

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139471/FO/2024
Date registered valid: 7 March 2024
Proposal: Continue use of land as 722 space car park
Address: Land To The North East Of Enterprise Way Bounded By Roxholme Walk And Dentdale Walk And The Rear Of Lincombe Road And Felskirk Road To The North, Manchester
Ward(s): Woodhouse Park Ward

Applicant: MAG Property
Agent (if any): Alice Carr Manchester Airport Group
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: TEMPORARY APPROVAL
Date of recommendation: 4 June 2024



Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 13 March 2024

Standard consultations:

Printed: 12 March 2024 Expired: 4 April 2024

Neighbour notifications

Printed: 12 March 2024 Expired: 4 April 2024

Site notice

Posted: 14 March 2024 Expired: 6 April 2024

Press advert

Published: 19 March 2024 Expired: 2 April 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site is approximately 2.9 ha in size and is currently used as a car park for 722 vehicles, temporary 5 year planning permission for which was granted in February 2020 under reference 124820/FO/2019. The residential properties on Roxholme Walk, Lincombe Road, Dentdale Walk, and Gorston Walk border the site to the north and east, while commercial office buildings are located to the south. Enterprise Way (a new link road opened in November 2017) forms the western boundary of the site.



Following the designation of the Airport City Enterprise Zone (EZ) in March 2011, an Enterprise Zone Framework Plan was adopted to provide a clear vision for development across the EZ. This Framework was approved by the Council's Executive on 24th October 2012 and forms a material consideration in decisions the Council makes as local planning authority within the EZ.

Following on from the EZ designation and the production of the framework an outline planning permission was granted in February 2013 for the wider Airport City North area for the development of office space, light and general industrial space, hotels and ancillary retail and other commercial accommodation, associated parking and public realm works (planning ref.100831/OO/2012/S2). Whilst this permission lapsed in February 2018 it firmly established the principle of developing high quality office uses and associated infrastructure on the current application site and surrounding sites.

This site sits within Airport City North and planning permission was granted previously to use it as a car park in connection with The Hut Group (THG) headquarters application (121270/OO/2018). As stated previously, temporary planning permission was then granted in 2020 to use it as a 729 space car park, albeit it was only laid out for 722 parking spaces..

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

Description of development

The applicant is applying for a permanent consent to use the site as a 722 car park.

The applicant has stated that developments at Airport City has resulted in the need for further surface level car parking, until such a time that the business case stacks up for the delivery of the Multi Storey Car Park (MSCP) at Plot E. This site is intended to accommodate parking demand associated with office facilities at Voyager and 4M who are being displaced from their current parking arrangement at Area 2, along with assisting in further commercial negotiations to bring forward developments on Airport City in advance of the development of the Plot E MSCP. Area 2 is required to cater for the commercial arrangements agreed as part of the development of hotels in the vicinity.

Consultations & Notification Responses

Local Residents/Members of the Public – No comments received.

Highway Services – Highways require confirmation on existing/proposed cycle parking arrangements, electric vehicle charging provision and Travel Plan. Highways note that a revised Travel Plan was conditioned as part of the previous approval. Whilst Highways are satisfied that additional operational assessment are not required, the applicant should note that any subsequent applications at this site including further temporary car park applications would need to be supported by updated modelling assessments.

Environmental Health – No objections to the continued use of the site as a car park.

Manchester Airport Safeguarding Officer – No objections to the proposal.

Transport For Greater Manchester – The location of the proposed development is sufficiently remote from the operational Metrolink so they have no comments to make from a Metrolink perspective in respect of this application.

Flood Risk Management – Suggested the imposition of a drainage condition.

Policies

The National Planning Policy Framework (December 2023) – The National Planning Policy Framework 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 National Planning Policy Framework 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 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 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9, *Southern Areas* – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-Strat10, *Manchester Airport* – Lying within the area and policy framework covered by Policy JP-Strat 9, this policy seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with Government policy and Manchester's local plan policies will be supported in order to deliver a sustainable world class airport which will help to address issues raised by climate change.

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 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

Policy DM 2, Aerodrome Safeguarding – This policy states that development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Policy EC1, Employment and Economic Growth in Manchester – This policy states that key locations for major employment growth showing indicative distribution figures will be the Regional Centre and Manchester Airport and the surrounding area.

Policy EC10, Wythenshawe – This policy states that Wythenshawe is expected to provide 55 hectares of employment land within the office, research and development and light industry (Class B1) and logistics and distribution (Class B8) sectors. The majority of economic development will be focused on four sites, one of which is Manchester Airport. The policy continues stating that Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

Policy EC 11, Airport City Strategic Employment Location – This policy states that the area to the north of Manchester Airport is a significant opportunity for employment development in Manchester. The development of this location will be promoted as the core of a wider Airport City opportunity, promoting functional and spatial links with nearby parts of Wythenshawe to maximise the catalytic potential of the airport to attract investment and increase economic activity. The area is suitable for high technology industries, logistics, offices, warehousing and ancillary commercial facilities which will support further the business destination role at Airport City.

The policy states further that development should also:

- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

Policy MA1, Manchester Airport Strategic Site – This policy, which designates the Airport as a Strategic Site, states that growth of Manchester Airport to 2030 will be supported and sets out the policy context for development at the Airport. It identifies areas for expansion and shows the amendments to the Green Belt required to deliver that expansion. It specifically identifies the application site being in Area 1A and being suitable for "Terminal, taxiways, aircraft apron, ancillary operational facilities, offices, hotels and other uses, surface access and car parking"

It states further that all development proposed as part of the Airport expansion should seek to ensure that any environmental effects of development are assessed at the planning application stage to ensure any impact is acceptable. It will be necessary to mitigate or compensate any negative effects. In particular, development should:

- minimise any adverse impact on areas of international or national conservation, ecological and landscape value. In particular, development should avoid the Cotteril Clough SSSI. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary. Development within the expansion areas must implement the mitigation measures agreed with the Council,
- informed by an up to date environmental assessment,
- support the retention and preservation of heritage assets. Detailed proposals which impact upon heritage assets within or close to the site, including listed buildings, will be required to show they have met the tests within PPS5. Development which has a detrimental impact on heritage assets should be necessary to meet operational capacity requirements, taking account of the availability of preferable development options within the Airport site.
- retain or relocate the allotments.
- include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network,
- seek the maximum possible reductions in noise through compliance with the Manchester Airport Noise Action Plan and Manchester Airport Environment Plan.

- demonstrate that the number of people affected by atmospheric pollution is minimised and the extent to which any impact can be mitigated.
- improve access to training and job opportunities, particularly for people in Wythenshawe.

Saved UDP Policy DC26, “Development and Noise” – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Manchester Airport City Enterprise Zone Framework Plan (EZFP) – The EZFP provides a clear vision for development across the EZ. It builds on the EZ policy context and provides a basis on which practical implementation of development in the EZ can be planned, including specific development proposals and more detailed plans for individual sites (including Airport City).

The EZFP was published in 2012 and is a material consideration in decisions the Council makes as the local planning authority. The application site forms part of the 'Airport City' EZ designation to the north of the Airport. Development of the application site would contribute to delivering the ambitions of the EZ; by supporting an existing business to thrive and stimulate growth, benefiting from the high level of connectivity provided by close proximity to an international airport, attracting global businesses, creating new employment opportunities and stimulating economic growth.

Issues

Principle of the Proposal – Given the original outline consent for THG HQ building and associated car parking (121270/OO/2018) and the temporary consent (124820/FO/2019) granted in 2020 for the 729-space car park, along with the rationale for its permanent use, there is no objection in principle to the proposal.

Layout – The layout of the 722 space car park is considered acceptable for the following reasons:

- The standard parking bays are 2.5m wide by 5m long, while the nine accessible bays would be 3.75m wide by 5m long,
- The internal access road complies with the relevant design guidance.
- Access to the car park would be controlled via electronic barriers.

Accessible Parking – Nine accessible parking spaces are to be provided and this is considered acceptable.

Cycle Parking – While there are no parking facilities within this car parking, numerous other cycle parking spaces are provided throughout the wider airport campus:

- Cycle parking outside the railway station accessible to public
- Staff only cycle parking provided at T1, T2 and North Gate compounds

- T3 bicycle storage area.

The level of provision throughout the airport campus is considered acceptable.

Travel Plan – The applicant has confirmed that the site will be included into the wider Airport travel plan.

Vehicle Charging – The applicant has confirmed that no charging facilities are provided on the site, given the temporary nature of the proposed car park and the provision of a number of commercial charging facilities located around the airport site. This is considered acceptable in this instance.

Pedestrian and Highways Safety – The highway works (condition no.19) required of the original temporary consent have been implemented. Given this and the fact no safety or capacity objections have been received from Highways Services, it is not considered that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed along Enterprise Way.

Aerodrome Safeguarding – The site would be subject to Manchester Airport's bird hazard management procedures and the previously installed lighting has been designed to prevent an ocular hazard/distraction to pilots. As a result, there are no objections from an aerodrome safeguarding perspective.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Noise – A 3 metre high acoustic wooden fence has been erected along the boundary of the site where it adjoins the nearby residential properties and no noise related complaints have been received since its installation and the operational phase of the car park commenced. Therefore, it is concluded that the proposal would not have a detrimental impact as a result of noise generated by the comings and goings of vehicles.

Lighting – The lighting has been designed to prevent glare and overspill, with the design being discharged under discharge of condition application CDN/20/0595. While the lighting scheme is considered acceptable, it is still felt prudent to attach a condition that will prevent any glare occurring in the future.

Impact upon Privacy – Given the height of the acoustic fencing, which is atop a landscaped bund, it is not considered that the proposal would lead to a reduction in the levels of privacy enjoyed by those residents nearest to the site.

Overall, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed within the vicinity of the site.

Drainage – The drainage scheme for the site has previously been approved via discharge of condition application CDN/21/0025. Therefore, the drainage for the site is considered acceptable.

Trees – As part of the previous consent a significant number of trees were planted around the perimeter of the site, particularly along the boundary with the dwellings located to the north and east of the site. As such, there are no further requirements to plant additional trees within the curtilage of the site.

Visual Amenity – Given the location of the site, the low-rise nature of a surface car park and the tree planting that has already been undertaken, it is not considered that the

Air Quality – The applicant has submitted an Air Quality statement which has confirmed that the proposed car park would not worsen baseline air quality at any sensitive receptor location, including the nearby air quality management area. It states further that air quality would remain at a good standard with or without the proposed development and the effect is considered to be not significant.

Security – Given the existing lighting and CCTV arrangements throughout the site and the fact Greater Manchester Police acknowledged that condition no. 15 (security) attached to the original temporary consent could be discharged (CDN/21/0024) the security arrangements for the site are considered acceptable.

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:

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 permission hereby granted is for a limited period only, expiring on 4 June 2029 after which time the use comprising the development shall be discontinued.

Reason - To enable the local planning authority to review the situation in the interest of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, Saved Unitary Development Plan policy DC26 and the National Planning Policy Framework.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 7 March 2024:

- a) Drawing no. LP/01 REV T2 - location plan
- b) Drawing no. CP/001 REV 3 - proposed car park and access layout
- c) Planning Statement
- d) Air Quality Statement
- e) Transport Statement

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) If any lighting within the curtilage of the site, when illuminated, causes glare or light spillage which in the opinion of the City Council as Local Planning Authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted and approved by the Council as Local Planning Authority and once approved shall thereafter be retained in accordance with the approved details.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) The development shall not be operational outside of the following hours:

- a) 0700hrs - 2100hrs

Reason - In the interests of residential amenity pursuant to policy DM1 of the Manchester Core Strategy and saved Unitary Development Plan policy DC26.

5) Within two months of the date of this planning permission, a detailed landscaping scheme, including a timetable for its implementation, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in accordance with the agreed timetable. 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
High Speed Two (HS2) Limited
Manchester Airport Safeguarding Officer
MCC Flood Risk Management
Transport For Greater Manchester
3000 Aviator Way, Manchester, M22 5TG

19 Gorston Walk, Manchester, M22 1PG
1 Gorston Walk, Manchester, M22 1PG
26 Felskirk Road, Manchester, M22 1PS
30 Felskirk Road, Manchester, M22 1PS
5 Thaxted Walk, Manchester, M22 1PT
6 Dentdale Walk, Manchester, M22 1QA
3 Bretton Walk, Manchester, M22 1QF
Regus UK Ltd, 3000 Aviator Way, Manchester, M22 5TG
61 Lincombe Road, Manchester, M22 1PY
33 Lincombe Road, Manchester, M22 1PY
5 Gorston Walk, Manchester, M22 1PG
13 Gorston Walk, Manchester, M22 1PG
34 Felskirk Road, Manchester, M22 1PS
1 Thaxted Walk, Manchester, M22 1PT
36 Felskirk Road, Manchester, M22 1PS
3 Thaxted Walk, Manchester, M22 1PT
40 Felskirk Road, Manchester, M22 1PS
17 Lincombe Road, Manchester, M22 1PY
2 Dentdale Walk, Manchester, M22 1QA
63 Lincombe Road, Manchester, M22 1PY
51 Lincombe Road, Manchester, M22 1PY
6 Roxholme Walk, Manchester, M22 1PU
47 Lincombe Road, Manchester, M22 1PY
37 Lincombe Road, Manchester, M22 1PY
15 Lenham Walk, Manchester, M22 1GE
11 Gorston Walk, Manchester, M22 1PG
7 Gorston Walk, Manchester, M22 1PG
8 Dentdale Walk, Manchester, M22 1QA
Ground Floor, 3000 Aviator Way, Manchester, M22 5TG
2 Roxholme Walk, Manchester, M22 1PU
46 Felskirk Road, Manchester, M22 1PS
43 Lincombe Road, Manchester, M22 1PY
49 Lincombe Road, Manchester, M22 1PY
27 Lincombe Road, Manchester, M22 1PY
7 Bretton Walk, Manchester, M22 1QF
25 Gorston Walk, Manchester, M22 1PG
23 Gorston Walk, Manchester, M22 1PG
9 Gorston Walk, Manchester, M22 1PG
42 Felskirk Road, Manchester, M22 1PS
25 Lincombe Road, Manchester, M22 1PY
23 Lincombe Road, Manchester, M22 1PY
Second Floor, 3000 Aviator Way, Manchester, M22 5TG
31 Lincombe Road, Manchester, M22 1PY
11 Lenham Walk, Manchester, M22 1GE
21 Gorston Walk, Manchester, M22 1PG
28 Felskirk Road, Manchester, M22 1PS
2 Thaxted Walk, Manchester, M22 1PT
4 Thaxted Walk, Manchester, M22 1PT
3500 Aviator Way, Manchester, M22 5TG
Holdstock Technical Servces, 3000 Aviator Way, Manchester, M22 5TG
57 Lincombe Road, Manchester, M22 1PY
41 Lincombe Road, Manchester, M22 1PY
Hilton International, Outwood Lane, Manchester, M90 1WP
3 Gorston Walk, Manchester, M22 1PG

32 Felskirk Road, Manchester, M22 1PS
38 Felskirk Road, Manchester, M22 1PS
21 Lincombe Road, Manchester, M22 1PY
5 Bretton Walk, Manchester, M22 1QF
Third Floor, 3000 Aviator Way, Manchester, M22 5TG
4 Roxholme Walk, Manchester, M22 1PU
53 Lincombe Road, Manchester, M22 1PY
59 Lincombe Road, Manchester, M22 1PY
35 Lincombe Road, Manchester, M22 1PY
17 Gorston Walk, Manchester, M22 1PG
6 Thaxted Walk, Manchester, M22 1PT
4 Dentdale Walk, Manchester, M22 1QA
1 Bretton Walk, Manchester, M22 1QF
Microsoft Ltd, 3000 Aviator Way, Manchester, M22 5TG
39 Lincombe Road, Manchester, M22 1PY
45 Lincombe Road, Manchester, M22 1PY
13 Lenham Walk, Manchester, M22 1GE
Tertio Ltd, 3000 Aviator Way, Manchester, M22 5TG
15 Gorston Walk, Manchester, M22 1PG
44 Felskirk Road, Manchester, M22 1PS
19 Lincombe Road, Manchester, M22 1PY
First Floor, 3000 Aviator Way, Manchester, M22 5TG
55 Lincombe Road, Manchester, M22 1PY
67 Lincombe Road, Manchester, M22 1PY
65 Lincombe Road, Manchester, M22 1PY
29 Lincombe Road, Manchester, M22 1PY
7 Lenham Walk, Manchester, M22 1GE
9 Lenham Walk, Manchester, M22 1GE

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 - Within Outer Area
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Area Team Boundary - Name: SOUTH AREA