

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133468/FO/2022
Date registered valid: 13 July 2022
Proposal: Conversion of loft to form 2 no. self contained apartments together with the insertion of 7no rooflights
Address: 24-26 Whalley Road, Manchester, M16 8AB
Ward(s): Whalley Range Ward

Applicant: Mr J Sym C6H12 Ltd 26 Whalley Road, Manchester, M16 8AB
Agent (if any): Miss Rachel Webber DnA Group Parkhill Business Centre, Walton Road, Wetherby, LS22 5DZ
Case officer: Linda Marciniak
Tel: 0161 234 4636
Email: linda.marciniak@manchester.gov.uk
Recommendation: Approve
Date of recommendation: 30 August 2022



Application details

Type of application: Full Application Consent
Development type: Minor Dwellings
Date of site visit: 1 August 2022
Standard consultations: Printed: 21 July 2022 Expired: 11 August 2022
Neighbour notifications: Printed: 21 July 2022 Expired: 11 August 2022
Site notice: Posted: 1 August 2022 Expired: 21 August 2022
Press advert: Published: 26 July 2022 Expired: 16 August 2022
Departure from Development Plan: No
Environmental Statement: Not required
Listed building: Not applicable
Conservation area: Whalley Range Conservation Area 1992
Tree Preservation Order: No

Description of site/building

The application site relates to a large semi-detached Victorian villa converted into 29no. flats situated on the western side of Whalley Road in the Whalley Range conservation area. The building is constructed of light buff brick with pitched slate roofs and occupies a garden plot covering 2.5000m². There are mature trees along all boundaries and parking approved along the front under a previous application. At the time of a site visit, the building was undergoing refurbishment, assumed to be implementation of 105655/FO/2014/S1. Publicly available images on Google Street View indicate that the works to implement this permission commenced within 2014.

Description of area

The site faces the Grade II listed St. Margaret's church and is within a primarily residential area characterised by similar large Victorian villas set within a mature landscaped and tree-lined setting. The Conservation Area designation refers to the trees together with the level and quality of architectural detailing of buildings, materials, landscaping, and boundary walls.

Description of development

Conversion of loft to form 2 no. self-contained apartments together with the insertion of 7no rooflights.

The configuration of flats comprises of:

1 x 1-bed flat of 40m²

1 x 2-bed flat of 64m²

7no. conservation-grade rooflights are proposed across the 2no. flats. Five of these will be sited on the front-facing roof slope and 2no. on the left-hand side.

Two parking spaces are being created with the loss of 1no. disabled bay.

Consultations & Notification Responses

A total of 83no. addresses were notified of the application by letter and public display of site notice – No comments were received.

Highway Services

The site is considered to be reasonably accessible by sustainable modes and is in close

proximity to a number of local bus services.

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.

Whilst there is a proposed increase from 23-25 on-site car parking spaces, the previously approved scheme incorporated two disabled parking spaces whereas this scheme now appears to only show one. MCC Highways preference would be to retain two disabled bays even if this means reducing the total number of spaces to accommodate a wider disabled bay.

We require that any additional parking bays to that already approved are provisioned with electric vehicle (EV) charging (minimum 7kW charge units), and where possible the infrastructure (ducting) is installed within the car park to facilitate further future EV provision. Standard parking spaces should be a minimum of 2.4 x 4.8m with disabled bays a minimum of 3.6 x 6m and we seek confirmation that this is the case.

The cycle parking arrangements are acceptable to us.

Vehicle access arrangements remain unchanged and pedestrian access is acceptable to Highways.

The approved waste management arrangements remain unaffected which is acceptable from a highway perspective.

Should the planning application be approved it is required that a Construction Management Plan be conditioned which shall include, where appropriate the following details:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

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).

SUGGESTED PLANNING CONDITION(S): -

1. Construction Management Plan.

Environmental Health

REF*

- a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

The applicant will need to provide details of the internal waste storage areas and provide a food caddy for each proposed dwelling. There does not appear to be a bin for recycling food waste at the development.

AIR QUALITY 2*

a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

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

**The developer should refer to MCC's AQ Guidance Note for EV charge point recommendations, and also IAQM Planning guidance for further information on boilers etc if relevant.*

Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Whalley Range Conservation Area Group – No comments received.

Whalley Range Forum – No comments received.

Issues

National Planning Policy Framework (July 2021)

The National Planning Policy Framework replaced previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development. This theme is given emphasis in each of the sections of the Framework that are relevant to this application:

Section 5 - Delivering a wide choice of high-quality homes - This guidance refers to the delivery of policies that will result in significant increases to the supply of housing. It specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified

criteria, seek to deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive, and mixed communities.

Section 12 – Achieving Well-Designed Places - This guidance emphasises the importance of design to the built environment and its contribution to sustainable development and making places better for people and creating attractive, safe, and accessible environments.

Section 16 – Heritage and the Environment – This guidance requires that applicants and the local planning authority identify heritage assets and that proposals give priority to their preservation and enhancement. Proposals should be assessed for the level of harm to heritage assets and where harm is assessed as ‘less than substantial’, the public benefits of the proposal should be demonstrated.

Core Strategy Development Plan

Manchester's Core Strategy Development Plan Document now forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan; however, some of the UDP policies will remain extant until they are superseded by policies in a future Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester and states that, outside the City Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

creating well designed places,
making a positive contribution to health, safety and well-being,
considering the needs of all members of the community, and
protecting and enhancing the built and natural environment.

Policy H1 states that proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations.

Policy H6 - South Manchester Housing - South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within District Centres as part of mixed-use schemes. Outside the District Centres priorities will be for housing which meets identified shortfalls, including family housing.

Policy T2 seeks to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and education opportunities.

Policy DM1 seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Policy EN3 requires that development preserves and enhances the City's heritage assets and makes best efforts to reverse harmful development to better reveal those assets.

Policy EN16 relates to air pollution and requires that development seeks ways of improving air quality and a reduction in emissions.

Unitary Development Plan

Saved UDP Policies DC5.1 to DC5.3 relate to proposals to convert property to flats, whilst policy DC18.1 relates to Conservation Areas.

Policy DC5.1 states that regard should be had to: The standard of accommodation; the effects on adjoining houses; the adequacy of car parking; general effects on the character of the neighbourhood; provision of adequate private outdoor amenity space; the desirability of achieving easy access for all and satisfactory provision of refuse storage and collection facilities.

Policy DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, and they will be particularly welcome where large, old, difficult to re-use properties are involved.

Policy DC5.3 states that notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which: Do not provide accommodation to the Council's current approved standards; are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion; involve conversion schemes without adequate private external amenity space; or are schemes without satisfactory refuse storage and collection facilities.

Issues

Principle

Saved UDP policy DC5 makes provision for houses to be converted to flats and, as this is the established character of the application site, there is no objection to the principle of the proposal. Whalley Road is characterised by larger Victorian villas within spacious garden plots, with many of the villas having been converted to flats.

The proposal is subject to compliance with the above policies within the development plan and associated guidance covering residential and visual amenity including the character of the Conservation Area and impact on the listed church facing, space standards, parking, cycle parking and waste management.

Residential amenity

The proposal represents acceptable development within an existing building. It makes use of redundant space within the loft with no impacts on the amenity of existing residents living below. The roof lights provide essential light and ventilation to the flats, the visual impact of which is discussed below.

Visual amenity

The proposal has little impact on the appearance of the building, the Grade II listed church and character of the Conservation Area. 7no. roof lights are proposed; these are Conservation-grade having an upstand that is no more than 150mm off the plane of the roof and mainly sit to the right of the projecting gable at No.26, which reduces their visibility in the street scene. The amount of mature tree cover, together with the 22-metre distance to the back of pavement,

further diminishes the appearance of the new roof lights in the street scene. Lastly, the front-facing roof lights mirrors the position of existing roof lights on the right hand side of the building.

The remaining rooflights are proposed on the roof slope at the side of No.26 where there is very limited visibility in the street scene.

Space standards

The proposal exceeds current Nationally Described Space Standards for 1 and 2-bedroom dwellings based on the requirements within the NDSS table below (2021):

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) ²			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
	4p	74	84	90	

The 1-bedroom (1 person) and 2-bedroom (3-person) flats provide 40m² and 64m² of space respectively. There is also space that can accommodate storage up to the published limits as set out above. The proposal therefore meets these guidance criteria.

Parking

Two additional parking spaces are provided in this application which is acceptable to Highway Services who have assessed the application. The additional space however has been facilitated by the conversion of 1no. disabled parking space which is not supported. Details of the car park layout that includes the existing level of disabled car parking provision is therefore required to be submitted as set out in Condition 5 at the end of this report.

Both Highway Services and the Environmental Health Officer recommend that the development incorporates electric vehicle charging or the infrastructure within the car park to accommodate future provision. This is also reflected in Condition 5 and will ensure that the development caters for future EV charging demand within the curtilage of the site and contributes towards a reduction in air pollution within the vicinity of the site.

Cycle parking

Two additional cycle parking spaces are proposed which is acceptable for this development.

Waste management

The proposal utilises the existing waste containers that are located on the side elevations of the site. The EHO has assessed this element of the proposal and has no objection but has recommended that internal waste including food waste containers are provided. The agent has accepted this, and a condition is appended at the end of this report to ensure that the development provides an appropriate level of waste provision including for recyclable waste.

Other matters

The applicant has indicated in correspondence received during validation, that a porch on the right-hand side of the building (No.24) and boundary wall need to be rebuilt. The porch is indicated as being like for like on the elevation drawings and details of the proposed matching yellow brick materials for both has been provided. These works and the proposed materials are acceptable and covered in Condition 3 of the permission granted in 2014 for the overhaul of the building and external landscaping works.

An Arboricultural report was submitted with the application; however, the works proposed in this application (and the works to walls approved in 2014) do not impact on the roots of protected trees. The City Arborist was therefore not consulted on the application in this instance.

Conclusion

The proposal represents a conforming use within a building that has permission for the conversion and external works being implemented. The loft conversion and roof lights will have an acceptable impact on the appearance of the building, setting of the listed building facing the site and the character of the Conservation Area. Conditions are appended to ensure an adequate level of waste management provision is included in each flat and that the development improves the options for electric vehicle charging within the site curtilage.

On the basis of the above, the proposal complies with the above policies within the development plan and NPPF.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The local planning authority in making its decision has had due regard to paragraph 47 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and has approved the application subject to appropriate conditions and for the reasons outlined in the delegated report. The proposed extension was notified by letter to 82no. addresses and by display of a public site notice; no comments were received in response and the application has been determined in a timely manner.

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 received on the 13th of July 2022 or as stated:

Application Form

Location Plan - Received on the 7th of April 2022

Site Plan - Received on the 7th of April 2022

Proposed First Floor Plan - Received on the 7th of April 2022

Proposed Second Floor Plan - Received on the 7th of April 2022

Proposed Additional Parking - Received on the 7th of April 2022

Proposed Second Floor Plan - Received on the 13th of July 2022

Proposed Visuals - Received on the 7th of April 2022

Waste Management Strategy - Received on the 7th of April 2022

Arboricultural Report prepared by Urban Green Ref: 10671, dated 9th of July 2014 - Received on the 7th of April 2022

Design & Access Statement - Received on the 7th of April 2022

Brick sample photo 1 - Received on the 15th of June 2022

Brick boundary wall photo - Received on the 15th of June 2022

Brick samples photos x 2 - Received on the 6th of June 2022

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to policy DM1 of the adopted Core Strategy for the City of Manchester.

3) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

4) Prior to commencement of the development, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority.

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

5) Prior to first occupation of the apartments hereby approved, details of the car parking layout at the front of the building that shall include the provision of 2no. disabled parking spaces, the demarcation of parking spaces and the position of electric vehicle charging infrastructure, shall be submitted to and approved in writing by the City Council as local planning authority. The approved car parking shall be implemented in accordance with the approved details and retained whilst the building is in use thereafter.

Reason - In the interests of residential amenity to ensure adequate parking provision for all residents and a reduction in air pollution pursuant to policies EN16, T1, T2, SP1 and DM1 of the Manchester Core Strategy.

Informative

The developer should refer to MCC's AQ Guidance Note for EV charge point recommendations, and also IAQM Planning guidance for further information on boilers etc if relevant.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Whalley Range Conservation Area Group
Whalley Range Forum

8 Langfield Avenue, Manchester, M16 8LH
4 Langfield Avenue, Manchester, M16 8LH
Apartment 10, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 16, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 14, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 17, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 18, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
9 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 15, 20 Whalley Road, Manchester, M16 8AB
Flat 4, 20 Whalley Road, Manchester, M16 8AB
5 Moss Grange Avenue, Manchester, M16 7RJ
Flat 26, 24 Whalley Road, Manchester, M16 8AB
Flat 10, 24 Whalley Road, Manchester, M16 8AB
Flat 6, 24 Whalley Road, Manchester, M16 8AB
Flat 4, 24 Whalley Road, Manchester, M16 8AB
Apartment 1, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 5, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Flat 13, 20 Whalley Road, Manchester, M16 8AB
Flat 9, 20 Whalley Road, Manchester, M16 8AB
Flat 17, 26 Whalley Road, Manchester, M16 8AB
Flat 15, 26 Whalley Road, Manchester, M16 8AB
Flat 7, 26 Whalley Road, Manchester, M16 8AB
Flat 16, 24 Whalley Road, Manchester, M16 8AB
Apartment 13, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 12, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 21, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 3, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
14 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 6, 20 Whalley Road, Manchester, M16 8AB
Flat 10, 20 Whalley Road, Manchester, M16 8AB
Flat 3, 26 Whalley Road, Manchester, M16 8AB
Flat 30, 24 Whalley Road, Manchester, M16 8AB
Flat 28, 24 Whalley Road, Manchester, M16 8AB
Flat 12, 24 Whalley Road, Manchester, M16 8AB
Apartment 11, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 20, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 15, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Apartment 19, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR
Flat 3, 20 Whalley Road, Manchester, M16 8AB
Flat 11, 20 Whalley Road, Manchester, M16 8AB
Apartment 7, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 2, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 8, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 4, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 6, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 9, 73 - 75 Upper Chorlton Road, Manchester, M16 7RQ
Apartment 22, 77 - 79 Upper Chorlton Road, Manchester, M16 7BR

Flat 25, 26 Whalley Road, Manchester, M16 8AB
Flat 23, 26 Whalley Road, Manchester, M16 8AB
10 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
7 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
5 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 29, 26 Whalley Road, Manchester, M16 8AB
Flat 9, 26 Whalley Road, Manchester, M16 8AB
Flat 24, 24 Whalley Road, Manchester, M16 8AB
Flat 20, 24 Whalley Road, Manchester, M16 8AB
Flat 14, 24 Whalley Road, Manchester, M16 8AB
Flat 2, 24 Whalley Road, Manchester, M16 8AB
6 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
8 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
Flat 27, 26 Whalley Road, Manchester, M16 8AB
Flat 21, 26 Whalley Road, Manchester, M16 8AB
Flat 19, 26 Whalley Road, Manchester, M16 8AB
Flat 13, 26 Whalley Road, Manchester, M16 8AB
Flat 5, 26 Whalley Road, Manchester, M16 8AB
Flat 11, 26 Whalley Road, Manchester, M16 8AB
Flat 8, 24 Whalley Road, Manchester, M16 8AB
Flat 22, 24 Whalley Road, Manchester, M16 8AB
Flat 18, 24 Whalley Road, Manchester, M16 8AB
12 Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
11B Hilden Court, 83 Upper Chorlton Road, Manchester, M16 7RQ
42 Whalley Road, Manchester, M16 8AB
Flat 8, 20 Whalley Road, Manchester, M16 8AB
Flat 2, 20 Whalley Road, Manchester, M16 8AB
6 Langfield Avenue, Manchester, M16 8LH
Flat 12, 20 Whalley Road, Manchester, M16 8AB
Flat 7, 20 Whalley Road, Manchester, M16 8AB
Flat 5, 20 Whalley Road, Manchester, M16 8AB
Flat 1, 20 Whalley Road, Manchester, M16 8AB
Flat 14, 20 Whalley Road, Manchester, M16 8AB
Flat 11, Hilden Court, 83 - 85 Upper Chorlton Road, Manchester, M16 7RQ
St Margaret's Rectory, Rufford Road, Manchester, M16 8AE

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
Conservation Area - Whalley Range Conservation Area 1992
Hazard - Major Accident Hazard Pipeline - Upper Chorlton Road
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH