

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142848/NMC/2025

Date registered valid: 1 May 2025

Proposal: Non-material amendment to planning permission reference 138914/FO/2023 to allow amendments to the parking layout to allow for EV car chargers

Address: Walkers Of Manchester, Crabtree Lane, Manchester, M11 4GU

Ward(s): Clayton & Openshaw Ward

Applicant: Mrs Carmelle Textor Chancerygate Manchester Ltd

Agent (if any):

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

Recommendation: Approve

Date of recommendation: **27th May 2025**

Application details

Type of application: Non-Material Change Application

Development type: Notifications

Date of site visit:

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

No neighbour notifications have been printed and sent.

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 site is located on the section of Crabtree Lane which lies to the north of the Ashton Canal and to the south of Ashton New Road. The site covers an area of 0.91ha, and was occupied by vacant double height and single storey industrial buildings formerly occupied by Walkers of Manchester Printers. It is understood that the premises were vacated in January 2019. There were two vehicular access points into the site from Crabtree Lane. The boundary treatment to Crabtree Lane comprised a mix of high brick wall (with infill repairs), together with a high galvanised railing fence, and an existing part single, part two storey electricity substation (which was to be retained). To the rear of this boundary treatment there were stands of Buddleia, a conifer, small self-seeded trees and a Willow at the northern end of this frontage. The eastern boundary had many tall self-seeded Buddleia plants. The boundary treatment to the retail centre to the north was comprised of high green paladin fencing, and there was a buffer area of planting within the retail development along this boundary.

Planning History

141509/NMC/2024 - Non-Material Amendment comprising a change to the description of application referenced 138914/FO/2023 to amend reference to the number of units within the 3 no. buildings approved.

Former Walkers of Manchester Printing Site, Crabtree Lane, Manchester.

Approved 19.11.2024

141391/JO/2024 Variation of conditions 2 (specified plans), 9a (EVCs), 10 (car parking), 11 (cycle storage), 12a (surface water drainage), 17a (waste management strategy), 19a (sustainability), 20 (crime Impact Statement), 21a (external lighting), 22 (retaining wall), 23 (boundary treatment), 24 (landscaping), and 28 (floorspace) attached to planning permission referenced 138914/FO/2023 to allow the amalgamation of units 1 to 4 into one unit with an increase in height of 0.9m to the resultant unit, extension of mezzanine floor and additional floors within the unit (and associated increase in floorspace), together with associated elevational alterations and changes to the boundary treatment, landscaping, parking and

servicing arrangements for that unit.

Former Walkers of Manchester Printing Site, Crabtree Lane

Approved subject to conditions 17.02.2025

138914/FO/2023- Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures.

Former Walkers of Manchester Printing Site, Crabtree Lane, Manchester.

Approved subject to conditions 17.04.2024

138523/DEM/2023 - Prior approval for the demolition of the existing industrial buildings.

Former Walkers of Manchester Printing Site, 73 Crabtree Lane, Manchester.

No objection -12th January 2024.

076129/FO/2005/N2 - Erection of single storey side extension to industrial/storage building following demolition of existing building. Walkers Mcr Ltd, Crabtree Lane, Clayton

Approved subject to conditions 15.09.2005

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area within which the site is located has industrial uses to the west and south on Crabtree Lane, and retail uses to the north and east of the site. The Strawberry Duck Public House fronts onto Crabtree Lane to the south west of the site (adjacent to the Ashton canal). To the north and north east of the site are retail uses which form a 'local centre' in Clayton. Further to the south of the site is the Ashton Canal, with a Grade II listed lock structure at the termination of the northern section of Crabtree Lane.

Previously approved development

Consent for the erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures was approved on 17th April 2024. The existing gross internal floorspace at the site was 5,314.82sq.m. As a result of the approved development this figure would be reduced by 190.71sq.m. to 5,124.1sq.m. in total. The proposed buildings were designed to reflect the proposed uses and would be formed of a combination of horizontal laid trapezoidal profiled cladding panel systems with a tata colourcoat finish. The colour scheme comprised gul grey for the inner cladding and for the outer was be a horizontally laid microrib profiled cladding panel system in merlin grey. In relation to the roof, flashings were in Merlin Grey to blend into the cladding below. The pitched roof was Goosewing Grey in colouration. Glazing was to be polyester powder coated aluminium framed glazing /curtain walling systems. The proposed buildings were double height structures with shallow pitched roofs. All the units incorporated a partial mezzanine level with ancillary floorspace. The proposed buildings were to be located in proximity to the perimeter of the site with dedicated parking and servicing areas located in front of the proposed buildings, centrally within the site. The existing access/egress points were to be stopped up, with a new vehicular access in a broadly central location on Crabtree Lane proposed. The service yards were to be surfaced with concrete, with car parking spaces being surfaced with dense bitumen tarmacadam. There

existing parking provision parking spaces on site was to be increased in number to 58 (with 9 no. spaces for disabled users). The approved scheme also included the provision of 32 cycle spaces with 14 located externally under an external shelter, with 2 spaces also located inside each proposed units. A 24hour/7days a week operation was approved. The boundary treatment to the northern, eastern, southern and for the most part western perimeter of the site comprised 2.4m black weldmesh fencing. A 1.1m metal key clamp fall protection fence on the retaining wall was to be present between the boundary of the parking spaces to Unit 1 and the frontage to Crabtree Lane. A mix of column and wall mounted LED fittings was proposed within the site area. An additional substation was proposed to be located on the frontage of the site in proximity to the existing substation. This would be accessed via double gates from Crabtree Lane and would be secured from Crabtree Lane by 2.4m paladin black fencing. The substation would be enclosed in a mid-grey GRP housing.

A subsequent non material amendment application (ref: 141509/NMC/2024) sought consent to change the description of development which was related to erection of 9 no. units (in 3 no. buildings) to amend reference to the number of units within the 3 no. buildings approved. This was due to the proposed amalgamation of Units 1-4 to form one unit. The applicant sought flexibility in relation to the 3 buildings and the number of overall units within them. If the buildings had been erected no permission would be required for further subdivisions or amalgamations, only the associated elevational alterations. It is understood, however, that this approved non material amendment is no longer to be implemented, and that the development be as per the original approved in relation to the number of units proposed.

Description of development

Consent is sought for amendments to the parking layout to allow for the implementation of the proposed EV car chargers. Additional space to accommodate the requisite charger columns is needed. The changes are due to the size of the pedestal bases for the proposed EV provision leading to:

- the creation of a narrow-paved area between the proposed spaces to serve Units 2 and 3.
- a slight widening of proposed linear hardstanding strip to the back of the row of spaces next to the loading bay to Unit 1, and
- the transposition of the disabled parking space and adjacent parking space for Unit 6 with a narrow-paved area between the disabled space and row of adjacent spaces.

The original submission also referenced revisions to the cladding colours and cladding specification in relation to the elevations of all units, additional glazing added over the entrance to unit 5, and amendments to the wording of condition 20 in relation to Secure by Design. These amendments, however, have been removed from consideration and it is understood will form part of a subsequent variation of condition application.

Consultations & Notification Responses

Highways Services -

Highway Comments:

- 22 of the 58 car parking spaces will be EVC (minimum 2 spaces per unit). All remaining spaces to be future proofed for 100% EVC provision. This is acceptable to Highways.
- Standard car parking dimensions appear to be 2.5m (wide) x 5.0m (length) - This is acceptable in principle.
- Disabled car parking dimensions appear to be 3.6m (wide) x 6.0m (length) - This is acceptable in principle.

Unit 1

- Position of the EV car parking spaces has been relocated to the other side of the car park.
- Plans indicate that the footpath within the car park has widened slightly.
- An aisle width of circa 6.0m is to be provided within the Unit 1 car park – This is acceptable in principle.
- Highways request that an updated swept path analysis assessment is provided which demonstrates a car accessing the Unit 1 car park, manoeuvring, and egressing in a forward gear.

Unit 2 & 3

- Proposed plans indicate that a small footpath is to be provided between the car parking spaces associated with Unit 2 and 3.
- An aisle width of circa 18.0m is to be retained within the Unit 1&2 service yard - This is acceptable in principle.
- An aisle width of circa 20.0m is retained between the parking spaces associated with Unit 3 & 4 - This is acceptable in principle.
- Highways request that an updated swept path analysis assessment is provided which demonstrates a max length articulated vehicle accessing the Unit 1 & 2 servicing yard, manoeuvring, and egressing in a forward gear.
- Highways request that an updated swept path analysis assessment is provided which demonstrates a 10.0m Rigid vehicle accessing the Unit 3 & 4 servicing yard, manoeuvring, and egressing in a forward gear.

Unit 5

- It is understood that 2no. double EV charges is to be provided within the car park to accommodate 6no. EV parking spaces in total.
- Plans also indicate that a small footway/paving is to be provided between the standard car parking bays within Unit 5.
- An aisle width of circa 6.5m is to be provided between the disabled bay and standard parking bay – This is acceptable in principle.
- An aisle width of circa 13.0m is to be provided within the Unit 5 servicing yard – This is acceptable in principle.
- Highways request that an updated swept path analysis assessment is provided which demonstrates a car accessing the Unit 5 car park, manoeuvring into a bay (including EV spaces) and egressing in a forward gear.
- Highways request that an updated swept path analysis assessment is provided which demonstrates a max length articulated vehicle accessing the Unit 5 servicing yard, manoeuvring, and egressing in a forward gear.

Unit 6

- Plans indicate that the disabled parking space and adjacent standard parking bay associated with Unit 6 has switched.
- Plans indicate that the paved area fronting the disabled bay has been widened slightly.
- An aisle width of circa 14.0m is to be provided within Unit 6 & 7 service yard – This is acceptable in principle.
- Highways request that an updated swept path analysis assessment is provided which demonstrates a 10.0m Rigid vehicle accessing the Unit 6 & 7 servicing yard, manoeuvring, and egressing in a forward gear.
- Confirmation is required on the internal service road width adjacent to the Unit 6 disabled car parking bay – This should be shown on an updated plan.

- The Proposed Site Plan demonstrates that the internal carriageway width is 7.5m.
- A visibility splay has been undertaken in both directions along Crabtree Lane. Drawing J32-7475-PS-002 REV D demonstrates that a 2.4m x 43m visibility splay is achievable. This is acceptable to Highways.
- Swept path analysis has been undertaken at the access and at Units 1 & 2 for a 16.5m (max legal length) HGV. Drawing J32-7475-PS-003 Rev C demonstrates that the HGV can enter, manoeuvre, and exit in forward gear.
- Swept path analysis has been undertaken at Unit 5 for a 16.5m (max legal length) HGV. Drawing J32-7475-PS-003 Rev C demonstrates that the HGV can enter the site. However, when manoeuvring at the loading bay the body of the vehicle appears to overrun and impact a lighting column adjacent to the Unit 6 parking bays.
- Swept path analysis has also been undertaken at the access and remaining units for a 10m Rigid vehicle. Drawing J32-7475-PS-004 REV C demonstrates that the 10m Rigid vehicle can enter, manoeuvre, and exit in forward gear.
- Swept path analysis has been undertaken for a 11.3m Refuse vehicle. Drawing J32-7475-PS-005 demonstrates that the refuse vehicle can enter, manoeuvre, and exit in forward gear.
- Swept path analysis has been undertaken at the access and at Unit 1 & Unit 5 car park for a car. Drawing J32-7475-PS-007 demonstrates that a car can enter, manoeuvre, and exit in forward gear.
- Highways request that a swept path analysis assessment is provided at the end parking bays of the Unit 1 and Unit 5 car park. This should demonstrate a car entering, manoeuvring, and exiting the bay in a forward gear.
- Highways request that a swept path analysis assessment is provided at the adjusted parking bays (1no. standard bay and 1no. disabled bay) associated with Unit 6. This should demonstrate a car entering, manoeuvring, and exiting the bay in a forward gear.

Updated comments following plan ref: Large Car Vehicle Swept Path Analysis plan ref: J32-7475-PS-008 - 27.05.2025

Swept path analysis has been undertaken at the access, at Unit 1 & Unit 5 end bays as well at Unit 6 parking area for a car. Drawing J32-7475-PS-008 demonstrates that a car can enter, manoeuvre, and exit in forward gear. This is acceptable from a Highways perspective.

Highways have no further concerns regarding the car parking areas at the site.

Issues

Policy Context

These include Places for Everyone policies JP-S1, JP-S2, JP-S5, JP-S7, JP-J1, JP-J2, JP-J4 and JP-P2 ; Core Strategy policies DM1 (Development Management); EC1 ('Employment and Economic Growth in Manchester), EC2 (Existing Employment Space), EC5 (East Manchester), T1 (Sustainable Transport); T2 (Accessible areas of opportunity and needs); EN1 (Design principles and strategic character areas); EN3 (Heritage); EN4 (Reducing CO2 emissions by enabling low and zero carbon development); EN6 (Target framework for CO 2 reductions from low or zero carbon energy supplies); EN 8 (Adaptation to Climate Change); EN9 (Green Infrastructure); EN14 (Flood Risk); EN15 (Biodiversity and Geological Conservation); EN16 (Air Quality); EN18 (Contaminated Land); and EN19 (Waste); Saved UDP policyDC26 (noise), the National Planning Policy Framework ,NPPG, the Guide to Development in Manchester Supplementary Planning Document, and Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020).

Non material change

The revisions to the approved scheme are related to the size of the pedestal bases for the proposed EV provision leading to:

- the creation of a narrow-paved area between the proposed spaces to serve Units 2 and 3.
- a slight widening of proposed linear hardstanding strip to the back of the row of spaces next to the loading bay to Unit 1, and
- the transposition of the disabled parking space and adjacent parking space for Unit 6 with a narrow-paved area between the disabled space and row of adjacent spaces.

Proposed



Previously approved



Previously approved scheme

In addition, the scheme would incorporate electric vehicle charging points to serve 4 additional parking spaces serving Unit 6 (6 in total).

The proposed amendments have been assessed, and it is considered that the changes are of a non-material nature and can be considered as a non-material amendment.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Paragraph One

The revision to the approved scheme are related to the size of the pedestal bases for the proposed EV provision leading to:

- the creation of a narrow-paved area between the proposed spaces to serve Units 2 and 3.
- a slight widening of proposed linear hardstanding strip to the back of the row of spaces next to the loading bay to Unit 1.
- the transposition of the disabled parking space and adjacent parking space for Unit 6 with a narrow-paved area between the disabled space and row of adjacent spaces, and
- the incorporation of electric vehicle charging points to serve 4 additional parking spaces serving Unit 6.

It is considered that the proposed revisions would not have a detrimental impact in terms of the visual appearance of the commercial development, or the visual and residential amenity of the residential property and commercial properties in proximity to the site. The revisions would also not adversely affect parking and servicing arrangements for the development.

Paragraph Two

Following an assessment of the details submitted, I can confirm that the proposed amendments are considered to be of a non-material nature and acceptable to the City Council as the Local Planning Authority. The City Council is satisfied that the proposed changes will not result in any significant material alterations to the planning approval.

Condition no.2

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

Topographical Survey ref: 47333_T rev.0

Site Constraints Plan ref: 23168-UMC-XXXX-SI-DR-A 0501 rev.P04

Site Location Plan ref: 23168-UMC-XXXX-SI-DR-A 0502 rev.P04

Existing Site Plan Drawing No. 23168-UMC-XXXX-SI-DR-A-0503 rev. P04

Demolition Site Plan ref: 23168-UMC-XXXX-SI-DR-A 0503 rev.P03

Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P05

Site Sections Plan ref: 23168-UMC-XXXX-SI-DR-A 0610 rev.P2

Proposed cycle storage Plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev.P03

Proposed substation Plan ref: 23168-UMC-XXXX-SI-DR-A 0703 rev.P03

Proposed waste strategy Plan ref: 23168-UMC-XXXX-SI-DR-A 0704 rev.P02

Unit 1 -4 Building and office plan ref:23168-UMC-01-DR-A 1001 rev.P3

Unit 1 -4 Roof plan ref: ref: 23168-UMC-01-DR-A 1002 rev.P2

Unit 1 -4 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1301 rev.P1

Unit 5 Building and office plan ref: 23168-UMC-01-DR-A 1011 rev.P3

Unit 5 Roof plan ref: ref: 23168-UMC-01-DR-A 1012 rev.P2

Unit 5 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1302 rev.P1

Unit 6 -9 Building and office plan ref:23168-UMC-01-DR-A 1021 rev.P3

Unit 6- 9 Roof plan ref: ref: 23168-UMC-01-DR-A 1022 rev.P2

Units 6 -9 Building elevations plan ref: ref: 23168-UMC-01-DR-A 1303 rev.P1

Design and Access Statement revision A December 2023

Air Quality Assessment ref: 572948.0001 r.1 dated December 2023

Biodiversity Enhancement Management Plan rev. 02 dated 12.12.2023

Biodiversity Net Gain Design Stage Assessment rev. 01 dated 12.12.2023

Crime Impact Statement Version B :06.12.2023 Ref: 2023/0548/CIS/01

Energy and Sustainability Statement ref: 6624-CBC-HR-RP-S-001-P03 dated November 2023

External Impact Lighting Assessment ref: 6624-CBC-OR-RP-E-001 rev.02 Dtaed December 2023

Framework Construction Management Plan rev.01 dated December 2023

Phase 1 Desk Based Geo-Environmental and Geotechnical Site Assessment ref: 546629.0000.0000 July 2023

Planning Statement dated 20 December 2023

Flood Risk Assessment ref: 23-026-I&L December 2023 (Notwithstanding the Proposed Drainage Strategy Layout (Drawing no. 23-026-I&L_D00_P1) contained in Appendix D)

Transport Statement ref: 327475 dated December 2023

Framework Travel Plan ref: 327475 dated December 2023

Electric Vehicle Charging Specification - Sevadis Maxi Charger Pillar

Refuse Vehicle Swept path analysis plan ref: J32-7475-PS-005

Noise Impact Assessment: 572948.0001 r.1 dated December 2023

Arboricultural Impact Assessment rev.02 dated December 2023

Preliminary Ecological Assessment rev.03 dated December 2023

Received 27th December 2023

Waste Management Proforma and Site Access Junction plan ref: J32-7475-PS-002 rev.A received 4th January 2024

Biodiversity Net Gain Metric Version 2 received 1st February 2024.

Intrusive Geoenvironmental and Geotechnical Site Assessment report ref: 546629.001.0000 dated July 2023 Received 5th February 2024.

Remediation Strategy and Verification Plan. Reference 546629.0004.0000. Dated 16 February 2024.

Technical Note - Air Quality Additional Information. Reference 572948.tn1. Dated 20 February 2024.

Technical Note - Noise Additional Information. Reference 572948.tn1. Dated 20 February 2024

Received 27th February 2024

Supplementary Geo-environmental and Geotechnical Site Assessment Reference 546629.0002.0000 dated 2nd February 2024; and Asbestos in Soils Management Plan reference 546629.0003.0000 dated 2nd February 2024

received 18th March 2024

Proposed Boundary Treatments Plan ref: 23168-UMC-XXXX-SI-DR-A 0701 rev.P06 received 21st March 2024

Technical Note - Noise Additional Information. Reference 572948.t 2. 1. Dated 9th April 2024
Received 10th April 2024

Soft landscaping hand pit dug locations (in connection with ground conditions) plan ref: 546629.0004 Fig 4 rev.P01 received 11th April 2024.

General Arrangement Plan ref:UG_2066_LAN-GA-DRW _101 rev.T2 received 15th April 2024

AS AMENDED BY:

Content of planning agent email dated 15th May 2025

Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P31

Site Access Junction plan ref: J32-7475-PS-002 rev.D

16.5m HGV Swept Path Analysis plan ref: J32-7475-PS-003 rev.C

10m Rigid Vehicle Swept Path Analysis plan ref: J32-7475-PS-004 rev.C

Refuse Vehicle Swept Path Analysis plan ref: J32-7475-PS-005

Large Car Vehicle Swept Path Analysis plan ref: J32-7475-PS-007

Received 23rd May 2025

Large Car Vehicle Swept Path Analysis plan ref: J32-7475-PS-008 received 27th May 2025

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) a) Electric vehicle charging points shall be implemented in the locations shown on Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P31 and specifications on Electric Vehicle Charging Specification - Seadis Maxi Charger Pillar.

b) Prior to occupation of the development, the electric vehicle charging points shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

10) The car parking indicated on the approved on Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev. P31 shall be surfaced, demarcated and made available for use prior to the units, hereby approved being occupied. The car parking shall then be available at all times whilst the units are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

11) The cycle storage facilities shall be implemented in accordance with the locations as shown on the approved Proposed site plan ref: 23168-UMC-XXXX-SI-DR-A 0601 rev.P31 and Proposed cycle storage plan ref: 23168-UMC-XXXX-SI-DR-A 0702 rev.P03 (including the provision within each of the units hereby approved) ,prior to the proposed units being brought into use, and be retained thereafter.

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, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Appendix 1 – List of consultees & neighbours notified

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: NORTH AREA