the final positioning of apparatus not being directly opposite the school entrance and also be sufficient to maintain the minimum desirable clearance of 2m to any adjacent street furniture/trees and the edge of carriageway.

Comments are made with regards to the installation and maintenance timings of the equipment and that this should not conflict with the times for school pick up and drop offs. An informative is to be appended to any decision to ensure discussion takes place with the Highway Authority for any required temporary traffic management arrangements.

Aerodrome Safeguarding Officer - No objection to the proposal.

West Didsbury Residents Association - Do not wish to raise an objection to this proposal.

Policies

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

There are specific sections of the NPPF relevant to the consideration of the application proposals.

Chapter 2. Achieving sustainable development

7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity,

using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

11. Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or d) 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.

Chapter 10. Supporting high quality communications

114. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).

115. The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. Use of existing masts, buildings and other structures for new electronic communications capability (including wireless) should be encouraged. Where new sites are required (such as for new 5G networks, or for connected transport and smart city applications), equipment should be sympathetically designed and camouflaged where appropriate.

116. Local planning authorities should not impose a ban on new electronic communications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of electronic communications development, or insist on minimum distances between new electronic communications development and existing development. They should ensure that:

a) they have evidence to demonstrate that electronic communications infrastructure is not expected to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and

b) they have considered the possibility of the construction of new buildings or other structures interfering with broadcast and electronic communications services.

117. Applications for electronic communications development (including applications for prior approval under the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

a) the outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college, or within a statutory safeguarding zone surrounding an aerodrome, technical site or military explosives storage area; and

- b) for an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission guidelines on non-ionising radiation protection; or
- c) for a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self certifies that, when operational, International Commission guidelines will be met.

118. Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

Local Development Framework - Core Strategy Development Plan Document (adopted July 2012)

Policy SP1 identifies the City Council's Core Development Principles and states that 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
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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 and 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.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan Saved Policies

DC17 Telecommunications states that the council should be satisfied that the development has been sited and designed to minimise its impact on residential amenity and in environmentally sensitive areas.

Issues

Principle

The Council supports the principle of improving telecommunications coverage within the City, however, in doing so it seeks to ensure that the amenity of residents is not impacted upon to an unacceptable degree.

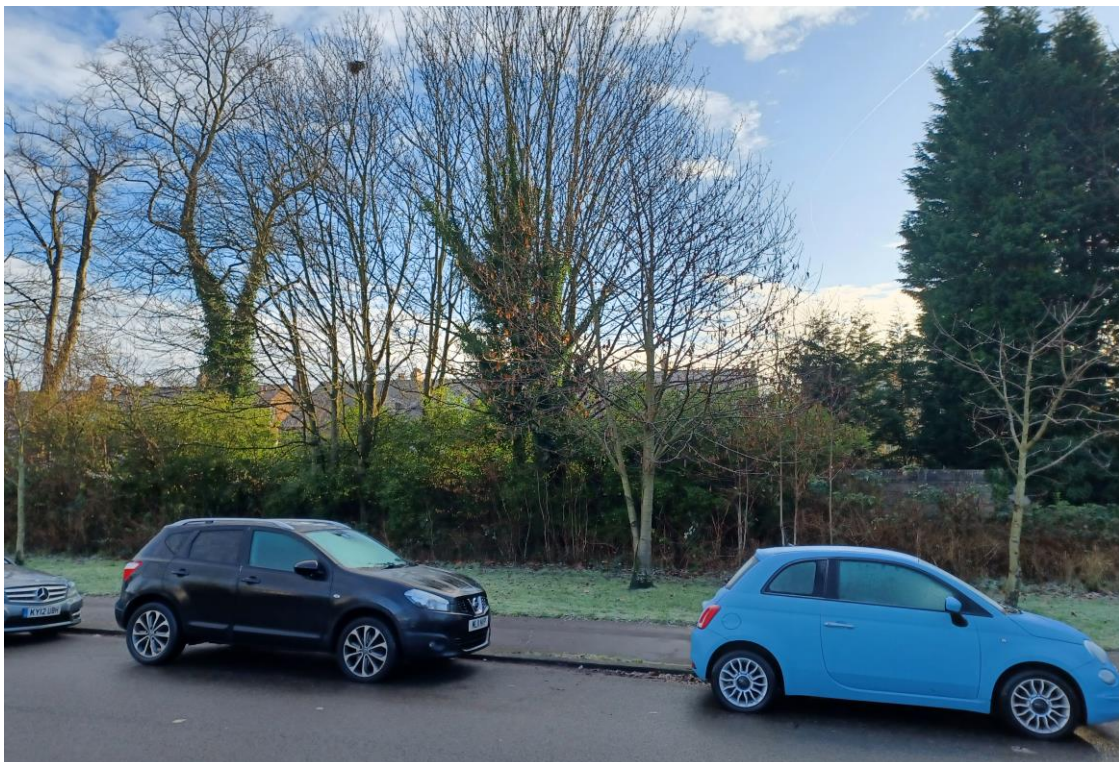
The proposal falls within Part 16, Class A - 'Electronic communications code operators', of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). This requires that Local Planning Authorities assess whether prior approval is required for the siting and appearance of the development.

The applicant has indicated that the proposals forms an integral part for the applicant to expand their respective 5G telecommunications network across Manchester and specifically to enhance coverage and capacity in the M20 area. The applicant informs the Council that the position of the mast and associated equipment needs to be one that fits into the existing network and that it is to replace a previous installation in the area where a Notice to Quit of that site had been issued.

The applicant within the supporting documentation indicates the site has been chosen to minimise the visual intrusion for residential properties and the monopole design chosen to assist in allowing the proposals to merge with the street lighting columns in the vicinity of the site and to be the least visually intrusive option available. The installation is proposed to be installed within the wide grass verge that's sits alongside Elizabeth Slinger Road.

Siting

Following assessment of the proposal and the proposed siting of the telecoms mast and associated cabinets it is considered that the development would not give rise to harmful impact to visual or residential amenity. The proposal has been sited to minimise its visual impacts and would ensure continued uninterrupted pedestrian flows on the pavement.



View across Elizabeth Slinger Road towards the rear of Moorfield Road residential properties

The closest residential properties are located approximately 45 metres to the south east of the site. It is noted that there are boundary wall/fences and trees between the proposed installation and the rear walls and windows of the residential properties. The grass verge between the back of pavement and rear boundaries with the residential properties is approximately 12m in depth.



View east across Elizabeth Slinger Road toward site

It is considered that the siting and surrounding trees and distance from properties would ensure that the installation would not form an overbearing or overly dominant feature adjacent the road or in the area and has been chosen to minimise impacts on residential and visual amenity.



View north along Elizabeth Slinger Road at Junction with Barlow Moor Road



View north east along Elizabeth Slinger Road from the Lancasterian entrance

Submitted representations from residents have criticised the process undertaken by the applicant to determine the siting of the proposed mast and the discounting of other options including tall buildings within the area. The applicant has indicated that a number of alternative locations have been reviewed and discounted for reasons including due to operational reasons and that potential buildings were not appropriate for the installation of equipment. The Council has no reason to doubt that there are legitimate reasons for the discounted options not being suitable for the provision of the network coverage required. For instance, the Council is aware of issues for the placing of this type of installation in alternative locations within the Mersey Valley arising from it being within the flood zone 3a.

Appearance

It is acknowledged that the mast would form a new structure that would be taller than similar street furniture, particularly street lighting and trees. The width of the mast together with the proposed finish would assist in assimilating the structure into the street scene.

The site is not located within an environmentally sensitive area whilst it is acknowledged that properties on Moorfield Road are of distinct character, primarily as a result of the design of their frontages and regular built form when viewed from Moorfield Road, the area is not located within a conservation area.

The mast and associated equipment cabinets have been sited to provide the required infrastructure and network coverage for the area and to minimise the visual impacts of the installation. Given the location of the mast and cabinets set back from the pavement edge within a grass verge it is not considered that the installation would give rise to harmful visual clutter.

It is acknowledged that the mast and cabinets would result in a visual change, this change is not in this instance considered as so harmful as to warrant refusal of the proposal in terms of its siting and appearance as set out above.

Health - The application has been accompanied by an ICNIRP declaration and National Planning Policy indicates it is not the local planning authority's role to set health safeguards different from the International Commission guidelines for public exposure.

Other Matters – Criticisms have been raised with regards to the notification process. The application is subject to notification of residents, a number have indicated that there had been a delay in receipt of post over the Christmas period and due to covid-19 related post issues within the local area. Whilst this is acknowledged, such matters are outside of the control of the Council, in this instance comments received after the notification period have been accepted and fully considered as part of the assessment of this prior approval application.

Concerns have been raised with regards to the Council as local planning authority and the Council being landowner where the proposals are to be sited. The Council as local planning authority is not involved in the process for other consents that the applicant may be required to undertake, such as agreement with any landowner, this is not a material consideration in the determination of this application.

Comments were made with respect of the installation of the mast opposite the school and potential requirements to avoid school drop off and pick up times. An informative is to be attached to any decision relating to the need for temporary traffic arrangements to be agreed with the Highway Authority.

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

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

1) The City Council is satisfied that this development has been sited and designed to minimise the impact on residential amenity and the visual amenity of the surrounding area. Accordingly, the proposal complies with Section 10 of the National Planning Policy Framework, policies SP1 (Spatial Principles) and DM1 (Development Management) of the Core Strategy for the City of Manchester and saved policy DC17.1 (Telecommunications) of the Unitary Development Plan for the City of Manchester. Therefore, consent is hereby granted in accordance with the information accompanying application received on the 23rd December 2021:

-Application for prior notification forms;

- Drawings references: 215 Proposed Site Plan; 265 Proposed Site Elevation Master Drawing Number 1646418_MAN499_79985_M002 Issue B.
- Site Specific Supplementary Information
- ICNIRP Certificate

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, saved policy DC17.1 of the Unitary Development Plan for the City of Manchester and the National Planning Policy Framework (NPPF).

Informatives

1) The applicant should be advised that any requirements for licensing, hoarding /scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicenses@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Manchester Airport Safeguarding Officer
Highway Services

9 Bushmill Close, Manchester, M20 2NQ
14 Bushmill Close, Manchester, M20 2NQ
2 Winster Avenue, Manchester, M20 2YG
1 Winster Avenue, Manchester, M20 2YG
23 Moorfield Road, Manchester, M20 2UZ
11 Moorfield Road, Manchester, M20 2UZ
13 Moorfield Road, Manchester, M20 2UZ
154A Barlow Moor Road, Manchester, M20 2UT
5 Moorfield Road, Manchester, M20 2UZ
Greater Manchester Police Head Quarters, Elizabeth Slinger Road, Manchester, M20 2ES
Flat A3, 25 Moorfield Road, Manchester, M20 2UZ
Attic Flat, 2 Darley Avenue, Manchester, M20 2XF
Top Flat, 156 Barlow Moor Road, Manchester, M20 2XQ
Basement Flat, 25 Moorfield Road, Manchester, M20 2UZ
Flat C2, 25 Moorfield Road, Manchester, M20 2UZ
Flat A2, 25 Moorfield Road, Manchester, M20 2UZ
Flat 4, 1 Moorfield Road, Manchester, M20 2UZ
Flat 1, 1 Moorfield Road, Manchester, M20 2UZ
9 Moorfield Road, Manchester, M20 2UZ
21 Moorfield Road, Manchester, M20 2UZ
15 Moorfield Road, Manchester, M20 2UZ
31 Moorfield Road, Manchester, M20 2UZ
Flat B2, 25 Moorfield Road, Manchester, M20 2UZ
Flat C1, 25 Moorfield Road, Manchester, M20 2UZ
Flat B1, 25 Moorfield Road, Manchester, M20 2UZ
Flat A1, 25 Moorfield Road, Manchester, M20 2UZ
Lancasterian School, Elizabeth Slinger Road, Manchester, M20 2XA
156 Barlow Moor Road, Manchester, M20 2XQ
Flat 6, 1 Moorfield Road, Manchester, M20 2UZ
Flat 5, 1 Moorfield Road, Manchester, M20 2UZ
Flat 3, 1 Moorfield Road, Manchester, M20 2UZ
Flat 2, 1 Moorfield Road, Manchester, M20 2UZ
7 Moorfield Road, Manchester, M20 2UZ
3 Moorfield Road, Manchester, M20 2UZ
19 Moorfield Road, Manchester, M20 2UZ
17 Moorfield Road, Manchester, M20 2UZ
Flat 7, 1 Moorfield Road, Manchester, M20 2UZ
154C Barlow Moor Road, Manchester, M20 2UT
154B Barlow Moor Road, Manchester, M20 2UT
3 Winster Avenue, Manchester, M20 2YG
2A Winster Avenue, Manchester, M20 2YG
1A Winster Avenue, Manchester, M20 2YG
145 Barlow Moor Road, Manchester, M20 2YA
29 Moorfield Road, Manchester, M20 2UZ
27 Moorfield Road, Manchester, M20 2UZ

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 90M
Area Team Boundary - Name: SOUTH