MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	134934/AO/2022
Date registered valid:	12 September 2022
Proposal:	Installation of various illuminated and non illuminated signage to the existing building, menu boards and directional signage in car park and drive through areas, including the installation of replacement panels to the existing illuminated totem sign
Address:	Kfc Ltd, Monarch Leisure Park, Lloyd Road, Manchester, M19 2RE
Ward(s):	Levenshulme Ward
Applicant:	Andy Waite KFC UKI Orion Gate , Guildford Road, Woking, GU22 7NJ
Agent (if any):	Mrs Rachel Skinner Pye Design Architects Ltd 29 Market Street, Hindley, Wigan, WN2 3AE
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	31 October 2022

Application details

Type of application: Advertisement Consent

Development type: Advertisements

Date of site visit:

Standard consultations:
Printed: 16 September 2022 Expired: 7 October 2022

Neighbour notifications
Printed: 22 September 2022 Expired: 13 October 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/area
This application relates to KFC Drive Thru restaurant situated on the junction of Stockport Road and Lloyd Road. The building is predominantly single storey with a tower feature on the northern elevation of the building. The premises comprises large glazed areas to the front of the restaurant facility with a deep fascia and associated signage above. The back of house activities are set within a predominantly red multi brick element of the premises with blue feature brickwork.
The building is accessed via Lloyd Road, within a residential and commercial mixed use area of Levenshulme. The site borders with Stockport MBC and is adjacent to the existing McDonalds Drive Thru. The site lies within Flood zones 2 and 3.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Consent is sought for installation of various illuminated and non illuminated signage to the existing building, menu boards and directional signage in car park and drive through areas, including the rebranding of the existing illuminated totem sign.

The signage would be comprised of:

- 1 no. Colonels Bucket sign measuring 1.92m x 1.92m x 0.1m Black and red on white background 200cd/m2 to the west , north and east elevations. Two of the proposed bucket signs would be sited on two of the tower elevations, with the other located on the Stockport Road frontage of the premises at fascia level;

- 1 no. Internally illuminated lightbox fascia signage , white KFC lettering on black background covering an area of 2.055m x 0.63m x 0.1m 200cd/m2 to the north , west and south elevations at fascia level;

- 1 no . non -illuminated Vinyl Delivery Driver's sign measuring 0.875m x 0.875m x 0.01m to the western elevation in proximity to the proposed drivers canopy forming part of application ref: 134933/FO/2022.

- 1no. Internally illuminated lightbox fascia signage , red KFC lettering on white background measuring 0.9m x 2.4m x 0.1m 200cd/m2 to the western elevation on the tower feature and on the eastern rear elevation between the two horizontal brick banding courses.

- 1 no. non illuminated Vinyl Herbs & Spices Graphic measuring 2.21m x 2.21m x 0.01m to the southern elevation.

- 1 no. non illuminated Vinyl Let's Get Together Graphic measuring 1m x 1.93m x 0.01m to the northern elevation.

- 1 no. Vinyl banner sign on frame 1.785m x 4.57m x 0.1m to the drive thru' circulation route to the east of the property

During the consideration of the application, the applicant no longer proposed to replace the existing totem sign with an 8m totem sign, but instead proposes to retain the existing totem sign with new panels applied.
Two of the originally proposed vinyl signs have been removed from the scheme.

The premises are also undergoing refurbishment including elevational alterations, including the installation of cladding to the southern and eastern elevations, the incorporation of a new window in the southern elevation for delivery driver's collections, together with the installation of a black open sided canopy to the external packing area for delivery drivers, and associated black coloured 1m high guard railings to safeguard pedestrians from the drive thru' circulation route which have recently been approved as part of an accompanying application ref:134933/FO/2022.

Consultations & Notification Responses
Local residents/adjoining occupiers - No comments received.

Highway Services – Have advised that the proposed signs are contained within the private boundary of the KFC car park.
In respect of the proposed signage they have confirmed that the proposed signage is not located on the adopted highway network, does not extend over the adopted highway, and ha s sufficient head room clearance where appropriate.

Furthermore , the luminance of the proposed illuminated signage is noted as 200 cd/m2 which is considered to be in line with the 600cd/m2 maximum stated by the Institute of Lighting Engineers.

Strategic Area and Citywide Support Manager – The proposed illuminance levels for the illuminated signage including totem sign for the above application are acceptable and should be

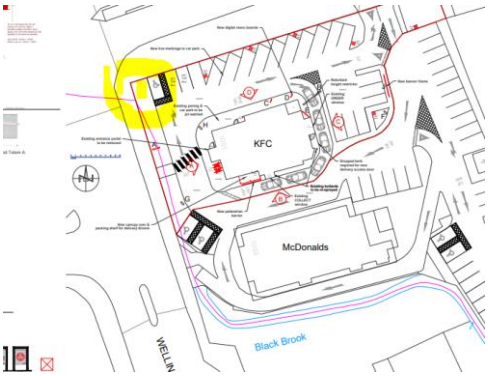
implemented and controlled (200 cd/m, static display) as part of the development if permission is granted.

Flood Risk Management – Objected to the originally submitted proposal because there was insufficient evidence to show management of fluvial flood risk with respect to main river assets on site. The evidence presented indicated that the proposed 8m high double sided totem sign would be located directly above a culverted main river asset. The depth & extent of below-ground installation required for the proposed 8m high double sided totem sign was also shown as 1.45 m bgl and 3m wide.
Considerations (construction and operational phase) for placing proposed 8m high double sided totem sign above the culverted main river asset have not been presented. They would expect consideration of whether the asset is at risk of damage during installation, and whether the proposed siting of the sign could affect maintenance of the main river asset (for example, are appropriate easements required). Further information was required to demonstrate whether this proposal is acceptable to the Environment Agency.
The following information was required as a minimum to lift their objection:

Evidence that the Environment Agency have been consulted on the proposal due to it meeting the following criteria: *"within 20 metres of a main river or flood defence".*
• This shall include evidence of acceptance of the proposed master planning with respect to the culverted main river asset. Written confirmation received directly by the LPA would suffice.
• Any document revisions required by the Environment Agency to obtain their approval of the scheme.

Environment Agency – Have advised that erection of the proposed totem would require a Flood Risk Activity Permit (FRAP) to be obtained from the Environment Agency as it requires the undertaking of works within 8 metres of the a main river (Cringle Black Brook), and (if mapping of location of the sub-surface culvert is correct) the erection of a permanent structure overtopping this. The totem proposal does not meet the criteria for a FRAP exemption.
They believe it would beneficial to seek the following additional information from the developer.

An understanding is required from the developer, as to whether the totem must be placed in its proposed location, or whether there is scope for this to be positioned elsewhere within the development site, or that an alternative design is considered. They query whether the proposed totem could be placed in a more northernly location within the site thereby, in theory, avoiding building over the sub-surface culvert (see highlighted area in extract below):



They question whether the developer has confidence in regard to the location of the Cringle Black Brook culvert i.e. its depth and position, and ask whether they would there be a risk of the base of the totem either loading on or interacting directly with the sub-surface feature, as this will be a critical element if the signage is to be retained its current position.
Linked to the above, they initially advise that if it does prove that the totem is situated above/ in immediate proximity to the sub-surface culvert of the brook then the EA would very likely be opposed to this on the grounds that it would a) risk adverse impact upon the culvert structure (loading/collapse) and; b) represent a deterioration in the current status-quo (reduced accessibility to the culvert feature and greater hinderance to any improvement versus current signage). As such the EA would be unlikely to grant a Flood Risk Activity Permit for the proposal. From a planning perspective this would be supported by the NPPF (notably paras 159 and174) and regulation 33 of the Water Framework Directive which requires that local authorities must not authorise a project which may jeopardise the current status of a WFD element, cause its deterioration or prevent attainment of good status. N.B Cringle Black Brook is a WFD water body (ID: GB112069061410) of 'moderate' ecological classification seeking good classification by 2027.

Updated comments 21.10.2022
They hold no record of the Environment Agency (EA) having been approached for a Flood Risk Activity (Environmental Permit)in association with the proposed works. A FRAP will be required for any operations/works in proximity of a 'main river' watercourse. More details this matter can be found here>> Flood risk activity risk assessment for your environmental permits - GOV.UK (www.gov.uk)
The EA does not hold record of the exact culvert line for Cringle Black Brook i.e. whether the proposed signage would be positioned directly over the sub-surface culvert. However, as per the photograph from their archive (which shows from the temporary barrier walling the position of the access chamber to the sub-surface culvert) it is evident the culvert is in highly likely to be in the immediate proximity of the proposed signage location. As such they advise the developer will need undertake investigation and confirm the exact line/position of the culvert should they wish to progress with the design as currently presented.
From EA held operation records it has been confirmed the sub-surface culvert of Cringle Black Brook is not very deep (circa. 1300mm to soffit) and therefore given the details of the proposed signage (foundation to depth of circa. 1450mm) and fact the culvert is known to be in vicinity there is significant risk/possibility of adverse impact on the sub-surface culvert structure (loading or otherwise).

Stockport MBC – Have no comments to make.

United Utilities - No comments received.

Cadent -have no objection to this proposal from a planning perspective, but in order to prevent damage to their assets request an informative be attached to any approval.
(Cadent's comments have been referred to the planning agent for information).

Issues
National Planning Policy Framework - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system `only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through `which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 11 states that `at the heart of the Framework is a presumption in favour of sustainable development' and, in `decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

National Policy Framework has been related to the proposed development, with particular emphasis given to the following:
Core planning principles - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan making and decision-taking with the following specific policies being particularly relevant to the proposed development:
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). It further states that: 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions' (paragraph 134). With regard to advertisement signage Chapter 12 states: 'the quality and character of places
can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts' (paragraph 136).
It is considered that the proposed signage represents a design that is found within the context of the location.
On balance, it is considered that the proposed signage would be appropriate in terms of the proposed scale, and context of the building, and would not be visually intrusive in the streetscene, thereby according with the aspirations set out in Chapter 12.

Town and Country Planning (Control of Advertisements) Regulations 2007 - States that:
(1) The Local planning authority shall exercise its powers under these Regulations in the interests of amenity and public safety, taking into account'
(a) The provisions of the development plan, so far as they are material; and
(b) Any other relevant factors.
(2) Without prejudice to the generality of paragraph (1)(b)'
(a) Factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest;
(b) Factors relevant to public safety include'
(i) The safety of persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
(ii) Whether the display of the advertisement in question is likely to obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air;
(iii) Whether the display of the advertisement in question is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
(3) In taking account of factors relevant to amenity, the local planning authority may, if it thinks fit, disregard any advertisement that is being displayed.
(4) Unless it appears to the local planning authority to be required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content or design of what is to be displayed.
It is considered that the illuminated signage relates satisfactorily to the regulations.
Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning

issues of significance to applicants and local authorities. In considering this application consideration has been given to the following aspects of the PPG:
Advertisements - This section specifically refers to, amongst other things,
i. Considerations affecting public safety
ii. Considerations affecting amenity.
In this case it is considered that the display of signage would not be detrimental to highway safety and / or the amenity of the locality and thereby be appropriately related to the relevant aspects of PPG.

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 policies are relevant to the proposed development:
Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:
a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
c. 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.
It is not considered that the appearance and specification of the illuminated signage would unduly impact upon the character or composition of the existing drive thru' restaurant premises. The number of signs is proportionate, to the scale of the building and are appropriately positioned in terms of way finding, and satisfactorily related to the surrounding context. Policy SP1 would thereby be accorded with.
Policy EN 1 Design Principles and Strategic Character Areas - States that design is appropriately related to the character of the surrounding area. It is not considered that the signage departs from the character of the building or would be visually obtrusive and its illumination would be managed by conditions. The signage is thereby appropriately related to policy EN1.
Policy DM1 (Development Management) - States that all development should have regard to the following specific issues:
a. Appropriate siting, layout, scale, form, massing, materials and detail;
b. Impact on the surrounding areas in terms of the design, scale and appearance with regard to the character of the surrounding area;
c. Effects on amenity;
d. Design for health.
For the reasons previously set out above, it is considered that the proposed signage would be satisfactorily related to policy DM1 as it would not harmfully affect the character of the site or residential uses in the locality.

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

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to and from the City Centre. It is considered that the new signage would not adversely affect the Stockport Road due to its distance from the site boundary. Policy E3.3 would thereby be accorded with.

Policy DC14 - Shopfronts and related signs
Policy DC14.1 - States that in determining applications relating to these premises for shop fronts, security grilles, advertisement signs, canopies and awnings, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shop fronts, where appropriate, and of the area within which the premises are located. Policy DC14.1 has been related to the relationship of the signage to the existing building and the context of the site and considered to be appropriate.
Policy DC14.5 - States that the advertisement regulations require that applications for shop signs be considered only in the interests of amenity and public safety. In determining such applications, the Council will adopt the following policies:
A. In the interests of amenity,
a. Signs should not normally be positioned other than at fascia level;
b. Signs should respect the architectural form of buildings and shop frontages;
B. In the interests of public safety,
h. Any sign which is detrimental to the safety of pedestrians or motorists will be refused.
It is considered that the illuminated signage has a limited visual impact and thereby accords with policy DC14.1 with regard to amenity. There are no apparent public safety issues associated with the display of the signage as its positioning would accord with policy DC14.5.

Principle
The proposed signage has been appropriately related to the existing Drive Thru' restaurant premises. The signage is related to the use of the premises and is acceptable in principle.

Height and positioning
As stated the proposed signage would be appropriately related to the use of the premises. Sufficient clearance above ground is proposed thereby ensuring that there would be no impact on pedestrian movement. The height and position of the proposed signage is considered to be appropriate.

Public Safety
The proposed advertisements are not considered to give rise to any public safety concerns. The location of the signs together with the levels of illumination are not considered to cause a distraction to road users , or pedestrians, pursuant with the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, The National Planning Policy Framework; Core Strategy policies DM 1.

Highways Issues
The positioning of the proposed signage would not affect pedestrian or vehicular visibility. It is not considered that the proposed development would affect the function of the external operation of the site. It is therefore considered that the proposed signage would be consistent with Core Strategy policies DM1 and SP1 and saved UDP policies E3.3, DC14.5, DC15.1 and DC15.2.

Residential amenity
The development is located in a mixed commercial area , with residential uses to the north
Due to the proximity of the northern elevation to residential accommodation
it is proposed to attach a condition to any approval to require that the maximum luminance level of the illuminated signage to be displayed shall not exceed 300 cd/m2 during non daylight hours / inclement weather or exceed 600 cd/m2 during daylight hours.

Subject to the proposed condition to control illumination levels , it is considered that the proposed design and illumination would not give rise to significant impact to residential and visual amenity .

Black Brook Culvert
The originally submitted scheme included the replacement of the existing 5m high illuminated totem sign with an 8m high illuminated totem sign. The overall depth of the proposed foundation at 1.45m and width of 3.0m and the associated proximity to the Black Brook culvert, was of significant concern to the Local Lead Flood Authority and the Environment Agency . It is acknowledged that there is an existing 5m totem in the same location , however the additional height proposed would have necessitated the incorporation of a foundation with a greater depth than that currently in situ, which has the potential to adversely impact on, or interact directly with the sub-surface culvert . Given the concerns which have been expressed the planning agent has opted to retain the existing totem sign in situ and replace the existing illuminated panels, with an updated visual image.

Conclusion - It is considered that the proposed signage would be proportionate and appropriately related to the building upon which it would be located and wider locality . The proposed signage, subject to illumination controls secured by condition, would safeguard the amenities of the area. The advertisement signage would appropriately and satisfactorily relate to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, Saved UDP policies DC14.1, DC14.5 and the National Planning Policy Framework.

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 polices 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

In assessing the merits of a planning application officers will seek to work with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. In this instance the local planning authority had raised concerns regarding the impact of the depth of the foundation of the proposed totem signage and the proximity of the Black Brook culvert with the agent. The scheme has been revised to retain the existing totem and replace the illuminated panels.

appropriate conditions have been attached to the approval.

Commented [SW1]:

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. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

No advertisement shall be sited or displayed so as to:
(a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
(b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or
(c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

3. The development hereby approved shall be carried out in accordance with plan refs: Existing Site Plan 5789/2021/G120 (PD ref: 4032) rev.C and Proposed External Elevations ref: 5789/2021/G211 (PD ref: 4032) rev.H received 12th September 2022; and

Proposed site plan ref: 5789/2021/G121 (PD ref: 4032) rev. L received 28th October 2022

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) and saved policy E3.3 of the Unitary Development Plan for the City of Manchester.

4. The maximum luminance level of the illuminated signage to be displayed shall not exceed 300 cd/m2 during non daylight hours / inclement weather or exceed 600 cd/m2 during daylight hours.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informative

1. 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Stockport Metropolitan Borough Council

McVities, Wellington Road North, Stockport, M19 2SD
431 Wellington Road North, Stockport, SK4 5BB
Brookhill Estates Ltd, Blackford Road, Stockport, M19 2QD
1089 Stockport Road, Manchester, M19 2RE
1 Kirk Road, Manchester, M19 2RH
3 Kirk Road, Manchester, M19 2RH
12 Kirk Road, Manchester, M19 2RH
1085 Stockport Road, Manchester, M19 2RE
1093 Stockport Road, Manchester, M19 2RE
7 Kirk Road, Manchester, M19 2RH
10 Kirk Road, Manchester, M19 2RH
Scout Hall, Lloyd Road, Manchester, M19 2RF
13 Lloyd Road, Manchester, M19 2RF
16 Lloyd Road, Manchester, M19 2RF
Flat 60, 8 Lloyd Road, Manchester, M19 2QZ
Flat 5, 2 Lloyd Road, Manchester, M19 2QB
Flat 15, 4 Lloyd Road, Manchester, M19 2QX
Flat 1, 2 Lloyd Road, Manchester, M19 2QB
11 Lloyd Road, Manchester, M19 2RF
Flat Above, 1206 Stockport Road, Manchester, M19 2RA
Flat 1A, 1 Lloyd Road, Manchester, M19 2RF
Flat 1, 1 Lloyd Road, Manchester, M19 2RF
Flat 53, 8 Lloyd Road, Manchester, M19 2QZ
Flat 54, 8 Lloyd Road, Manchester, M19 2QZ
Flat 3, 2 Lloyd Road, Manchester, M19 2QB
Flat 16, 4 Lloyd Road, Manchester, M19 2QX
Flat 24, 4 Lloyd Road, Manchester, M19 2QX
Flat 25, 4 Lloyd Road, Manchester, M19 2QX
Flat 13, 4 Lloyd Road, Manchester, M19 2QX
Flat 19, 4 Lloyd Road, Manchester, M19 2QX
1208 Stockport Road, Manchester, M19 2RA
Flat 14, 4 Lloyd Road, Manchester, M19 2QX
12 Lloyd Road, Manchester, M19 2RF
1206 Stockport Road, Manchester, M19 2RA
Flat 21, 4 Lloyd Road, Manchester, M19 2QX
Flat 22, 4 Lloyd Road, Manchester, M19 2QX
5 Kirk Road, Manchester, M19 2RH
9 Lloyd Road, Manchester, M19 2RF
18 Lloyd Road, Manchester, M19 2RF
Flat 18, 4 Lloyd Road, Manchester, M19 2QX
Flat 55, 8 Lloyd Road, Manchester, M19 2QZ
Flat 4, 2 Lloyd Road, Manchester, M19 2QB
Flat 7, 2 Lloyd Road, Manchester, M19 2QB
10 Lloyd Road, Manchester, M19 2RF
Monarch Leisure Park, Lloyd Road, Manchester, M19 2RE
1 Lloyd Road, Manchester, M19 2RF
1202 Stockport Road, Manchester, M19 2RA
1200 Stockport Road, Manchester, M19 2RA

Flat Above, 1087 Stockport Road, Manchester, M19 2RE
Flat 26, 4 Lloyd Road, Manchester, M19 2QX
Flat Above, 1208 Stockport Road, Manchester, M19 2RA
Flat Above, 1210 Stockport Road, Manchester, M19 2RA
Flat 50, 8 Lloyd Road, Manchester, M19 2QZ
Flat 56, 8 Lloyd Road, Manchester, M19 2QZ
8 Lloyd Road, Manchester, M19 2QZ
4 Lloyd Road, Manchester, M19 2QX
2 Lloyd Road, Manchester, M19 2QB
1087 Stockport Road, Manchester, M19 2RE
6 Kirk Road, Manchester, M19 2RH
8 Kirk Road, Manchester, M19 2RH
Flat 20, 4 Lloyd Road, Manchester, M19 2QX
Flat 11, 2 Lloyd Road, Manchester, M19 2QB
Flat 23, 4 Lloyd Road, Manchester, M19 2QX
Flat 27, 4 Lloyd Road, Manchester, M19 2QX
Flat 30, 4 Lloyd Road, Manchester, M19 2QX
1212 Stockport Road, Manchester, M19 2RA
Flat 49, 8 Lloyd Road, Manchester, M19 2QZ
20 Lloyd Road, Manchester, M19 2RF
Flat 28, 4 Lloyd Road, Manchester, M19 2QX
15 Lloyd Road, Manchester, M19 2RF
1204 Stockport Road, Manchester, M19 2RA
Flat 57, 8 Lloyd Road, Manchester, M19 2QZ
Flat 51, 8 Lloyd Road, Manchester, M19 2QZ
Flat 6, 2 Lloyd Road, Manchester, M19 2QB
Flat 29, 4 Lloyd Road, Manchester, M19 2QX
Flat 8, 2 Lloyd Road, Manchester, M19 2QB
14 Lloyd Road, Manchester, M19 2RF
Flat 58, 8 Lloyd Road, Manchester, M19 2QZ
Flat 52, 8 Lloyd Road, Manchester, M19 2QZ
Flat 59, 8 Lloyd Road, Manchester, M19 2QZ
Flat 2, 2 Lloyd Road, Manchester, M19 2QB
Flat 17, 4 Lloyd Road, Manchester, M19 2QX
Flat 9, 2 Lloyd Road, Manchester, M19 2QB
Flat 10, 2 Lloyd Road, Manchester, M19 2QB
Flat 12, 2 Lloyd Road, Manchester, M19 2QB
1210 Stockport Road, Manchester, M19 2RA
Mc Vities, Wellington Road North, Stockport, SK4 5BA
423 Wellington Road North, Stockport, SK4 5BA
425 Wellington Road North, Stockport, SK4 5BA
427 Wellington Road North, Stockport, SK4 5BA
429 Wellington Road North, Stockport, SK4 5BA
2 Crossley Road, Stockport, SK4 5BA
4 Crossley Road, Stockport, SK4 5BA
6 Crossley Road, Stockport, SK4 5BA
8 Crossley Road, Stockport, SK4 5BA

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

Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA