

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128047/FO/2020

Date registered valid: 21 September 2020

Proposal: Retrospective application change of use of ground floor from former retail shop to Class C3 residential apartment to make a total of 2 apartments at the property, with associated external alterations.

Address: 19 Reddish Lane, Manchester, M18 7JH

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Hafeez Khan Property Investment Gains Limited 19 Reddish Lane, Manchester, M18 7JH

Agent (if any): Michael Imonitie 668 Rochdale Road, Manchester, M9 5TT

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 19 October 2020

Application details

Type of application: Full Application Consent

Development type: Notifications

Date of site visit:

Standard consultations:

Printed: 23 September 2020

Expired: 14 October 2020

Neighbour notifications

Printed: 23 September 2020

Expired: 14 October 2020

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 relates to a two storey end of terrace property at the junction of Reddish Lane and Debdale Lane. This is a retrospective application to retain the ground floor as a self contained apartment . There is an existing self contained apartment at first floor. The property lies directly adjacent to the back of pavement on both Reddish Lane and Debdale Lane ,and has a small private yard area at the rear

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area now comprises predominantly residential accommodation. Historically, the terrace within which this property is located comprised retail /commercial uses at ground floor with residential uses or storage at first floor level above. However, with the exception of two properties located in the middle of the terrace, the ground floor accommodation within the other properties within the terrace to the south is residential. There are residential properties to the north, south and east , and to the west across Reddish Lane.

Description of development

This planning application relates to a 2-storey end terrace property with residential accommodation on both floors. It is proposed to retain the use of the accommodation at ground floor level as a self contained flat. No elevational changes are proposed.

No off street parking is proposed. Segregated waste bins would be stored within the rear garden/ yard, which would be moved out to the gated alleyway for collection . Secure cycle storage is also provided within the rear garden /yard area.

Consultations & Notification Responses

Local residents - No comments received.

Environmental Health - Recommends that a condition to require the development is implemented in accordance with the submitted waste management is attached to any approval.

Highway Services - The site is located adjacent to the uncton of the adopted highway of Reddish Lane and Debdale Lane in the ward of Gorton and Abbey Hey.

Kerb side restrictions directly adjacent to the site consist of No Waiting Mon-Fri 8am- 6.30pm and Sat 8am-12.30pm and No Loading Mon-Sat 8am-9.30am and Mon-Fri 5pm- 6.30pm. A 20mph speed restriction is in place on Debdale Lane.

HIGHWAYS RESPONSE

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

No off-street parking is available. There is a section of unrestricted parking directly adjacent to the property on Debdale Lane if required. The site is considered to be suitably accessible by sustainable modes and is in close proximity to a number of bus routes along Reddish Lane and nearby Hyde Road.

Secure and sheltered cycle storage will be available on site, this is acceptable to Highways.

The pedestrian access arrangements are acceptable from a highway perspective.

Refuse servicing will continue as present. All bins will be stored within the site's curtilage and transferred for kerbside collection when appropriate to prevent any obstruction on the footway, this is acceptable to Highways.

GM Police Design for Security - Have made the following observations.

Ground Floor Apartment

- o It is recommended that the apartment is fitted with a monitored alarm system with PIR monitors, it should comply with either:
 - o BS EN 50131 and PD 6662 for wired systems
 - o BS 6799 for wireless systems
- o The apartment entrance door must be compliant with and certified to BS PAS 24. It is advised that these doors do not have fixed sidelights, and are provided with door viewers instead.

Access Control

Access control systems should be operable by swipe card or fob, and not numeric key pads. The following areas/doors should operate on access control:

- Main entrance
- Rear Communal Entrance

They appreciate that there is an existing arrangement with regards to the upper floor flat, but advise generally it would not be something they would support due to the isolation of this access point during the hours of darkness, and the seclusion of the access. In this instance they would recommend that If any new external fittings are to be installed (i.e. shutters LPS 1175, windows or doors BS PAS 24) then they should be certified to Secured by Design standards.

In summary, the application is supported subject to further consideration of the above matters.

- o Windows must be compliant with and certified to BS PAS 24 or BS 7950.
- o Ground floor and easily accessible opening lights (escape requirements permitting) must be key-lockable, and have fixed/lockable opening restrictors (not releasable from the outside) limited to 100mm.

Issues

POLICIES

The National Planning Policy Framework (February 2019)

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

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. The statutory status of the development plan remains as the starting point for decision making. However, the NPPF states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should 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 or specific policies in this Framework indicate development should be restricted.

National guidance can be found in the National Planning Policy Framework (NPPF). The central theme to the NPPF is to achieve sustainable development. The Government states that there are three overarching objectives to achieving sustainable development: an economic objective, a social objective and an environmental objective (paragraph 8).

Section 5 Delivering a sufficient supply of family homes - The development accords with this section of the NPPF as it responds to a particular housing need through the provision of managed affordable housing.

Notwithstanding the requirements within the National Planning Policy Framework, an assessment of the impact of the proposal needs to be considered within the context of other documents as outlined below:

2. The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

Regard should be given to:

Policy SP1 (Spatial Principles) which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender,

disability, sexuality, religion, culture, ethnicity or income, and; protecting and enhancing the built and natural environment.

As stated it is considered that the development would respond to a specific housing need, and within the context of the application site, it not considered that the development would undermine the character or provision of family housing.

Policy H4 relates to sites in East Manchester and states that, over the lifetime of the Core Strategy, East Manchester will accommodate 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. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy H 11 Houses in Multiple Occupation - In addition to Manchester's Article 4 Direction that prevents change of use from Class C3 (Dwelling houses) to C4 (small-scale HMOs) reference is also made to policy H11, which states that: changes of use from a C3 to a C4 will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following categories:

- i. Exempt from paying Council tax because they are entirely occupied by full time students;
- ii. Recorded on Private Sector Housing's database as a licensed HMO;
- iii. Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class;
- iv. In cases where the concentration of such properties is significant but less high, the Council will examine property type and resident mix in more detail when considering an application for a change of use;
- . In areas of high concentration, extensions to HMOs (as defined in the Housing Act 2004) would not be permitted where this could reasonably be expected to lead to an increase in the level of occupation.

In this case, the application site is located in an area with a mix of predominantly residential accommodation including family housing. As such it is proposed to condition any approval accordingly to ensure the proposed accommodation would be used as family housing.

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. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Furthermore, development should take account of the needs of road users according to a broad hierarchy consisting of (in the following priority):

- i. Pedestrians and disabled people
- ii. Cyclists, public transport,
- iii. Commercial access,
- iv. General off peak traffic,
- v. General peak time traffic.

The site served by numerous bus routes on Hyde Road and Reddish Lane , and is within walking distance to Gorton district centre. The development itself is unlikely to generate significant car parking demand, and has provision for cycle storage. Policy T1 would therefore be responded to.

Policy T2 Accessible areas of opportunity and need - States that the Council will actively manage the pattern of development to ensure that new development so that it is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 would be positively responded to through its proximity to Gorton District Centre and related services and the provision of cycle storage.

Policy DM1 (Development Management) says that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Of relevance in this instance are: appropriate layout, form, and detail. Impact on the surrounding areas should be considered in terms of the use of the proposed development. Development should have regard to the character of the surrounding area. Effects on amenity, including privacy, light, noise, air quality, litter, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. In terms of accessibility, buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. There should be regard for community safety and crime prevention. Adequacy of internal accommodation and external amenity space, including refuse storage and collection and vehicular access and car parking must be assessed. The effects relating to biodiversity, landscape, archaeological or built heritage, including green infrastructure, open space, both public and private must be given due consideration. The development would related to a predominantly residential location. Impacts from noise are considered elsewhere in this report. Traffic generation is also considered in more detail , but is not expected to give rise to significant impacts , given the overall property would only accommodate two flats. Satisfactory waste management would be provided. On balance policy DM1 would be accorded with.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy EN19 Waste - Relates to waste management and requires that consideration is given to consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
 - ii. How the sustainable waste management needs of the end user will be met.
- The application is accompanied by a waste management strategy.

Policy EC2 (Existing Employment Space)- The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly , or if it can be demonstrated that the existing use is unviable in terms of business operations ; the existing use is incompatible with adjacent uses , or on balance the proposals are able to offer greater benefits in terms of the Core Strategy vision and spatial objectives than the existing use.

The proposed use would involve the loss of commercial floorspace. The loss of commercial floorspace in this case is outweighed by the need for residential accommodation in the area. This site is not located within a district or local centre.

3. Unitary Development Plan Saved Policies:

Large elements of the UDP have been superseded by the Core Strategy. The site is unallocated in the plan, however the following saved policies are of relevance in the consideration of this application:

Saved policy DC5 relates to flat conversions

DC5.1 states that, in determining planning applications to convert property to flats, the Council will have regard to:

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise;

It is considered that the levels of occupation would be comparable to neighbouring accommodation occupancy, and would not give to undue noise disturbance from the comings and goings in connection the retained use at ground floor level. Policy DC26 would therefore be complied with.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

In addition, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods.

The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

It advises that high quality design is a vital attribute of successful neighbourhoods. Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say: it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

Providing for Housing Choice: Supplementary Planning Document and Planning Guidance Adopted 2nd September 2008 - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. Amongst other things this guidance states: 'as the City's economic growth continues to accelerate the City needs to diversify its housing offer through a new policy framework to support economic success, inclusion, social and environmental improvements and the outcomes of the Community Strategy. The Council needs to ensure better opportunities are available for lower paid and lower skilled residents to access housing and share in the predicted growth.' It also states (significantly in relation to this application) that 'it is essential that the Affordable Housing Strategy is not interpreted as a strategy to deliver low quality, low value homes. The aim of the City Council is to deliver high quality homes at all levels of the market across the City.' The development would accord with these objectives by responding to a specific housing need.

Principle of development

The retention of a self contained flat at ground level in this instance, having regard to the small number involved, is considered an acceptable means of achieving the regeneration objective and the meets the above policies in this particular case. It is therefore considered that the principle of use is acceptable.

Residential Amenity

The upper floor of the property is in use as a self contained flat , and so this proposal would undoubtedly lead to an increase in activity at the site, although this would be quite low level compared to the previous use of the ground floor for commercial purposes. It is not therefore considered that the proposal to retain the flat at ground level would significantly impact upon the amenity of surrounding residents.

The scheme does not involve any elevational alterations. The impact of the development, on surrounding occupiers, would therefore be no different to the existing situation in relation to overlooking and loss of privacy. It is not therefore considered that the proposal would result in any adverse privacy implications, for existing or future occupiers and, overall, the proposals are not considered to have a detrimental impact on the residential amenity of existing residents in this area. As the scheme relates to the retention of a flat, if any additional windows are required in the future , consent would be required for their installation.

Visual Amenity

It is considered that the proposal would not detract from the character and appearance of the streetscene or adversely affect the appearance of the existing property or visual amenity within the area and is therefore considered to be acceptable.

Car parking

No off-street parking is provided and there is no prospect of providing off-street parking at the site. Observations from Highway Services that it is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips and network capacity concerns have been raised is noted. There is on street parking available on Debdale Lane adjacent to the property. It is therefore considered that the impacts of car parking associated with the retention of the flat would not be so significant to warrant the refusal of planning permission .

Cycle Storage

Although no off street parking is proposed, secure and sheltered cycle storage will be available on site, which would enable 100% cycle storage provision to be achieved.

Security

Observations from Secure by Design officers has been noted. Due to no elevational changes being proposed as part of this development the measures which have been recommended have been included as an informative.

Climate Change

Due to the nature of the proposed development and its surroundings (i.e. terraced properties with no dedicated in-curtilage parking provision the installation of electric charging points would not be feasible in this instance.

Due to the ground floor configuration, and retained ground floor use, whilst the level private amenity space is limited, it could accommodate the external drying of washing. Furthermore, waste storage facilities that allow segregation of recyclable materials are provided within the rear yard, together with secure and sheltered cycle storage. These arrangements are considered satisfactory, given the nature of the proposed development and it is considered that the development would contribute to the Council's aim of securing developments that are adaptable to climate change.

Noise

Due to the close proximity to Reddish Lane, there is potential for traffic noise to have an impact on the proposed residential accommodation. However, this has not been raised as an issue by Environmental Health officers, and as such is to expect to have a significant impact.

Waste Management

The segregated waste would be stored in the rear yard and moved out in proximity to the gated alleyway on collection day, with kerbside collection from Debdale Lane.

The application is accompanied by a Waste Management Strategy and adequate bin storage facilities are provided within the curtilage of the property. These proposals are considered to be acceptable.

Given the observations from Environmental Health, it is recommended that a condition be attached based on the submitted waste management strategy, and the site layout plan.

Disabled Access

It is noted that a stepped access exists to the property from Reddish Lane. Whilst it would be preferable for level access to be provided at this entrance, as this property is located at the back of pavement to both Debdale Lane and Reddish Lane, there is no opportunity to install ramped access to the exterior of the flat, and due to the change in levels, an internal ramp would lead to a significant loss of level floor area within the flat.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan saved policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance, no matters were raised with the agent and the appropriate conditions have been attached.

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:

Block Plan and site edged red;

Drawing 01 (Existing and proposed ground floor layout);

Drawing 02 (Existing and proposed first floor layout);

Drawing 03 (Existing and proposed front and rear elevations);

Drawing 04 (Existing and proposed side elevation);

Completed waste management proforma

Received 21st September 2020

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) The development shall be implemented in accordance with the details on the waste management proforma , and in accordance with plan ref: Drawing 01 (Existing and proposed ground floor layout); . The approved waste management arrangements shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3a.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning

Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

5) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking as shown on drawing number Drawing 01 (Existing and proposed ground floor layout), stamped as received by the City Council, as Local Planning Authority on 21 September 2020. 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 Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Police

Flat 2, 21 Reddish Lane, Manchester, M18 7JH
Flat 1, 21 Reddish Lane, Manchester, M18 7JH
5 Albert Avenue, Manchester, M18 7JX
3 Albert Avenue, Manchester, M18 7JX
1 Albert Avenue, Manchester, M18 7JX
2 Albert Avenue, Manchester, M18 7JX
20 Reddish Lane, Manchester, M18 7JN
16 Reddish Lane, Manchester, M18 7JN
14 Reddish Lane, Manchester, M18 7JN
15 Reddish Lane, Manchester, M18 7JH
Flat Above, 19 Reddish Lane, Manchester, M18 7JH
17A Reddish Lane, Manchester, M18 7JH
17 Reddish Lane, Manchester, M18 7JH
22 Reddish Lane, Manchester, M18 7JN
23 Reddish Lane, Manchester, M18 7JH
14 Debdale Avenue, Manchester, M18 7LD
7 Debdale Avenue, Manchester, M18 7LD
18 Reddish Lane, Manchester, M18 7JN
12 Reddish Lane, Manchester, M18 7JN

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2