

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135176/FH/2022

Date registered valid: 11 October 2022

Proposal: Erection of single storey side and rear extension to form garage and additional living accommodation

Address: 2 Lilford Close, Manchester, M12 5UD

Ward(s): Ardwick Ward

Applicant: Mr Ho Yo Man, 2 Lilford Close, Manchester, M12 5UD

Agent (if any): Mr Dominic Lim, Team2Design, 1 Kingfield Road, Orrell Park, Liverpool, L9 3AL

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 December 2022

Application details

Type of application: Full Householder Application

Development type: Householder

Date of site visit: 3 November 2022 and 29 November 2022

Standard consultations:

Printed: 18 October 2022 Expired: 8 November 2022

Neighbour notifications

Printed: 18 October 2022 Expired: 8 November 2022

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: No

Tree Preservation Order: No

Description of area

The application site lies within a relatively recently constructed housing estate. The application property is located at the south-east junction of Lilford Close and Clowes Street. It has an L-shaped configuration with its principal (north) elevation to Lilford Close.

The house has two-storeys with a juxtaposition of gable elevations and pitched roofs. The western elevation incorporates a 2-storey bay feature with a hipped pitched roof rising from the eaves. The property has a shallow front garden and a car parking area that also provides access to gates to the rear garden area. The rear garden has surrounding configuration of angled and perpendicular boundaries. A triangular garden area separates the western elevation from Clowes Street. The house is constructed in brown multi-brick with blue brick banding to the northern and western elevations. Recessed windows incorporate grey frames with the roof composed in grey roof tiles. Street boundaries are defined by low brick walls and railings. Matching railing gates provide access. The rear garden area is defined by close boarded fencing.



Fig.1 – Application viewed from Lilford Close and Clowes Street



Fig.2 – Front elevation and boundary with 4 Lilford Close



Fig. 3 – Rear elevation 2 Lilford Close



Fig.4 – Side elevations of 4 Lilford Close and 72 Clowes Street

Description of development

The proposed development comprises of:

- i. Single storey rear extension – The extension would have a flat roof with a height of 3.2 metres rising slightly to accommodate a pair of centrally positioned rooflights. It would extend to the fullest the 2-storey outrigger (4.6 metres) and span across the rear extension to align with the side wall of the house. The fascia to the roof would slightly extend beyond the line of the southern and eastern elevations of the extension. The rear southern elevation would comprise three, bi-folding doors and the eastern elevation a pair of bi-folding doors. The brickwork would match the existing. The internal space would form a new lounge and extended kitchen.
- ii. Side garage extension – During the consideration of the planning application the applicant has marginally amended the design of the side extension in relation to the height and pitch of the roof. As a result the ridge line would have a maximum height of 4.5 metres. The capacity of the garage would be reduced to one vehicle to facilitate the internal storage of bins. The side extension would align with the forward building line of the house and extend to a position adjacent to the shared eastern boundary producing a width of 4.6 metres and depth of 5.7 metres. The elevations would be composed of matching brickworks and roof tiles. The principal elevation would comprise of an up and over door. The side (eastern) elevation would be of blank brickwork with a door and windows in the rear (southern) elevation. The door would facilitate access to the rear garden and an internal door would provide access to the main house.

Site History

CDN/18/0937 - Application Approved and Refused - 24.06.2019: Wenlock Way, Manchester, Application to discharge conditions 11 (Secured By Design), 14 (Highways Design), 18 (Repaving Strategy), 20 (Archaeology), 21a (Contaminated Land), 30 (Landscape/Ecology) and 34 (Bus Stop Locations) attached to planning permission 107525/JO/2014/N2

CDN/18/0936 Application Approved and Refused - 27.09.2019: Land Bounded By Hyde Road, Pottery Lane & , Bennett Street, Manchester, M12 5LL
Discharge of conditions 5 (construction management plan), 9 (materials), 11 (secure by design), 13 (boundary treatment), 15 (highway works), 17 (travel plan), 18 (accessibility), 19 (repaving strategy), 21 (acoustic insulation), 22 (Archaeology), 23a (contaminated land), 24 (cross sections), 25 (external lighting), 27 (refuse storage), 28 (Nitrous Oxide), 40 (Japanese Knotweed), 41 (Bat survey), 42 (bat roost), 44 (flood risk assessment), 45 (compensatory flood

measures), 46 (finished floor levels), 47 (surface water drainage) and 48 (maintenance strip to culverts) attached to 112442/JO/2016/N2

112442/JO/2016/N2 Application Approved - 11.08.2016: Land Bounded By Hyde Road, Pottery Lane & Bennett Street, Ardwick, Manchester, M12 5JB

Variation of condition nos. 3, 4, 48 and 50 to allow alterations to the phasing plan approved as part planning permission 105915/JO/2014/N2 to enable the sequence of development to be revised, and to revise the phrasing of condition nos. 48 and 50 to reflect the requirements for flood alleviation measures relating to the revised phasing.

107525/JO/2014/N2 Application Approved - 27.04.2015: Wenlock Way, Ardwick, Manchester, M12 5JB

Variation of condition no. 2 attached to planning application ref: 105914/MO/2014/N2 to enable amendments to site layout and variation of condition nos. 3, 4, 9, 12, 13, 15, 16, 18, 19, 20, 24, 27, 30, and 31 to require the development to be implemented in accordance with the information submitted.

105914/MO/2014/N2 Application Approved - 12.09.2014: Wenlock Way, Pottery Lane And, Clowes Street, Gorton, Manchester, M12 5JB

RESERVED MATTERS application for approval of appearance, landscaping, layout and scale for erection of 254 new homes with associated open space and infrastructure.

105915/JO/2014/N2 Application Approved - 05.08.2014: Land Bounded By Hyde Road/Pottery Lane,, Bennett Street,, West Gorton, Manchester, M12 5JB

Variation of condition nos. 3, 4 and 50 to allow alterations to the phasing plan approved as part planning permission 099219/OO/2012/N2 to enable the sequence of development to be revised, and to revise the phrasing of condition no. 50 to reflect the requirements for flood alleviation measures relating to the revised phasing.

100556/FO/2012/N2 Application Temporarily Approved - 31.12.2012: Land To The North Of 58 Clowes Street, West Gorton, Manchester, M12 5JZ

Temporary siting of contractors compound until 31 December 2013 with associated car park and boundary fencing to facilitate the demolition of adjacent housing

099219/OO/2012/N2 Application Approved - 01.11.2012: Land Between Hyde Road/Pottery Lane/Bennett Street, West Gorton, Manchester, M12

Outline Planning Application for housing-led mixed use redevelopment comprising: a maximum of 565 new dwellings; a Community Hub building(s) comprising Class A1 retail, Class A2 offices, Class A5 hot food takeaway (maximum floorspace 120 sq.m in total), Class B1 office floorspace and Class D1 health centre and ancillary pharmacy use (maximum 1650sqm GFA non-residential space in total); new recreation open space; and associated access and infrastructure provision, following demolition of existing buildings.

094289/FO/2010/N2 - Application Approved - 22.11.2010: Between 58 Clowes Street And Stowbridge Walk, West Gorton, Manchester, M12

Construction of a temporary site compound and car park for a period of two years, comprising 2no. two-storey facilities cabins, 3no. single-storey facilities cabins, lighting and 50 car parking spaces, in association with construction of nearby development

038270 - Application Approved - 28.03.1991: Former play area, Clowes Street, Gorton.

CITY COUNCIL DEVELOPMENT Construction of a temporary contractors site compound in connection with paint repairs to 214 houses

051916/VO/CENTL2/97 Application Approved - 10.07.1997: Vacant land on Clowes street, opposite no1 Shrowbridge Walk, West Gorton.

CITY COUNCIL DEVELOPMENT Construction of a temporary contractors site compound to accommodate 6 cabins in connection with work to nearby properties. For 52 weeks from July 1997 to July 1998.

Consultations & Notification Responses

Local residents – No comments received.

Environmental Health – Have requested a pre-commencement condition requiring the submission and approval of comprehensive construction designs for the installation of a proprietary gas membrane in association with the development.

Highway Services – The following comments have been received:

- i. The proposed development extends only within the red-line boundary of the site and does not encroach on to the adopted highway;
- ii. The proposed development would not increase the number of residential units. There would be no consequential impact in terms of highways safety or capacity;
- iii. The current on-site parking provision to be retained in the form of a garage. The internal layout should incorporate appropriate dimensions, i.e., 3.0 metres x 6.0 metres is recommended;
- iv. It is anticipated that refuse servicing will continue as existing with bins stored within the site and presented to the highway on waste collection days;
- v. Given the minimal scale of construction works involved, minimal construction vehicles movements would be minimal.
- vi. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements should be agreed with the City Council as local highway authority.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, 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. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that 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.

- i. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The application property is in a context of densely development housing. However, the positioning of neighbouring gable elevations and position of windows would ensure that the siting of the proposed extension would not unduly harm residential amenity. Appropriate amenity space and on-site security would be maintained. Chapter 8 would thereby be accorded with.

ii. Chapter 12: Achieving well-designed places - States that 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 (paragraph 126). Paragraph 130 further states that planning decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment.

The proposed development has been suitably informed by the characteristics of the existing property and its context. The use of matching materials would secure a cohesive relationship to the existing house, including its roof composition. The development would and thereby accord with chapter 12.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.' The following aspects of the Core Strategy are considered to be relevant:

Policy SP 1 Spatial Principles - States the key spatial principles which will guide the strategic development of Manchester to 2027. The key areas of policy SP1, pertinent to this application, are:

- i. The creation of neighbourhoods of choice
- ii. The development should make a positive contribution to neighbourhoods of choice including:
 - a. Creating well designed places that enhance or create character.
 - b. Making a positive contribution to the health, safety and wellbeing of residents
 - c. Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - d. Protect and enhance the built and natural environment.
 - e. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

It is considered that the development would relate appropriately to the housing in the area, in relation to its siting, design and composition. The development would not, therefore, unduly harming existing levels of residential amenity and policy SP1 would be accorded with.

Policy EN1 (Design Principles and Strategic Character Areas) - States that, amongst other things, opportunities for good design to enhance the overall image of the City. Policy EN1 has been related to the assessment of the quality of the elevational design and its contribution to the built environment.

In this case, it is considered that the quality of the proposed design would respond appropriately to the existing built form and achieve a cohesive design response that relates appropriately to the character and proportions of the host building. The development would thereby accords with policy EN1.

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 development would secure appropriate waste storage with the garage. The development would thereby continue to comply with policy EN19.

Policy DM 1 Development Management - Discusses a range of issues that all development should have regard to. The following specific issues are relevant to the consideration of this application:

- i. The impact of the development on the character of the surrounding area;
- ii. Effects on amenity, including privacy;
- iii. Adequacy of internal accommodation and external amenity space;
- iv. Refuse storage and collection;
- v. Vehicular access and car parking.

It is considered that the development would be appropriately related to its context in terms of design, height, scale, massing and potential impact on residential amenity. The development would also be appropriately related to in the character of the original house through its proportions and composition in matching materials. The development would maintain appropriate car parking provision. The development would thereby accord with policy DM1.

Unitary Development Plan - The following saved policies are considered to be relevant:

Policy DC1 - Residential Extensions

Policy DC1.1 - States that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the street-scene;
- e. The effect of the loss of any on-site car parking.

Policy DC1.2 - States that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);

- b. They do not create an undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding streetscene by virtue of design, use of materials or constructional details;
- d. They would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

Policy DC1.3 - Sets out the circumstances whereby, notwithstanding the generality of the above policies, the Council will not normally approve planning permission for residential extensions. This includes rearward extensions greater than 3.65m (12 ft) in length and 2-storey extensions which occupy the full width of the house.

It is considered that the height, scale and proportions of the extension would be acceptable and would allow the adaptation of the property to meet changing household needs. The rearward projection of the extension would match that of the existing outrigger and its siting would not unduly impact on the established relationship to neighbouring houses. The side garage extension would maintain the alignment of the principal elevation and its height would maintain its subservience to the existing house. The development would be appropriately related to policy DC1.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes. In this case, discussions have been undertaken with the applicant's agent to ensure a reduction in the height of the garage extension and the appropriate storage of waste and recycling bins. The planning application has been satisfactorily assessed on the basis of the submitted and supplementary details.

Principle – It is considered that the development would be proportionate response to the resident's need for additional accommodation. The development has been appropriately related to its context and the character of the existing house. The development is therefore considered to be acceptable.

Use - A condition has been included to ensure that the property continues to be occupied as a Class C3 dwellinghouse. A separate condition would also ensure that the side extension is used for the purpose of car parking and ancillary storage and shall not be converted additional living accommodation.

Height, scale and massing – During the consideration of the planning application, the applicant has amended the design of the side extension, The amendments involve the reconfiguration of the roof pitch to produce a less expanse roof plane and more appropriate balance with the brickwork below. The ridge line has been lowered to a position below the eaves of the main roof to maintain a defined space above the roof and demarcation between existing and proposed built form. The rear extension would be limited to single storey with a flat roof that would benefit from screening to neighbouring boundaries, which would reduce its visual impact. It is considered that the development would introduce proportionate additions to the building that would be appropriately related to the character or the existing house.

Siting – The proposed extensions have been related to the specific configuration of the application property, including its external space. The single storey rear extension would in-fill

space between the southern and western elevations and would not be visible from the highway. The development would be related to the existing patio area and would maintain the majority of the space within the rear garden. The side extension would be related to existing car parking space and would not compromise amenity space within the site. The extension would continue to provide car parking and bin store and would safeguard the 'operational' requirements of the house. The siting of the side extension would relate appropriately to the principal elevation. Its position in relation to the eastern boundary would be consistent with the siting of comparable single storey extensions that are commonly found across the city. The siting of the proposed extension would not impact upon neighbouring windows, the quality of external spaces or the relationship of the property to the streetscene.

Design - The rear extension would have a simple elevational form that would have a contemporary appearance through uses of glazing within frames to match the detail of the main house, along with the incorporation of projecting eaves and fascias. The inclusion of matching brickwork would secure a coherent relationship to the main house. The design of the garage (side) extension has been suitably informed by the appearance of the main house through the composition of the roof and use of matching materials. The proposed design is considered to be acceptable.

Residential amenity – As stated, due to the orientation of the application property and neighbouring houses, it is not considered the development would result in undue loss of privacy or overlooking, including views from roof windows in the rear extension. The proposed design is considered to be visually acceptable. Conditions have been included to ensure that:

- i. The garage is only used for ancillary storage and not as additional living accommodation;
- ii. No additional windows are added to either extension.

On balance, it is considered that the development would safeguard exiting levels of residential amenity.

Car parking and highways issues– The development would maintain existing levels of car parking within a more secure setting. Therein a shed within the rear garden that can provide secure cycle storage. The garage would also have the capacity to accommodate cycle storage. The comments of Highways have been considered and it is noted that the internal dimensions of the garage would exceed the dimensions of a standard car parking space and is therefore considered to be acceptable.

Crime reduction and security – The development would provide a more secure vehicle storage. In all other respects the development would not reduce the security of the application property.

Land conditions – Mitigation of historic land conditions would have been undertaken as a part of the development of the wider estate. Notwithstanding the above, the pre-commencement condition requested by Environmental Health has been agreed by the applicant and attached to the development.

Conclusion - The proposed development would be meet the requirements of Council policy and be appropriately related to the existing housing in the surrounding context.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, discussions have been undertaken with the applicant's agent to ensure a reduction in the height of the garage extension and the appropriate storage of waste and recycling bins. The planning application has been satisfactorily assessed on the basis of the submitted and supplementary details.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 5 October 2022, 11 October 2022 and 30 November 2022:

Planning application forms

Site location plan with a red edge Ref: 2LC/SP01

Site location plan (site setting out drawing) Ref: 2LC/SP02

Floor plans as existing and proposed Ref: 2LC/01A

Elevations and section as existing Section B-B proposed Ref: 2LC/02A

Elevation and sectional as proposed Ref: 2LC/03A.

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 for the City of Manchester.

3) The materials to be used in the construction of the extension hereby approved, including bricks and roof tiles, together with the method of coursing and pointing, shall match the existing dwellinghouse, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) Prior to the commencement of development appropriate and comprehensive construction designs for the installation of a proprietary gas membrane, in order to alleviate any possibility of landfill gas ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason - the development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas pursuant to policy EN18 of the Core Strategy for the City of Manchester.

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

Reason - In the 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 the provision of accommodation that is suitable for people living as families pursuant to paragraph 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 Core Strategy for the City of Manchester.

6) The authorised garage (side) extension as shown on drawings ref: Floor plans as existing and proposed Ref: 2LC/01A, Elevations and section as existing Section B-B proposed Ref: 2LC/02A and Elevation and sectional as proposed Ref: 2LC/03A shall only be used for car parking and ancillary storage associated with the residential (Class C3) occupation of 2 Lilford Close, including the storage of waste and recycling bins. The garage (side) extension shall be maintained in situ at all times and shall not be converted to or occupied as additional living accommodation.

Reason – In the interests of residential amenity and to maintain satisfactory arrangements for car parking and bin storage pursuant to policies SP1, EN17 and DM1 and saved policy DC1 of the Unitary Development Plan for the City of Manchester.

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawing referenced: Floor plans as existing and proposed Ref: 2LC/01A; Elevations and section as existing Section B-B proposed Ref: 2LC/02A and Elevation and sectional as proposed Ref: 2LC/03A.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding 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).

Appendix 1 – List of consultees & neighbours notified

Highway Services

63 Beastow Road, Manchester, M12 5GS

4 Lilford Close, Manchester, M12 5UD

74 Clowes Street, Manchester, M12 5EG

72 Clowes Street, Manchester, M12 5EG

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

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Area Team Boundary - Name: NORTH AREA