

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134849/FO/2022

Date registered valid: 3 October 2022

Proposal: Erection of two storey building to provide improved accommodation in connection to facilities associated with the Authentic City Church following demolition of existing single storey building

Address: Authentic City Church , Crowcroft Road, Manchester, M12 4QD

Ward(s): Longsight Ward

Applicant: Rev Dereck Chunda Authentic City Church

Agent (if any): Mr Paul Ashton Paul Ashton Architects Ltd

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 April 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 6 July 2023 Expired: 13 July 2023

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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to the site of the Authentic City Church, formerly known as the Bethshan Tabernacle, which lies in an area of mixed uses in Longsight. The main church building was built in 1957 and fronts onto Crowcroft Road, with some housing and a builders workshop opposite, to the north. There is further housing to the south, on Slade Hall Road, with railway land to the west and Stockport Road to the east, with Crowcroft Park beyond. The church has a central two storey element with a high level tower, and single storey elements to the side and rear.

The church presently has a single storey building, at the rear of the site, which is used as a creche/youth facilities, where parents can leave their children whilst they attend church. The church, and therefore the creche, are only used on Sundays during service times (9am, 11am and 3pm) when approximately 200 people, in total, attend the church over the 3 services.

This structure has been present on site since 1986, when it was erected following the granting of the following planning permission:

026485 - Erection of a building to form a youth room with meeting room over and a garage at rear - Approved 21 May 1986 (approved plans are not available but the existing unit on site is single storey).

It is proposed to demolish this existing single storey structure and to replace it with a new part single storey, part two storey structure, to form improved facilities in connection with the main church use. The proposed single storey element would have a foot print that would be only

marginally greater, than that of the existing building, and which would be no nearer to housing at the rear. The proposed upper floor would have a smaller footprint, than the proposed ground floor, being set away from the edges of the ground floor. The existing creche building has a floor area of approximately 110 square metres and the new proposed facility would have a floor area of approximately 200 square metres.

The proposed upper floor element would have a flat roof, as would the single storey elements not covered by the upper floor extension. There would be windows in the side elevation of the proposed extension, but there would be no windows in the side elevation, that would face the garden areas of properties on Slade Hall Road. It is proposed that the structure would be constructed in brickwork.

The applicant has indicated that, like the existing building, the new structure would only be used on Sundays, during church services.

As part of the scheme, it is also proposed to install a detached covered cycle store towards the rear of the site and behind lockable gates.

Also, existing rear timber boundary fencing is to be increased to 2.1 metres high and 2.1 metre high lockable gates are also proposed.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Makes the following comments:

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus services.

Given the scale of the development 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 alteration is proposed to the amount of on-site parking provided.

They would recommend that some secure and sheltered cycle parking is provided.

Existing waste management arrangements are unaffected.

Pedestrian access is to be improved through the use of compliant ramped access.

Vehicle access is unaffected.

Boundary treatment proposals are acceptable from a highway perspective.

Should the planning application be approved it is required that a Demolition and Construction Management Plan be conditioned.

The applicant has submitted a revised site layout plan, showing the provision of a cycle store.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management/hours, acoustic insulation and hours of operation as applied for. A contaminated land watching brief is also required.

Flood Risk Management Unit - Recommends that a condition is attached, to any permission, requiring the submission of a surface water drainage layout.

Cadent Gas - Have no objection to this proposal from a planning perspective, however it is requested that an Informative Note is included in any planning approval.

Greater Manchester Police - Support the application subject to a number of recommendations to improve security at the premises. Their main concerns related to boundary fencing and to the location of a proposed cycle store, which was originally proposed to be located outside the lockable gates, although the cycle store is now proposed to be located behind the lockable gates, in accordance with the requirements of GMP. In addition, the applicant is now proposing 2.1 metre high boundary fencing in accordance with GMP requirements. The other suggested security improvements have been provided to the applicant, as an informative.

GM Ecology Unit - No objections.

United Utilities - Recommend that a condition is attached, to any permission, requiring that a foul water drainage scheme and a surface water drainage layout be submitted.

Issues

National Planning Policy Framework (December 2023) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies 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 including:-

- 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.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy T2 - States that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

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

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

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

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; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There

should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

The 'Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022 to 2039' was adopted on 21 March 2024.

Policy JP-S1 relates to Sustainable Development and states that, to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P3 relates to Cultural Facilities and states that we will proactively develop and support cultural businesses and attractions in our

cities and towns through a range of measures, where appropriate, including:

1. Protecting existing heritage, cultural and community venues, facilities and uses;

Principle of works - The site has a long established religious use and an existing building occupies this part of the site. This building is of a timber construction and is now in a poor condition. The principle, of replacing this building, with a new structure, is therefore considered to be acceptable in principle.

Appearance - The proposed extension is at the rear of the premises and behind the main church building, so it would not be generally visible from the adjoining streets with only part of the roof being potentially visible. It is not considered that this would adversely impact upon the overall appearance of the church building. The structure would be most visible from the rear of residential properties on Slade Hall Road and it has been designed with no windows, in the rear elevation, so as to avoid any overlooking of, or loss of privacy to, the garden areas, and rear windows of those properties. Whilst this therefore creates a blank facade the proposed development would largely be seen against the backdrop of the main church building. Overall it is not therefore considered that the proposed works would have a harmful visual impact upon the locality.

Car parking - The applicants state that 200 people attend the church on a Sunday, across the 3 services and that the existing/proposed creche is not a stand alone facility, so no children are dropped off, or picked up at the creche, and is solely used by adults attending the church services. The applicant states that the increase in space is needed to better accommodate the children, of the existing churchgoers, and it is not expected to lead to an increase in number of attendees at the church. They therefore maintain that no additional vehicular trips would be generated by the proposed facility. Highways accept that this will be the case and, other than the need for secure cycle parking, which is to be provided by the applicant, Highways Services have no objection to the proposal.

Cycle parking is provided on site by way of a rack of 4 spaces, which is to be provided in a secure cycle shelter. Highways are satisfied with this amount of provision, and an appropriate condition is proposed in relation to the cycle store details.

Residential amenity - The site currently operates as a church and there is currently a structure, operating as a creche, on the site of the proposed structure and there are no restrictions in terms of the hours that the premises may operate. Whilst there is the potential for an intensification of activity at the site, due to the increase in size of the facility, it is considered that there would be minimal impact upon local residents, given the times that the premises operate. It is not therefore considered that these works would lead to any significant changes, in how the site operates or significantly increase any potential disturbance to residents.

Privacy - The proposal involves new windows being introduced into the development, but these are on a side elevation, facing away from residential properties, and it is not therefore considered that there would be any loss of privacy, to adjoining residents, as a result of any of the new windows.

Waste - Environmental Health are satisfied that the proposed development would not lead to any significant changes in waste management arrangements at the site.

Security - 2.1 metre high fencing and gates are proposed, and the proposed cycle store has been moved, to behind lockable gates, in accordance with the requirements of GMP. These arrangements are therefore considered to be satisfactory.

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

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. In particular negotiations took place in relation to the scale of development proposed and relationship with nearby residential properties, and in relation to security measures on site. The applicant has been advised of prior to commencement conditions.

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:

Design and Access Statement, stamped as received by the City Council, as Local Planning Authority, on 2 September 2022.

Authentic City Church - Transport Assessment, Aether Acoustics Environmental Noise Assessment Report dated 8 June 2022 (ref:AE0030) and drawing numbered 204.3.001, stamped as received by the City Council, as Local Planning Authority, on 22 September 2022.

Waste Management Strategy and document titled 'General Use', stamped as received by the City Council, as Local Planning Authority, on 3 October 2022.

Drawings numbered 204.3.100A, 204.3.101A, 204.3.102A, 204.3.200A, 204.3.201A and 204.3.210A, stamped as received by the City Council, as Local Planning Authority, on 13 December 2022.

Drawing numbered 204.3.011.C, stamped as received by the City Council, as Local Planning Authority, on 18 September 2023.

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.

3) Notwithstanding any materials referenced within the application submission, prior to the commencement of any above ground works, samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved 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, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) The premises shall not be open outside the following hours:
Sunday 09:00 to 20:00

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester

5) Development shall not begin until a foul water drainage scheme and a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

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

6) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

7) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

8) Prior to the first use of the extension, full details of the new boundary treatment and cycle storage facilities to be provided on site, shall be submitted to and approved by the City Council, as Local Planning Authority. The new boundary treatment and cycle storage facilities shall be implemented, in accordance with these approved details, as part of the development and shall remain in situ whilst the use is in operation.

Reason - To ensure that adequate provision is made for bicycle parking so that staff and visitors have a range of options in relation to mode of transport, and to ensure that the facilities have an acceptable visual impact, in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

9) The development hereby permitted shall only be used for purposes ancillary to the main church use, during the permitted operating hours, and shall not be used for any other purposes, including independent private creche/youth facilities.

Reason: To ensure the proposed use remains ancillary to the principle use on the site, as a church, in the interest of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy, and for the avoidance of doubt as any changes to the permitted use would require planning permission.

Informatives

1) The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.

All boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm.

It is recommend that the new area is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.

Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible

Dusk til Dawn lighting should be installed on all external doors

Coverage for any CCTV systems and alarms will need to be reviewed to check all areas of the development are covered.

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching

brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

4) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This informative does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact Cadent Gas at plantprotection@cadentgas.com or on 0800 688 588 quoting LSBUD reference 27291591

Appendix 1 – List of consultees & neighbours notified

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

6 Slade Hall Road, Manchester, M12 4QF
14 Slade Hall Road, Manchester, M12 4QF
2 Slade Hall Road, Manchester, M12 4QF
16 Slade Hall Road, Manchester, M12 4QF
10 Slade Hall Road, Manchester, M12 4QF
31 Crowcroft Road, Manchester, M12 4DF
25 Crowcroft Road, Manchester, M12 4DF
29 Crowcroft Road, Manchester, M12 4DF
27 Crowcroft Road, Manchester, M12 4DF
4 Slade Hall Road, Manchester, M12 4QF
3 Crowcroft Road, Manchester, M12 4QZ
8 Slade Hall Road, Manchester, M12 4QF
12 Slade Hall Road, Manchester, M12 4QF

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA