

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130361/FO/2021

Date registered valid: 17 May 2021

Proposal: Erection of two storey detached dwellinghouse (Class C3)

Address: 133 Belgrave Road, Manchester, M40 3SX

Ward(s): Moston Ward

Applicant: Mr John Burns 133 Belgrave Road, Manchester, M40 3SX

Agent (if any): Mr Steven King Gamble King and Noone Limited First Floor , 5 Queen Street, Oldham, OL1 1RD

Case officer: Janet
Tel: 0161 234 Lawless
Email: janet.lawless@manchester.gov.uk 4535

Recommendation: Approve

Date of recommendation: 16 July 2021

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 27th May 2021

Standard consultations:

Printed: 24 May 2021 Expired: 14 June 2021

Neighbour notifications

Printed: 24 May 2021 Expired: 14 June 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 property that is the subject of this application is the site of 133 Belgrave Road. It has previously been the site of a 2 storey red brick detached property which was one of three detached properties at the head of Belgrave Road the remainder being terraced properties to the west.

Planning permission has previously been granted for a part single part 2 storey extension to the property, however when works to implement the consent commenced on site, it was discovered that there were major structural issues with the property, and it was deemed unsafe to develop the original house. As such the property was substantially demolished, and the proposal site now comprises of what is left of the original property, which will require wholesale rebuild.

Both pedestrian and vehicular access is taken off Belgrave Road. The site is currently enclosed to the front by Heras fencing and the boundary to the rear of the property comprises of concrete post and timber panel fencing as a dividing boundary between properties together with an established tree lined boundary on the rear boundary line.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site lies within a predominantly residential area within the Moston ward of North Manchester, with Belgrave Road itself comprising of residential properties of differing ages and styles. 133a to the east of the proposal site is a new build which has been designed similar in proportion and characteristics such as gable fronts and stone sills with bay windows to the features of the original character properties of 133 and 135 Belgrave Road. The site is flanked to the west by Victorian terraced properties. These have small walled front gardens with gardens to the rear they rely upon on street parking. The properties on the opposite side of the road are post war semi- detached houses with gardens and off road parking.

To the far east of the site lies the Rochdale canal with Meadow Park business park beyond that. To the south lies the Rochdale Canal and the large open space identified as Moston Brook.

Description of development

The submitted application is for the erection of a 2 storey brick built detached property. It would occupy the same footprint as the extended house would have done. The accommodation created would be Lounge, kitchen diner, tv room and utility room to the ground floor, with four bedrooms (1 en- suite) and a family bathroom to the first floor. A fifth bedroom would be created within the loft space.

The overall dimensions would be:

10.4 metres length on the boundary with number 133a Belgrave Road of which 3.15m would be single storey towards the rear. This side is set back from the front of the property.

11.85 metres length along the boundary with number 131 Belgrave Road, with a single storey 3.5 metres side wards projection towards number 131 for the utility room, this then steps back in for the remainder of the side elevation.

The width of the property would be 8.9 metres with the addition of the single storey utility on the side towards 131 of 3 metres additional projection.

The materials proposed would be red brick with slate roof and stone sills and headers to the windows. There is a brick arched fanlight above the front door,

Consultations & Notification Responses

Local Residents- One request for further information was received. Following discussion with the case officer the local resident had no objections to the proposal.

Highways- No objections subject to the attachment of conditions relating to the installation of an electric vehicle charging point, cycle parking provision and boundary treatments.

Environmental Health- No objections to the proposal subject to the attachment of conditions relating to Contaminated land, Construction Management and refuse.

Flood Risk- No objection subject to the attachment of a condition re surface water connection.

GMP- No objections subject to the attachment of a condition relating to construction to Secured by Design standards.

UU- Have made recommendations which would be the responsibility of the applicant. An informative with all the comprehensive details and responsibilities will be attached to any consent granted.

Issues

Policy

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

- Policies DM1, SP1, H1, H4, 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 - The proposal is replacing a like for like residential unit. 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 later 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 H4 states further that East Manchester will accommodate over the lifetime of the Core Strategy, around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would provide replacement accommodation for that which had to be demolished, ensuring the continued use of the site for residential use providing a family sized dwellinghouse as a replacement.

The proposal has retained the character and footprint of the property that previously occupied the site. The elevations are similar to those of the demolished property including mirroring some of the original detailing that contributed to the character and architectural merit of the previous dwellinghouse.

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.

Residential Amenity - In terms of the impact upon existing residential occupiers, the previous property had planning permission to extend, and it was during the works that the issues relating to the structural integrity of the original house became apparent. The footprint of the property has remained the same as that of the proposed extended property, with the same access and egress points and the same sized external amenity space. There is therefore unlikely to be any detrimental impact upon the residential amenity currently enjoyed by the neighbouring properties in terms of coming and goings, general activity, noise and disturbance than would

have been encountered from the original extended property. The window placement is the same and careful consideration has been given to ensure that there are no issues resulting in overlooking or loss of privacy both into and out of the proposal property and that of its neighbours. There is one window proposed in the side of the vestibule, this looks over the applicants own side garden area, and 1 small secondary window serving the lounge at ground floor facing the boundary with 131. There is a window to the first floor on that elevation, however this serves the bathroom and would be obscurely glazed.

A Class C3 use restriction controlled by way of an attached condition will prevent any potential over-intensification of use, by preventing the property from being occupied as HMOs. Further conditions have been included to remove permitted development rights relating to any extensions, roof alterations or new window/door openings.

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, this again would remain the same as it would for the previous property as extended. 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 previous property that occupied the site together with the 2 detached properties in 133a and 135 Belgrave Road to the east.

In terms of layout, the proposal makes efficient use of the land available, providing a good sized detached family home 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 relate effectively to its immediate context.

In terms of design and appearance, the design of the proposed houses adopts a simple, relatively traditional approach, incorporating gable end and dual pitched roof to the front, with a hipped roof at the rear which reduces the massing on the rear of the property. The materials to be used will match those of the existing property comprising of red brick, and slate roof. Brick fanlight detail over the front door together with stone headers and cills will replicate the character detailing that was evident on the original property.

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 – There is space within the curtilage of the property for the storage of the necessary quantity of bins. The bins can easily be transferred kerb side on collection day. This arrangement is considered to be satisfactory and typical of the area. A condition has been included to require the submission of a waste management scheme..

Security - It is considered that proposal provides 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, which is a replacement and not an additional unit. The application site is located close to significant 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 replacement of a single residential unit within the context of a principally residential environment, which built to modern day standards would provide an improved fabric of the building the impact upon climate change is considered negligible.

The site is located near to a busy, main arterial route and transport corridor, with a metrolink tram stop under 900 metres away at Failsworth and a bus route along the nearby Moston Lane east with links into and out of the City, Oldham and Rochdale and 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, with many areas being accessible by alternative modes of transport to the car.

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 - The applicant is advised that and any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk. An informative to that effect will be attached to any consent granted.

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:

Application form received 12th May 2021

Proposed Floor Plans and Location Plan PO1A- received 12th May 2021

PO2- Proposed Elevations received 12th May 2021

PO3- Street Scene and Roof Plan- received 12th May 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 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) Development shall not begin, where surface water is connected to the public sewer, without agreement in principle from United Utilities that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

5) a) 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 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.

b) When the development within each phase 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.

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 in each phase 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 EN18, DM1 and SP1 of the Manchester Core Strategy

6) 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;
- Hours of working;
- Dust suppression measures;
- 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.

7) 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.

8) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. 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.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

Reason - In the interests of amenity and public health pursuant to policies EN19, DM1 and SP1 of Manchester's Core Strategy.

9) Prior to the first occupation of the residential development 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 the dwellinghouse and be retained thereafter.

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

10) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment/gates (including acoustic fencing) to be erected. The boundary treatment/gates shall be carried out in accordance with the approved details before the house hereby approved is occupied, 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.

11) No above ground development shall commence until a detailed hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the dwellinghouse is 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.

12) Prior to first occupation of the development hereby approved, details of a secure cycle parking provision shall be submitted to and approved in writing by the City Council as local

planning authority. The approved scheme shall thereafter be implemented before the property is first occupied and shall remain in situ so long as the dwellinghouse is occupied.

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 Manchester Core Strategy.

13) 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 the approved measures shall be implemented in the construction of the approved development.

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.

14) 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 dwellinghouse may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1, and SP1 of the Manchester Core Strategy.

15) 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

16) 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.

Informatives

1) Drainage

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.

The NPPG clearly outlines the hierarchy to be investigated by the developer when considering a surface water drainage strategy. We would ask the developer to consider the following drainage options in the following order of priority:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

We recommend the applicant implements the scheme in accordance with the surface water drainage hierarchy outlined above.

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for adoption and United Utilities' Asset Standards. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Details of both our S106 sewer connections and S104 sewer adoptions processes (including application forms) can be found on our website <http://www.unitedutilities.com/buildersdevelopers.aspx>

Please note we are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for you to discuss with the Lead Local Flood Authority and / or the Environment Agency if the watercourse is classified as main river.

Water supply

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project which should be accounted for in the project timeline for design and construction.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk.

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

United Utilities' property, assets and infrastructure

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities' assets, the applicant should contact the teams as follows:

Water assets - DeveloperServicesWater@uuplc.co.uk

Wastewater assets - WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>. You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

For any further information regarding Developer Services and Planning, please visit our website at <http://www.unitedutilities.com/builders-developers.aspx>

2) The applicant is advised that and any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk.

3) The proforma/ Waste Management Strategy must include the following information:
Estimated volumes and types of waste produced by the development;

Details of internal and external stores for both waste and recycling, including any plans and designs;

Location of the proposed collection point and details of the route the collection vehicle will take;
Details of how waste will be transferred between stores and to the collection location; and

Details of number and capacity of bins proposed and collection frequency.

10 units or below = low rise

11 or above = high rise

Student accomm: 50L total waste per bedroom (general waste 28L per bedroom, rest recycling)

Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC

6 Parkfield Road North, Manchester, M40 3TA
8 Parkfield Road North, Manchester, M40 3TA
4 Parkfield Road North, Manchester, M40 3TA
131 Belgrave Road, Manchester, M40 3SX
7 Northfield Road, Manchester, M40 3SZ
5 Northfield Road, Manchester, M40 3SZ
3 Northfield Road, Manchester, M40 3SZ
1 Northfield Road, Manchester, M40 3SZ
129 Belgrave Road, Manchester, M40 3SX
133A Belgrave Road, Manchester, M40 3SX
14 Parkfield Road North, Manchester, M40 3TA
134 Belgrave Road, Manchester, M40 3SX
2 Parkfield Road North, Manchester, M40 3TA
12 Parkfield Road North, Manchester, M40 3TA
10 Parkfield Road North, Manchester, M40 3TA
136 Belgrave Road, Manchester, M40 3SX
135 Belgrave Road, Manchester, M40 3SX
132 Belgrave Road, Manchester, M40 3SX

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