



MANCHESTER
CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	127060/FO/2020
Date registered valid:	11 June 2020
Proposal:	Creation of an 80 space car parking with associated landscaping and new access off Wythenshawe Road and installation of two sprinkler tanks to the front of the building.
Address:	Waterside House, The Oaks Business Park, Crewe Road, Manchester, M23 9BE
Ward(s):	Brooklands Ward
Applicant:	Hologic Ltd, Heron House, The Oaks Business Park, Crewe Road, Manchester, M23 9BE
Agent (if any):	Mr Bill Jennings, Jennings Design Associates, The Warehouse, Saxon Street, Denton, Manchester, M34 3DS
Case officer:	David Lawless Tel: 0161 234 4543 Email: d.lawless@manchester.gov.uk
Recommendation:	APPROVE
Date of recommendation:	15 September 2020

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 15 June 2020 Expired: 6 July 2020

Neighbour notifications

Printed: 15 June 2020 Expired: 6 July 2020

Site notice

Posted: 19 June 2020 Expired: 10 July 2020

Press advert

Published: 23 June 2020 Expired: 14 July 2020

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to the grassed area to the side of Hologic's office and warehouse/assembly buildings, the site's location is shown below:



Wythenshawe Road runs along the western boundary of the site, on the opposite side of which are located residential properties. To the north of the site there are further residential properties. To the south and east of the site are Hologic's existing premises which are accessed off Crewe Road.

Listed building: no
Conservation area: no
Tree Preservation Order: no

Description of development

In anticipation of the expansion of its operations, a considerable part of which is the production of COVID19 test kits, the applicant is proposing to lay out 80 additional car parking spaces on the open space shown above, 6 of which are disabled accessible. The parking spaces would be accessed from Wythenshawe Road. The layout is shown below:



The applicants originally proposed to install two sprinkler tanks in front of the warehouse but these have since been removed from the scheme.

Consultations & Notification Responses

Local Residents – Objections have been received from two households, the comments are summarised below:

- The parking spaces should be located further away from people's houses.
- The access onto Wythenshawe Road will be dangerous.
- The additional comings and goings of vehicles will impact on highway safety.
- The noise from the use will impact on neighbours amenities, especially if Hologic operate on a 24 hour basis.
- Installation of two sprinkler tanks to the front of the building will be an eyesore and possibly have an adverse effect on the landscape if installed.

- Sensitive lighting should be considered as the site is lit up internally & externally 24/7 currently.

Ward Members – Cllrs Cooley and Evans submitted objections to the proposal:

- No objection to the car park itself but the access from Wythenshawe Road is not appropriate for a residential area. There is a perfectly good access off Moor Road.

Highway Services – Have made the following comments:

- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.
- Given the size of the car park we anticipate that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network or vehicle access capacity concerns.
- In relation to the proposed junction off Wythenshawe Road it has been confirmed that sufficient visibility is being provided in line with Manual for Streets guidance. It is required that no waiting at any time restrictions (through a traffic regulation order) will need to be installed at the junction as part of a S278 agreement along with the physical access alterations which shall include tactile paving.
- 14 cycle spaces are being provided which is below Core Strategy standards. This number should be increased or provision made to allow for an increase in capacity should there be additional demand.
- The number of proposed disabled bays (6 no.) is acceptable, the amount of electric vehicle charging provision should be increased to 10% of the total number of proposed bays

Flood Risk Management team – Suggests the imposition drainage implementation and maintenance conditions.

United Utilities Water PLC – Suggests the imposition drainage conditions.

Environmental Health – Suggests the imposition of conditions designed to protect residential amenity and prevent ground contamination.

Policies

The National Planning Policy Framework (February 2019) – The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or

- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. 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.

Paragraph 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

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

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

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy EC 1, *Employment and Economic Growth in Manchester* – This policy states that a minimum of 200 hectares of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

The policy states further that the priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

Finally, the policy states that Development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions,
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
- Flood risk

Policy EC 2, *Existing Employment Space* – States that the Council will seek to retain and enhance existing employment space and sites.

Policy EC 10, *Wythenshawe* – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on:

1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location
2. University Hospital South Manchester
3. Existing employment sites along:

West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
 East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

4. The district centres of Wythenshawe, Northenden and Baguley

The policy states further that development proposals and planning applications should have regard to

- Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport;
- Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;
- Proposed extension to Metrolink and new stops plus improved bus routes;
- Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

Saved UDP Policies – Policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Wythenshawe Strategic Regeneration Framework (SRF) – The SRF sets out a detailed policy framework to drive forward the transformation of Wythenshawe from its present condition through to the vision for the future. The key themes of the policy framework are outlined below:

Making the Most of our Economic Assets – one of the central themes of the Wythenshawe SRF. The key regeneration challenge is making sure Wythenshawe people and businesses are equipped to take up the jobs and business opportunities that exist now, and the many more that are planned for the future.

Investing in Our Future – focuses on business infrastructure, shopping and local facilities, and transport. It points to developing Wythenshawe as a significant employment location in the North West, through the expansion of Manchester Airport, and increasing the attractiveness of existing industrial locations to help safeguard employment and encourage new investment.

Neighbourhood Regeneration – puts people and neighbourhoods at the centre of regeneration by focusing on housing, children, families and older people, health, and community safety.

Quality of Life – focuses on culture, parks and open spaces, and neighbourhood character. It recommends strengthening the cultural base of Wythenshawe through its people and facilities, building on Wythenshawe's heritage

Under section 10 of the SRF, "Business Development", policy BD3 states that the City Council will work with employers to ensure that Wythenshawe continues to be a preferred investment location.

Under Section 11, “Business Infrastructure”, policy ED1 states that the City Council will support the continued growth of Wythenshawe as one of the UK’s premier business locations, capable of attracting corporate end users on an international scale to the conurbation.

Issues

Principle of the Proposal – The creation of 80 parking spaces to cater for additional staff, required due to expansion and the manufacture of COVID19 test kits, is considered acceptable. Notwithstanding this, the potential impact upon existing levels of residential amenity and highway safety, amongst other issues, must be assessed.

Residential Amenity – It is not considered that the noise associated with the comings and goings to the proposed car park will have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the nearby dwellings.

Concerns have been raised about the impact of any lighting. To ensure that any impact is kept to a minimum a condition has been suggested that states any lighting must not cause glare or overspill.

Landscaping – The applicant has submitted an indicative landscaping scheme which shows that the existing hedging that runs along Wythenshawe Road will be retained and where required added to. In addition, approximately 19 trees will be planted to supplement the landscaping approved in association with the previously approved warehouse extension application. The landscaping scheme is considered acceptable and a condition is suggested which will require the applicant to submit a detailed scheme.

Visual Amenity – The car parking will not be readily visible from Wythenshawe Road given the existing landscaping which will be added to. Given this it is not considered that the proposal will have an unduly detrimental impact upon the levels of visual amenity enjoyed along this road.

The car parking will be more visible from the houses that adjoin it. However, given the orientation of these dwellings and the landscaped proposed as part of this application and the previously approved warehouse extension, any impact upon visual amenity will be kept to a minimum.

Traffic Movements – Given the number of spaces proposed it is recognised that the existing highway network has sufficient capacity to cope with the traffic movements associated with the development.

Pedestrian and Highway Safety – The design and siting of the vehicular access off Wythenshawe Road is considered acceptable and complies with the required standards for sightlines and intervisibility. Given this and the comings and goings associated with the proposal, it is not considered that the development would have a detrimental impact upon existing levels of pedestrian and highway safety enjoyed along this stretch of Wythenshawe Road.

Cycle Spaces – The number of cycle spaces proposed throughout the Hologic campus is considered acceptable, namely 14 with this development and 8 throughout the remainder of the campus. In addition, sufficient space remains throughout the site should further spaces be required.

Vehicle Charging Points – The applicant has increased the number of charging points to 8 in line with the comments of Highway Services.

Drainage – As requested by the Flood Risk Management Team and UU, drainage conditions will be attached to any approval granted.

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 to resolve any problems arising in relation to dealing with the planning application.

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:

- a) Drawing nos. 101d and 201c, stamped as received on 4 June 2020
- b) Drawing no. 102c, stamped as received on 15 September 2020
- c) Drawing no. 200d, stamped as received on 15 September 2020
- d) Drawing no. A DR 000 REV A, stamped as received on 11 June 2020
- e) Drawing no. A DR 006 REV A, stamped as received on 11 June 2020
- f) Drawing no. 774_XQL-XX-00-DR-L-0102 REV PL04, stamped as received on 18 September 2020
- g) Drawing no. 774 XQL XX 00 DR L 0101 REV PL04, stamped as received on 18 September 2020

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.

3) Prior to the commencement of above ground works, a detailed scheme of amendments to the Traffic Regulation Order at the junction of the access and Wythenshawe Road shall be submitted to and be approved by the City Council as local planning authority. The approved scheme shall be implemented and be in place prior to first use of the development hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy.

5) The development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy.

6) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

7) The electric vehicle charging points shall be installed prior to the use of the development hereby approved and shall remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

8) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

9) No above ground works shall commence until a hard and soft landscaping scheme (detailing species to be planted), based upon the approved indicative landscaping scheme shown on drawing nos.

stamped as received on *****

September 2020, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the development is operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

10) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

1. the designated route for construction and delivery vehicles
2. the parking of vehicles of site operatives and visitors
3. loading and unloading of plant and materials
4. storage of plant and materials used in constructing the development
5. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
6. wheel washing facilities
7. measures to control the emission of dust and dirt during construction
8. a scheme for recycling/disposing of waste resulting from demolition and construction works
9. hours of working

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Manchester Core Strategy.

Informatives

1) **Informative for condition 3** - It is required that no waiting at any time restrictions (through a traffic regulation order) will need to be installed at the junction as part of a S278 agreement along with the physical access alterations which shall include tactile paving.

Alterations to the highway is to be undertaken through a S278 agreement between the developer and MCC which would include any required technical approval. The following link can be used:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements/

It is expected that all modifications / improvements to the public highway are achieved via a zero carbon footprint. Materials used during this process must also be 100% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

2) Informative for condition 4 - In order to discharge the above drainage condition the following additional information has to be provided:

- o Maximise use of green SuDS solution;
- o Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;
- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of achieving greenfield runoff rates, where feasible;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- o Hydraulic calculation of the existing and proposed drainage system;
- o As there are >50 parking spaces proposed, evidence of pollution control measures (preferably through SuDS) is required;
- o Construction details of flow control and SuDS elements.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Ecology Unit
United Utilities Water PLC

Block A, The Oaks Business Park, Crewe Road, Manchester, M23 9BE
Ultra Electronic Airport Systems Heron House, The Oaks Business Centre, Crewe Road, Manchester, M23 9SS
V G Tritech, Crewe Road, Manchester, M23 9BE
420 Wythenshawe Road, Manchester, M23 9DD
422 Wythenshawe Road, Manchester, M23 9DD
424 Wythenshawe Road, Manchester, M23 9DD
426 Wythenshawe Road, Manchester, M23 9DD
428 Wythenshawe Road, Manchester, M23 9DD
Mancos Holdings Ltd, Crewe Road, Manchester, M23 9BE
271A Wythenshawe Road, Manchester, M23 9DE
269 Wythenshawe Road, Manchester, M23 9DE
2 Tunshill Road, Manchester, M23 9QB
468 Wythenshawe Road, Manchester, M23 9DX
271 Wythenshawe Road, Manchester, M23 9DE
267 Wythenshawe Road, Manchester, M23 9DE
Waterside Court, Crewe Road, Manchester, M23 9BE
Suite E First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Suite F First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Ground Floor And First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Ground Floor Rear, Waterside Court, Crewe Road, Manchester, M23 9BE
Vacant Part First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Acuma Solutions Suite B And C Gnd Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
First Floor, Waterside Court, Crewe Road, Manchester, M23 9BE
Ground Floor Suite A, Waterside Court, Crewe Road, Manchester, M23 9BE
1 Tunshill Road, Manchester, M23 9QB
263 Wythenshawe Road, Manchester, M23 9DE
86 Warmley Road, Manchester, M23 9DQ
85 Warmley Road, Manchester, M23 9DH
79 Warmley Road, Manchester, M23 9DH
319 Wythenshawe Road, Manchester, M23 9BB
313 Wythenshawe Road, Manchester, M23 9BB
307 Wythenshawe Road, Manchester, M23 9BB
301 Wythenshawe Road, Manchester, M23 9BB
295 Wythenshawe Road, Manchester, M23 9BB
7 Tunshill Road, Manchester, M23 9QB
5 Tunshill Road, Manchester, M23 9QB
3 Tunshill Road, Manchester, M23 9QB
261 Wythenshawe Road, Manchester, M23 9DE
2 Downham Walk, Manchester, M23 9DG
470 Wythenshawe Road, Manchester, M23 9DX

466 Wythenshawe Road, Manchester, M23 9DX
464 Wythenshawe Road, Manchester, M23 9DX
9 Stubbins Close, Manchester, M23 9QD
15 Stubbins Close, Manchester, M23 9QD
13 Stubbins Close, Manchester, M23 9QD
11 Stubbins Close, Manchester, M23 9QD
87 Warmley Road, Manchester, M23 9DH
83 Warmley Road, Manchester, M23 9DH
81 Warmley Road, Manchester, M23 9DH
77 Warmley Road, Manchester, M23 9DH
265 Wythenshawe Road, Manchester, M23 9DE
329 Wythenshawe Road, Manchester, M23 9BB
327 Wythenshawe Road, Manchester, M23 9BB
325 Wythenshawe Road, Manchester, M23 9BB
323 Wythenshawe Road, Manchester, M23 9BB
321 Wythenshawe Road, Manchester, M23 9BB
317 Wythenshawe Road, Manchester, M23 9BB
315 Wythenshawe Road, Manchester, M23 9BB
311 Wythenshawe Road, Manchester, M23 9BB
309 Wythenshawe Road, Manchester, M23 9BB
305 Wythenshawe Road, Manchester, M23 9BB
303 Wythenshawe Road, Manchester, M23 9BB
299 Wythenshawe Road, Manchester, M23 9BB
297 Wythenshawe Road, Manchester, M23 9BB

Appendix 2 – Planning constraints

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3
Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH

