

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131610/FO/2021

Date registered valid: 22 September 2021

Proposal: Erection of a two storey rear extension in connection with the formation of 3 no. flats

Address: 805 Stockport Road, Manchester, M19 3BS

Ward(s): Levenshulme Ward

Applicant: Mrs S Rashid 175 Kings Road, Manchester, M16 0FL

Agent (if any): Mr Stephen Nicholls Richmond Consultants 63 Ellwood Road, Stockport, SK1 4BE

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 November 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 21 October 2021

Standard consultations:

Printed: 30 September 2021

Expired: 21 October 2021

Neighbour notifications

Printed: 30 September 2021

Expired: 21 October 2021

Site notice

Posted: Expired:

Press advert

Published: 5 October 2021

Expired: 26 October 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area



Fig .1 – Existing frontage to Stockport Road

The application relates to a 2-storey building with roof space accommodation located on the eastern side of Stockport Road close to its junction with Carrill Grove East. The site is located within a parade of shops and is with Levenshulme District Centre. A medical centre is located immediately to the north of the site.

The rear of the building comprises two and single storey outrigger and a ground to eaves level recess. The site incorporates a rear yard with enclosed brick walls. The ground floor is in use as a restaurant and is the subject of CLEUD application ref: 131669/LP/2021. Above the ground floor use is an existing 3-bedroom apartment over two floors with a separate access adjacent to the Stockport Road shopfront to the ground floor Class E use.



Fig.2 – Views of the rear of the site and adjacent alleyway



Fig.3 – Alleyway servicing the site

Description of development

The development would involve the formation of a first floor, flat roof extension, which would respond to the angled configuration of the site producing an width of between 6 and 7.1 metres sited above an existing single storey rear extension with a length of 6.6 metres and have an overall height by 7.2 metres above ground level through the formation of a flat roof. A second floor extension would be formed with a hipped pitched projecting from the ridge line to the existing roof and maintaining an adjacent recess. Its rearward projection would have an overall length of the 7.4 metres (including its projection beyond the original rear wall).

The development involves the formation of:

- i. 1 x two bedroom apartment (compromising 62 sq. metres)
- ii. 2 x one bedroom apartments (comprising 39 sq. metres and 48 sq. metre respectively)

Access to the apartments form Stockport Road would be maintained and the rear yard would accommodate waste and recycling storage for the Class E and Class C3 uses. It would also accommodate cycle storage for the residents.

Consultations & Notification Responses

Local residents - No comments received.

Highway Services – No objection but recommend that condition be included to agree and implement arrangements for:

- i. Secure cycle storage;
- ii. Construction Management Plan.

Environmental Health – The following comments have been included:

- i. The waste and recycling needs of residents should be satisfactorily met in relation to segregated waste storage in a lockable enclosure;
- ii. The apartment should be insulated against noise sources, including Stockport Road.
- iii. Mitigation should be provided to address any potential impact of traffic pollution and measures to maintain air quality.

Flood Risk Management Team – No objection. However, it is recommended that improvements be made to the design and construction of the drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Greater Manchester Police Design for Security – Have recommended a range of security measures that have been relate to the development via an informative.

Greater Manchester Ecology Unit – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It

states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless 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 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and the comments of GM Police Design for Security have been related to the development as an informative. As the development would operate in conjunction with the existing use there would be no apparent additional harm to residential amenity. Chapter 8 would thereby be accorded with.

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

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

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

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

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

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The development would make a positive contribution to the character and vitality of the district centre. It would improve the residential offer and improve the quality of the local housing supply thereby potentially securing more sustainable future occupation and enhancing the well-being of future residents. The site benefits from its sustainable location in relation to access to service and transportation. Policy SP1 would thereby be accorded with.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. It also supports the inclusion of housing. The development would thereby accord with the objectives of policy C2.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace with a marginal environmental impact but would secure a sustainable use for the upper floors of the building. The environmental performance of the building would be improved through the application of modern building materials.

Policy EN 16 (Air Quality) – Requires that consideration is given to the potential impact of existing air quality on new development. In this case, the site is located in the Manchester Air Quality Management Area. Consideration therefore needs to be given to the potential impact of localised pollution from Stockport Road. A condition has been included to secure appropriate mitigation measures are related to the development pursuant to policy EN16.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

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

A condition has therefore been included to ensure that appropriate lockable storage enclosure for the residential waste, with sufficient capacity, would be provided to accord with Policy EN19.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not generate significant traffic and the site is in a sustainable transport location. Policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development will not unduly harm residential amenity and provision can be made to provide appropriate security measures throughout the site. Appropriate waste management would be provided. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies - The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to the City Centre. It is considered that the new development, due to its position would not affect the streetscene or the appearance of Levenshulme District Centre. Policy E3.3 would be accorded with.

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate, including customers and traffic movements and the undertaking of servicing and deliveries. In this case, it is considered that noise disturbance would be absorbed into the surrounding noise environment. In regard to the impact of the surrounding noise environment on the occupation of the apartments, it is considered that appropriate noise attenuation can be addressed through the recommended conditions. The development would thereby be positively related to policy DC26.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to secure satisfactory development in Manchester. It is considered that the development would be satisfactorily related to the Guide requirement for design and community, safety and crime prevention.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken with the applicant to clarify the potential arrangements for

waste and recycling management and cycle storage. The submission of supplementary information has enabled the proposed development to be appropriately assessed.

Principle of the development – It is considered that the overall development represents a proportionate addition to the building, would facilitate a modest expansion of an otherwise permissible residential use. The continued use of the property for a mix of commercial and residential uses would contribute positively to the future viability of Levenshulme District Centre. The development is therefore considered to be acceptable.

Height, scale and massing – The height of the first floor extension would be set below the eaves to the main roof to ensure that it would be subservient to the extended main roof and related appropriately to the flat roof composition of the extended neighbouring medical centre. The hipped pitched roof to the second floor extension has been related appropriately to the main ridge line and its sloping planes would and retained recess would reduce its bulk and massing. On this basis, it is considered that the proposed roofscape and the articulation to the composition of the extension would secure a proportionate development in a location characterised by highly dense built form. The overall height, scale and massing of the development is considered to be proportionate and acceptable.

Siting – The projection of the rear extension has been informed by the siting of the existing outriggers and the projection of the neighbouring built form. The development would improve the comparison of the rear of the building through the coherent arrangement of additions to the rear. The 'stepped' arrangements of the extensions and retention of a recess at the second floor would maintain space within and across the building to produce an appropriate relationship to the neighbouring context; in terms of its siting.

Residential amenity – The proposed apartments would improve the quality of the living accommodation and conditions (relating to noise and waste management) would ensure an appropriate relationship to the ground floor use. The siting of the proposed windows in the eastern elevation would not result in direct overlooking of the nearest residential uses at Amco House. However, there may be some marginal impact on privacy on a side window at first floor level. However, the relationship between these windows reflects the characteristics of densely positioned urban development. On balance this relationship is considered to be acceptable. A condition has been included to ensure that high level windows in the first floor north elevation of 805 Stockport Road shall be obscure glazed to safeguard the amenity of future residents. On balance it is not considered that the development would unduly harm residential amenity.

Design - The appearance of the proposed roof extension would be appropriately related to the existing office in terms of its composition and roof and window design. A condition has been included to ensure that the materials used in the construction of the development are maintained following construction. The formation of a flat roof element is considered to be acceptable as:

- i. This roof form is a characteristic element of the existing building at ground floor level;
- ii. The neighbouring medical centre has a substantial extension comprising a flat roof.

The proposed flat roof at first floor level has thereby been informed by surrounding built form and is considered to be an appropriate design feature. It would also be counterbalanced by the hipped pitched roof extension that would comprise matching slate to reduce its prominence and be appropriately related to the main roof.

Crime and security - The recommendations of GM Police Design for Security are related to the development through and informative.

Access - The development would not achieve level access due to the configuration of the building and the formation of stair accessed apartments. There would be no change in the existing access arrangements.

Waste management – Notwithstanding the comments of Environmental Health, it is the case that two apartments above the premises would be permitted and therefore the assessment of impact relates to additional floorspace to be formed, including the introduction of the third apartment. The provision on up to 9 bins in support of the development would be onerous given the limited space available in the yard area (which would also accommodate commercial waste and cycle store). A condition has thereby been included to secure proportionate and appropriate waste management arrangements detailing capacity, siting and appearance of a lockable enclosure for the storage of the segregated waste and recycling bins relating to the authorised apartments.

Highways issues - The adjacent section of highway on Stockport Road incorporates double yellow lines. This will assist with the management of traffic. Given the limited magnitude of the development it is not considered that the development would raise significant concern regarding traffic generation. Any increase in activity would be absorbed into existing levels of activity in the district centre. The residents would also benefit from the sustainable location of the site.

Cycle storage - A condition has been included to ensure the approval of final storage details and capacities.

Construction management – It is not considered that the magnitude of the development would necessitate a comprehensive CMP. Given the tight constraints of the site and the local highways network to provide of a detailed routing strategy would be difficult to enforce. It is also considered that, in common with comparable development in the locality. The development could be contained within the site and accessed via the Stockport Road entrance and rear alleyway.

Air quality – The applicant has been advised of the observations received in regard to mitigation of pollution from Stockport Road and maintaining existing levels of air quality. In response, the applicant has agreed to engage with a consultant to determine appropriate mitigation measures. A related condition has therefore been included.

Bats - An informative has been included advising that if any bats are found all work should cease immediately and a suitably licensed bat worker employed to assess how best they might be safeguarded. Natural England should also be informed.

Impact of listed building – The application site is located 21 metres from the neighbouring listed St Peter's Church. The listed building is screened from the application site by the neighbouring medical centre. Given the relationship and the characteristics of surrounding built form it is not considered that the setting of the listed building would be harmfully impacted upon.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property and contribute to local housing provision and vitality and viability. The future management of the respective uses would be secured through the conditions set out below.

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

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken with the applicant to clarify the potential arrangements for waste and recycling management and cycle storage. The submission of supplementary information has enabled the proposed development to be appropriately assessed.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 9 September 2021, 22 September 2021 and 26 October 2021:

Planning application forms
Location plan with a red edge
Existing floor plans Ref: 09-21-SR100 Rev B
Proposed floor plans Ref: 09-21-SR101 Rev D
Building sections (existing) Ref: 09-21-SR102 Rev A
Existing elevations Ref: 09-21-SR103 Rev A
Proposed elevations Ref: 09-21-SR104 Rev B
Design and Access Statement
Site Photographs – 805 Stockport Road

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

3) The materials to be used in the construction of the authorised development, including bricks and roofing materials, together with the method of coursing and pointing, shall match the existing building, in terms of colour, texture and appearance.

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

4) The planning permission hereby granted relates to the use of the extended first and second floors of 805 Stockport Road as 1 x two bedroom and 2 x one bedroom apartment (Class C3) (3 apartments in total).

Reason – In the interests of residential amenity and to ensure the satisfactory implementation of the development pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) Before the first occupation of the authorised development, details shall be submitted to and approved in writing by the City Council as local planning authority detailing the capacity, siting and appearance of a lockable enclosure for the storage of the segregated waste and recycling bins relating to the authorised apartments (Class C3). The approved details shall be implemented to and agree timescale and maintained in situ at all times thereafter.

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

6) Before the first occupation of the authorised development and notwithstanding the detail of drawing ref: Proposed floor plans Ref: 09-21-SR101 Rev D, details of the design, capacity and appearance of the cycle store to be located in the rear yard shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented as part of the agreed waste management strategy prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

7) Before the first occupation of the authorised development, a scheme for acoustically insulating the residential accommodation against noise from Stockport Road and any other identified noise sources shall be submitted to and approved in writing by the City Council as local planning authority.

Upon completion of the implementation of the approved scheme, a verification report will be required 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 has 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.

The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

Reason - To secure a reduction in noise from Stockport Road and any other identified noise sources in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

8) Before first occupation of the of the apartments hereby approved, the windows in the first floor north elevation of 805 Stockport Road shall be obscure glazed to a specification of no less

than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

9) Before first occupation of the of the apartments hereby approved , details shall be submitted to and approved in writing by the City Council as local planning authority relating to the design, appearance and specification gates, to be positioned in the openings to the eastern boundary wall forming curtilage of 805 Stockport Road as shown on drawing ref: Proposed floor plans Ref: 09-21-SR101 Rev D. The approved details shall be fully implemented before the occupation of the development and maintained in situ at all times thereafter.

Reason – In the interests of residential amenity, security and to reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

10) a) Before the first occupation of the apartments hereby approved , a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

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

Informatives

1) It is considered that the development is implemented with reference to the following guidance:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) It is recommended that the development incorporates satisfactory security measures to reduce the potential risk of crime, including:

i. The apartments should be fitted with a monitored alarm system with PIR monitors, compliant with:

- BS EN 50131 and PD 6662 for wired systems
- BS 6799 for wireless systems

ii. The apartment entrance doors should be compliant with BS PAS 24 and include door viewers.

iii. First floor apartment living room windows should be certified to BS PAS 24.

iv. The access to the main entrance should be operable by swipe card or fob.

v. Lighting - Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors. External lighting should also be provided to the side passageway and rear of the building.

3) Bats - It is an offence to disturb, harm or kill bats. If a bat(s) is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

4) It is recommended that improvements be made to the design and construction of the drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

5) The application site is within the Manchester Air Quality Management Area and the map available at: <https://uk-air.defra.gov.uk/aqma/maps>) should be referenced when considering mitigation measures to safeguarding residential amenity.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

805 Stockport Road, Manchester, M19 3BS
884 - 886 Stockport Road, Manchester, M19 3BN
1E Carrill Grove East, Manchester, M19 3BT
3 Carrill Grove East, Manchester, M19 3BT
1 Carrill Grove East, Manchester, M19 3BT
14 Cardus Street, Manchester, M19 3EX
13 Cardus Street, Manchester, M19 3EX
1D Carrill Grove East, Manchester, M19 3BT
St Peters C Of E Church, Stockport Road, Manchester, M19 3BS
1C Carrill Grove East, Manchester, M19 3BT
805A Stockport Road, Manchester, M19 3BS
18 Cardus Street, Manchester, M19 3EX
1B Carrill Grove East, Manchester, M19 3BT
7 Carrill Grove East, Manchester, M19 3BT
1A Carrill Grove East, Manchester, M19 3BT
809 Stockport Road, Manchester, M19 3BS
16 Cardus Street, Manchester, M19 3EX
807 Stockport Road, Manchester, M19 3BS
5 Carrill Grove East, Manchester, M19 3BT
811 Stockport Road, Manchester, M19 3BS
803 Stockport Road, Manchester, M19 3BS
2 - 4 Carrill Grove East, Manchester, M19 3BT

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: NORTH2