

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143385/FO/2025

Date registered valid: 7 July 2025

Proposal: Change of use of existing vacant office building (Use Class E) to a SEND school (Use Class F1(a)), and associated landscaping works to facilitate the use

Address: Vision House, 100 Floats Road, Manchester, M23 9PL

Ward(s): Brooklands Ward

Applicant: Sam Ashworth, Hurstwood Properties (R) Limited

Agent (if any): Miss Laura Hallam, Broadgrove Planning and Development Limited

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 August 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 18 August 2025

Standard consultations:

Printed: 18 July 2025 Expired: 8 August 2025

Neighbour notifications

Printed: 18 July 2025 Expired: 8 August 2025

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 and surroundings

The site relates to Vision House, a vacant two-storey former office building featuring car parking to the north and a lawned area to the east. The building offers approximately 1,858 square metres of floor space, distributed across two levels. The site is accessed via an internal access road off Floats Road.



Aerial view of application site (extract: Google Maps)

Located within the Roundthorn Industrial Estate, the site is neighbored by Porcelain Superstore and Heritage Construction and Landscaping to the west, and RFP Ltd to the south. To the east, the site borders a self-storage container facility, while the northern boundary adjoins the car park serving the Big Depot Climbing Centre.

Roundthorn Industrial Estate is a well-established hub for industrial and commercial activity, predominantly accommodating businesses within Use Class B2 (General Industrial), B8 (Storage and Distribution), and Use Class E (Commercial, Business and Service). The wider area is largely residential in character, with Wythenshawe Hospital located a short distance to the south-east.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for a change of use of an existing vacant office building (Use Class E) to a SEND school (Use Class F1(a)), and associated works to facilitate the use.

Information submitted during the application indicates that the school would be operated by Witherslack Group – a specialist SEN school operator who provided specialist education for children and young people with social, emotional and mental health needs, communication difficulties, ADHD and complex learning needs.

The application has been submitted on the basis that the school would accommodate up to 100 students and approximately 75 staff.

To facilitate the change of use, internal reconfiguration of the building is proposed to allow the creation of classrooms. No external changes are proposed to the building as part of this application.

The existing car parking area is to be reconfigured to allow for the inclusion of a drop off/pick up area, accessible spaces and minibus parking. It is anticipated that students would arrive via private vehicles and arranged transport, including taxis and mini-buses. A covered cycle shelter with enough space for 12 bikes would be provided within the car park directly in front of the building. Bin storage would be located within an area of hardstanding at the northeast of the site. A grassed area situated to the east of the host building is anticipated to provide amenity/play space.

Consultations & Notification Responses

Local Residents/Occupiers - 2 representations have been received. 1 objection and 1 in support. Comments are summarised below.

-With the changes coming to the SEN sector in August time by way of a whitepaper, the application should be rejected until more is known about how the Government are going to fund this sector. The loss of a key employment space is seriously detrimental to Manchester's employment plans.

-The application is welcomed.

Environmental Health – The submitted waste management strategy is considered acceptable. A condition relating to the use of external equipment is requested.

Highway Services – The following principal comments are made:

Trip Generation

In terms of trip generation, it is accepted that the additional trips associated with the site will not have an unacceptable impact on the operation of the local highway network.

Accessibility

To the south of the site Floats Road meets Ledson Road. Ledson Road is a bus route corridor. Regular bus services are routed along nearby Ledson Road include the 11, 248 and the 249 services with good frequency. The closest tram link facility is within nine hundred metres.

Access

Vehicle access to the site is provided from a private road that connects at a priority junction to Floats Road. Tactile paving and dropped kerbs are provided at the access junction. The access road is 5.5m wide. A footway is to be provided on the northern side of the access road within the site. The footway inside the site will be widened to 1.5m to provide a continuous connection, with defined crossing point to the building. The provision of a 1.5m footway width meets Department for Transport (DfT) 'Inclusive Mobility' guidance. It is recommended that the provision of the footway internally, as previously described at 1.5m wide should include for at least one passing place widened to 2m for a length of 2m. This is to allow two wheelchairs to pass one another.

Car Parking

Previously there was 106 parking spaces on the site. The proposal is to provide sixty_one spaces for the staff, seven spaces for those with disabilities and sixteen spaces for drop off or short stay. Typically, it is expected that there will be seventy-two staff and eighty-seven students on site. Of these, it is anticipated up to fifty-six cars could be on site at a given time. Many students will travel by minibus. Overall, the Council consider that sufficient parking space is offered on site.

Cycle Parking

A cycle store with twelve cycle parking spaces is to be provided. This provision is on the low side. Typical for some educational establishments, twelve spaces would be recommended for sixty staff. This can be monitored within the Travel Plan process and adjusted to meet the demand. Details of the proposed covered and secure cycle storage facility have not been provided. It is recommended that the need for this information should form part of a planning condition.

Travel Plan

The details contained within the Interim Travel Plan are considered acceptable in principle.

Construction Management

The onsite works are not expected to have an unacceptable impact on the adopted highway.

Conditions

Conditions are requested in relation to a more detailed Travel Plan, the internal footway works and cycle parking.

Greater Manchester Ecology Unit (GMEU) - There is negligible potential for the works to disturb roosting bats, and no further surveys are required. The landscaping is to be dealt with via a future application. General advice is provided should habitats be encountered on site.

Greater Manchester Police (Design for Security) – The proposal is supported. It is recommended that a planning condition is attached requiring the development to achieve Secured by Design accreditation pre-occupation.

Relevant Planning History

070316/FO/2003/S2

Erection of 2nd floor extension incorporating louvered walls and roof to enclose existing plant. *Approved 5 February 2004.*

068645/FO/2003/S2

Creation of new vehicular access from Floats Road and erection of 2.4-metre-high paladin fence to south side of building. *Approved 18 August 2003.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

Core Strategy

Policy SP 1 – Spatial Principles
Policy T1 – Sustainable Transport Policy
T2 Accessible Areas of Opportunity and Need Policy
Policy EN14 - Flood Risk
Policy EN16 - Air Quality
EN19 – Waste
Policy DM 1 – Development Management
Policy DM2 – Safeguarding of Manchester Airport
Policy EC2 - Existing Employment Space
Policy EC10 – Wythenshawe (Employment Land)

'Saved' Unitary Development Plan Policies

Policy DC26 (Noise)
Policy WW2 – Economic Development

Places for Everyone Joint Development Plan

Policy JP-P1 Sustainable Places Policy
JP-P5: Education, Skills and Knowledge
Policy JP-S1: Sustainable Development Policy
Policy JP-P5: Education, Skills and Knowledge Policy
JP-C8: Transport Requirements of New Development Policy
JP-Strat 9: Southern Areas Policy JP-J2: Employment Sites

National Planning Policy Framework (NPPF)

Issues

Background

Special Educational Needs and Disabilities (SEND) schools offer tailored facilities and education for children with SEND, providing an alternative to mainstream schooling. Demand for SEND school places is increasing across Manchester. As of January 2024, around 1.6 million school-aged children in England were identified as having SEND, with approximately 1.2 million receiving SEN support. In Manchester, about 2.3% of the total school population now attend specialist schools, and this number continues to grow. A report presented to the Children and Young People Scrutiny Committee in September 2023 by the Council's Executive to the Strategic Director (Children and Education Services) highlighted that all 14 existing special schools in Manchester are operating at or near full capacity. Failing to meet the demand for SEND places has serious implications, both in terms of statutory obligations and the ability to ensure inclusive access to education for children who cannot be adequately supported in mainstream settings. Given Manchester's ongoing growth, expanding SEND provision is essential to meet the needs of children requiring specialist support in accessible locations close to residential communities.

Principle

The proposal would make good use of a vacant brownfield site situated within a sustainable location with good accessibility and onsite car parking provision and would contribute to the delivery of SEND school places in the city where there is a recognised shortfall in provision. The delivery of such provision is considered to outweigh the loss of an employment use in this location. On this basis, the proposal is considered to comply with the aforementioned policy and guidance.

It should also be noted that under Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order (2015) a change of use from a Class E use to a state funded school (F1a) is permitted development, subject to achieving prior approval.

Whilst in this case, the proposal is not a state funded school, it is considered that the general principle of a conversion from offices to an education facility is generally considered acceptable and should be afforded some weight.

Loss of Employment Space

The application site is situated within Roundthorn industrial estate, an area defined by the Core Strategy for employment provision

Policy EC2 of the Core Strategy represents the overarching policy in relation to existing employment sites and states that:

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;*
- The existing use is incompatible with adjacent uses;*
- The existing use is unsuitable for employment having had regard to the Manchester- Salford - Trafford -SFRA; or*
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.*

The supporting narrative to the policy states further that although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses such as when employment is un-viable, particularly if the site has remained empty or vacant for a period of time and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, when an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use.

Policy EC10 relates specifically to employment within Wythenshawe and states that 'The existing employment role of Roundthorn Industrial Estate and Sharston will be supported'.

The site also falls within the Southern Areas of the Places for Everyone Spatial Strategy, which prioritises the protection and enhancement of economic competitiveness. There is a strong focus on maximising the use of suitable previously developed (brownfield) land.

In this instance, the property has remained vacant for a considerable period. A submitted Marketing Report confirms that the site has undergone an extensive marketing campaign yet continues to be unoccupied due to limited interest in its current use.

Taking into account the marketing evidence and the Council's understanding of the local office market, it is considered that a robust case has been made demonstrating that the existing Class E use is no longer viable for business operations.

The proposed development would repurpose the site for a specific end user for much need SEND provision and the application documents highlight a clear demand and shortage of spaces for such specialist provision within the city. The submission provides strong evidence that the proposal, along with the identified operator, aligns with the Core Strategy's vision and would deliver greater benefits than the current use.

The development is expected to bring a range of significant material benefits that, in the Council's view, outweigh any potential harm. Although not a traditional employment use, the proposal is anticipated to create approximately 75 jobs. As such, the alternative use is considered justified in this location. However, due to the building's position within an employment area, a condition is recommended to ensure the school use is specific to the named operator. Should the school cease operations in the future, the building would revert to its previous office use to prevent inappropriate development.

While the proposed use differs from that of the surrounding area, the benefits of establishing a SEND school at this site are substantial and clearly outweigh any adverse impacts associated with the development.

Residential Amenity

The site is situated within a busy industrial area and there are no residential properties located in close proximity of the site. It is not therefore anticipated that there would be any material harmful impact to living conditions as a result of activity levels, noise and disturbance.

Visual Amenity

No external changes to the building are proposed as part of this application and only minimal works are proposed to the grounds. On this basis, the proposal would have a negligible impact to visual amenity.

Impact to the Highway

The application is supported by a Transport Statement that has been fully assessed by the Council's Highway Services team who raise no concerns or objections on highway or pedestrian safety grounds. The level of retained car parking at the site is considered adequate for the proposed use. Any impact would be offset through the operation of a Travel Plan, which is a requirement of an attached planning condition.

The proposed development would utilise the existing site driveway for vehicular access. It is anticipated that students would arrive via private vehicles and arranged transport, including taxis and mini-buses. The existing car parking arrangements would be largely retained and enhanced to allow for the provision of student dropping off and picking up, as well as for the provision of accessible parking spaces.

Further details are requested in relation to the extension of internal footway to improve pedestrian access within the site, as well as further details of the cycle provision. Appropriate conditions are attached.

Agent of Change

The proposal would introduce a use that could be impacted by the surrounding environment, which is acknowledged to be of a commercial nature, given its location within a defined industrial estate.

In consideration of the proposal, account has been taken of the agent for change principle by which a person or business introducing a new land use is responsible for managing the impact of that change and forms a material consideration to be taken into account in the determination of applications.

Paragraph 200 of the NPPF states:

'Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed'.

The application is supported by a Noise Impact Assessment, which demonstrates that the proposed development would not generate adverse noise effects on the surrounding area. The assessment confirms that noise levels associated with the operation of the proposed school would remain within acceptable thresholds and are unlikely to disturb nearby commercial properties. Additionally, it concludes that existing ambient noise and neighbouring land uses would not negatively impact the school's functionality.

Environmental Health agrees with the findings of the assessment and have not recommended any further noise mitigation or insulation measures for the host building. However, additional details have been requested regarding the use of external plant equipment, and an appropriate planning condition has been included to address this. Overall, it is considered that the proposed use can be successfully integrated with existing businesses in the area without causing harm to their amenity.

Conclusion

On the basis of the information provided the proposed development is considered acceptable in this location. The applicant has demonstrated that the scheme can be accommodated without adversely affecting the broader character and amenity of the surrounding employment area. Whilst the proposal involves the loss of an employment use, this is outweighed by the wider benefits of a SEND school, including contributing to a recognised need for SEND school places within the city and the provision of direct employment opportunities associated with the new use.

A named school operator has been identified and has confirmed their agreement to a personal permission for the use of the premises, based on the supporting information submitted with the application.

On this basis, the proposal is considered acceptable and compliant with relevant, overarching policy and planning guidance.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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, received by the City Council as Local Planning Authority on 7 July 2025:

B100 (Location Plan and Existing Site Plan);
B102/ B (Proposed Site Plan);
B103 (Proposed Floor Plans and Elevations).

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) The use hereby permitted shall be carried on only by Witherslack Group Limited and shall be for a limited period during which the premises are occupied by Witherslack Group Limited.

When the premises cease to be occupied by Witherslack Group Limited, the use hereby permitted shall cease and the use of the premises shall revert to the previous use prior to the granting of this permission that being an Office use under Use Class E.

Reason - In granting this permission the City Council as Local Planning Authority has had regard to the special circumstances of the applicant and the location of the premises.

4) The use hereby approved shall be operated in accordance with the scheme for the storage and disposal of refuse as submitted to the City Council as Local Planning Authority on the 7 July 2025. The approved scheme shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

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

5) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustical treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to the first operation of any such scheme, a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the agreed acoustic report. The report shall also undertake post completion testing to confirm that the criteria has been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

6) Notwithstanding the Interim Travel Plan submitted, a comprehensive Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
- (5) Details of drop off and pick up arrangements for school pupils.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) Notwithstanding details submitted, the use hereby approved shall not become operational until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include means of shelter and security arrangements. The approved space and facilities shall then be retained and permanently reserved for bicycle parking so long as the use is operational.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

8) The car parking area and defined drop off area, accessible parking spaces and minibus layover space, indicated on the proposed site plan referenced B102/B received by the City Council as Local Planning Authority on 7 July, shall be demarcated and made available for use prior to the facility hereby approved being operational. The car parking spaces/defined areas shall then be available at all times whilst the use hereby approved is operational.

Reason - To ensure that there is adequate parking for the development proposed when the units are occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy.

9) Full details of the widening of the pedestrian footway internal to the site, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The agreed footway widening works shall be implemented in full prior the use hereby approved becoming operational.

Reason - To provide a continuous connection with a defined crossing point and in the interests of highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informative

1) MCC records highlight that the underground Mill Brook is located beneath the access road at Floats Road in the immediate vicinity of the south-western boundary of the site. While our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during any excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

Unit B2, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Unit B, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Unit B1, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Titan Containers Self Storage, Southmoor Road, Manchester, M23 9LR
Roundthorn Industrial Estate, Greeba Road, Manchester, M23 4NW
F Duerr And Sons Ltd, Dallimore Road, Manchester, M23 9NX
F Duerr And Sons Ltd, Floats Road, Manchester, M23 9DR
Units 1 To 3, Millbrook Industrial Estate, Floats Road, Manchester, M23 9WT
Allport, Dallimore Road, Manchester, M23 9NX
Arriva North West, Greeba Road, Manchester, M23 9ET
Millbrook Industrial Estate, Shady Lane, Manchester, M23 9WT
The Studios, Dallimore Road, Manchester, M23 9NX
Unit 7, Millbrook Industrial Estate, Shady Lane, Manchester, M23 9WT
Endress And Hauser, Floats Road, Manchester, M23 9NF
Millbrook Industrial Estate, Floats Road, Manchester, M23 9WT
Heritage Construction Ltd, Floats Road, Manchester, M23 9PL
Big Depot Climbing Manchester, Units A5 And A6, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9LR
Unit 6, Millbrook Industrial Estate, Floats Road, Manchester, M23 9WT
Unit 5, Millbrook Industrial Estate, Shady Lane, Manchester, M23 9WT
Unit 4, Millbrook Industrial Estate, Shady Lane, Manchester, M23 9WT
Schmitz Cargobull Uk Ltd, Units A1 And A2, Southmoor Industrial Estate, Timpson Road, Manchester, M23 9XD
Unit A9, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Unit A8, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Unit A7, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Units A3 And A4, Southmoor Industrial Estate, Timpson Road, Manchester, M23 9XD
Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9LR
Ground Floor, Southmoor House, Southmoor Road, Manchester, M23 9LR
Second Floor, Southmoor House, Southmoor Road, Manchester, M23 9LR
Third Floor, Southmoor House, Southmoor Road, Manchester, M23 9LR
Car Spaces, Trafford House, Southmoor Road, Manchester, M23 9XD
Trafford House, Southmoor Road, Manchester, M23 9XD
Headon Productions, Timpson Road, Manchester, M23 9LL
Yard 1, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Yard 2, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA