

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130270/FO/2021

Date registered valid: 18 May 2021

Proposal: Erection of two storey, detached dwellinghouse (Class C3) fronting Clapham Street with associated landscaping and boundary treatment

Address: 242 St Marys Road, Manchester, M40 0AY

Ward(s): Moston Ward

Applicant: Mr Kevin McDermott, 242 St Marys Road, Manchester, M40 0AY

Agent (if any): Mr Sam Nawaz Studio OL3 Ltd Unit 23 Broadway Business Park, Broadgate, Chadderton, Oldham, OL9 9XA

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

Recommendation: Approve

Date of recommendation: 21 July 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 16 June 2021

Standard consultations:

Printed: 11 June 2021 Expired: 2 July 2021

Neighbour notifications

Printed: 7 July 2021 Expired: 21 July 2021

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to part of the rear garden associated with a two storey, terraced dwellinghouse fronting St. Mary's Road (No. 242).

The site which is roughly rectangular in shape, fronts Clapham Street. The rear boundary which is to form the front of the proposed dwellinghouse, is lined by a row of large Conifer trees and enclosed by a timber fence.

The site is bounded to both sides by the rear gardens of adjoining properties fronting St.Mary's Road.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area is principally residential in nature, comprising a variety of two and three storey dwellinghouses.

Clapham Street to which the front of the proposed site addresses, includes a row of two storey, mews style properties with open frontages. Immediately opposite the site, are more traditional, two storey, semi-detached dwellinghouses on the same side of the road as the application site, to the south. Further to the north, along Clapham Street, is a row of lock-up garage buildings associated with the two storey, terraced dwellinghouses fronting St. Mary's Road.

Description of development

Planning permission is sought for the erection of a single, two storey, detached dwellinghouse (Class C3) to front Clapham Street.

The site is formed by dissecting the large rear garden of No. 242 St.Mary's Road to create a smaller rear garden associated with No.242 and the creation of a dwellinghouse to front Clapham Street. The proposed dwellinghouse will incorporate front and rear gardens, together with off road parking and boundary treatment and follows the pattern of development further to the south along Clapham Street.

The proposed dwellinghouse incorporates a shallow hipped roof and will utilise brickwork, roof tiles and UPVC windows to match neighbouring properties.

The application relates to a revised proposal to that originally submitted. Due to the Council's initial concerns surrounding the size and scale of the proposed dwellinghouse, lack of space around the property, roof design, elevational design, revised drawings were subsequently submitted. Neighbours have been re-notified accordingly.

Consultations & Notification Responses

Local Residents/Occupiers – In response to the application as originally submitted, 3 representations have been received from the same person, raising concerns about access to the proposed meter cupboards.

Following the receipt of revised drawings and a further period of neighbour renotification, no further representations have been received.

Environmental Health – Conditions are advised with respect to site investigation and remediation of ground conditions and construction management. The waste management strategy is considered acceptable.

Highway Services - Given that the proposed development is resultant in one additional residential dwelling, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

In terms of accessibility, is noted that regular bus services are routed along St. Marys Road and provide connections to Failsworth, Piccadilly Gardens, The Trafford Centre and Eccles. The closest Metrolink facility is located at Newton Heath and Moston and provides connections to East Didsbury, Trafford Bar and Monsall. The closest railway station is located at Moston and provides connections to Rochdale, Clitheroe and Manchester Victoria.

All individual driveway parking spaces should be a minimum of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Clapham Street and will require a crossing licence/agreement.

It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available.

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. It is required that secure cycle parking is provided as part of the development on site.

Boundary treatment in the form of timber fencing to the rear and side elevation of the property is proposed. It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Designated refuse storage has been accommodated for the dwelling at the front of the site with kerbside collection noted from Clapham Street. Bins will be taken to/from Clapham Road on collection day by the resident. Highways consider this to be acceptable.

A condition is advised with respect to construction management arrangements.

Flood Risk Management – A condition is requested to ensure the development incorporates satisfactory surface water drainage.

GMP (Design for Security) - The proposed development should be designed and constructed to Secured by Design standards. This should include external fittings, boundary treatment, external lighting and gates.

Planning History

083612/LE/2007/N1

Certificate of Lawfulness for use of property as House in Multiple Occupation for 10 years.
Approved 28 January 2009.

040298

Change of use from bedsit accommodation to bed and breakfast accommodation. *Approved 7 February 1992.*

038087

Change of use to old persons home (3 beds). *Approved 8 January 1991.*

F10411

Conversion of dwellinghouse into house let in multiple occupation. *Approved 16 May 1979.*

Policy

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

- Policies DM1, SP1, H1, H3, T2, EN4, EN6, EN14, EN14, EN16-19 of the Core Strategy;
- Saved policy DC7.1 and DC26 of the UDP;
- Guide to Development in Manchester (SPD);
- Residential Quality Guidance;
- Greater Manchester Spatial Framework;
- National Planning Policy Framework (NPPF).

Issues

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

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

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

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

Policy H3 states further north Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

In this case, the site would follow the pattern of development further to the south, whereby dwellinghouses front both road frontage to which the site addresses (St. Mary's Road and Clapham Street). The proposed development will also enliven the street frontage to Clapham Street which at present is enclosed by a timber fence and large tree line, out of character with the remainder of Clapham Street and presents a rather austere frontage.

The proposal has overcome previous concerns surrounding the size of the property, lack of spacing around the property and elevational design

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

Specific planning issues are outlined further below.

Residential Amenity - In terms of the impact upon existing residential occupiers, whilst it is acknowledged that there will be an increase in activity at the rear due to the likely number of proposed occupiers and use of the rear garden, the relatively limited amount of prospective occupiers is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, general activity, noise and disturbance.

In terms of any impact as a result of the physical presence of the proposed house, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface distance of 21 metres between habitable windows of the existing and proposed dwellinghouse, the relationship with neighbouring properties is consistent with the relationship of other rows of properties in the area and is unlikely to result in any significant, adverse impact upon living conditions as a consequence of any over-dominance or overlooking. The arrangement is typical and mirrors the interface distance of other properties further to the south along Clapham Street.

As a safeguard, a condition has also been included which restricts window openings to those proposed, as well as the removal of permitted development rights for any extensions and roof alterations, in order to ensure the distance and space between facing properties remains, so to maintain the development gap.

A Class C3 use restriction condition has also been included which will prevent any potential over-intensification of use, by preventing the property from being occupied as a HMO.

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

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

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

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

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

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

In terms of design and appearance, the design of the proposed houses adopts a simple, relatively traditional approach, incorporating a shallow hipped roof to reflect the scale and roof profile of other properties along the same side of Clapham Street.

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

Space Standards

The gross internal floorspace measures 108 sqm – this is in excess of the 102 sqm required for 3 bedroom 6 person, two storey dwellinghouse, as set out within the City Council's Residential Quality Guidance. The proposal therefore complies with the Council's internal space standards.

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

Waste Management - Space is shown, within the curtilage of the property for the storage of the necessary quantity of bins. The bin storage area is easily accessible from road to the front to allow bins to be transported to the street frontage for collection. This arrangement is considered

to be satisfactory and typical of the area. A condition has been included to ensure compliance with the submitted arrangement.

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

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

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

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

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

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

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

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings referenced P-01/D, P-02/D and P-03 received by the City Council as Local Planning Authority on 13 July 2021.

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.

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

4) No development shall commence until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

5) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

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

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

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

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

9) The development shall be carried out in accordance with the Waste Management Strategy received by the City Council, as Local Planning Authority on 18 May 2021 and indicated on drawing numbered P-01/D, received by the City Council, as Local Planning Authority on 13 July 2021. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the property, other than on the day of collection.

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

10) Prior to the first occupation of the dwellinghouse hereby approved, full details of 1 electric car charging point shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of any of the residential units and be retained thereafter.

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

11) The development hereby approved shall be implemented in accordance with the boundary treatment shown on drawing P-01/D received by the City Council as Local Planning Authority on 13 July 2021. The boundary treatment/gates shall be completed before the dwellinghouse hereby approved is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy.

12) Notwithstanding details submitted, no above ground development shall commence until a detailed hard and soft landscaping treatment scheme (including replacement tree planting) has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall include further replacement tree planting to mitigate the trees lost and be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

13) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

14) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development. The development shall only be implemented in accordance with the agreed measures.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

15) All off site highway works, including a dropped kerb and associated pavement works in order to facilitate vehicular access from Clapham Street, shall be completed prior to the dwellinghouse hereby approved being occupied.

Reason - In the interests of highway safety and to ensure sufficient off-road car parking provision, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

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

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

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is

suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informative

1) A dropped crossing will be needed to facilitate access to the new dwelling. Should any amendment be required to the adopted highway, this should be undertaken via a Section 278/C184 agreement with MCC Highways and will be subject to the expense of the applicant. Arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience team.

Appendix 1 – List of consultees & neighbours notified

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

244 St Mary's Road, Manchester, M40 0AY
241 St Mary's Road, Manchester, M40 0BJ
237 St Mary's Road, Manchester, M40 0BJ
36 Clapham Street, Manchester, M40 0BA
34 Clapham Street, Manchester, M40 0BA
32 Clapham Street, Manchester, M40 0BA
30 Clapham Street, Manchester, M40 0BA
22 Clapham Street, Manchester, M40 0BA
239 St Mary's Road, Manchester, M40 0BJ
26 Clapham Street, Manchester, M40 0BA
38 Clapham Street, Manchester, M40 0BA
24 Clapham Street, Manchester, M40 0BA
Flat 4, 238 St Mary's Road, Manchester, M40 0AY
Flat 2, 238 St Mary's Road, Manchester, M40 0AY
13 Thorverton Square, Manchester, M40 0BG
243 St Mary's Road, Manchester, M40 0BJ
28 Clapham Street, Manchester, M40 0BA
Flat 3, 238 St Mary's Road, Manchester, M40 0AY
Flat 1, 238 St Mary's Road, Manchester, M40 0AY
15 Thorverton Square, Manchester, M40 0BG
245 St Mary's Road, Manchester, M40 0BJ
246 St Mary's Road, Manchester, M40 0AY
240 St Mary's Road, Manchester, M40 0AY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1