MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139618/AOH/2024
Date registered valid:	11 April 2024
Proposal:	Advertisement consent for the display of 4 no. letting boards signs (3m x 1.5m), 1 no. (3m x 1.5m) V sign letting board sign and 20 no. lamppost mounted banners signs
Address:	Enterprise Way, Manchester
Ward(s):	Woodhouse Park Ward
Applicant:	MAG Property Manchester Airports Group
Agent (if any):	Alice Carr Manchester Airports Group
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 06.06.2024

Application details

Type of application: Advertisement Hoardings Consent

Development type: Advertisements

Date of site visit: 01/05/2024

Standard consultations:
Printed: 18 April 2024 Expired: 10 May 2024

Neighbour notifications
Printed: 18 April 2024 Expired: 10 May 2024

Site notice
Posted: 1 May 2024 Expired: 23 May 2024

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required.

Description of site/building

Proposal is related to a plot of land on Enterprise Way, part of the Airport City North masterplan. The plot of land has approval for 'Mix Manchester' life sciences campus. Previous to the Masterplan approval the site was used for Airport car parking.

Listed building: Not applicable.

Conservation area: Not applicable

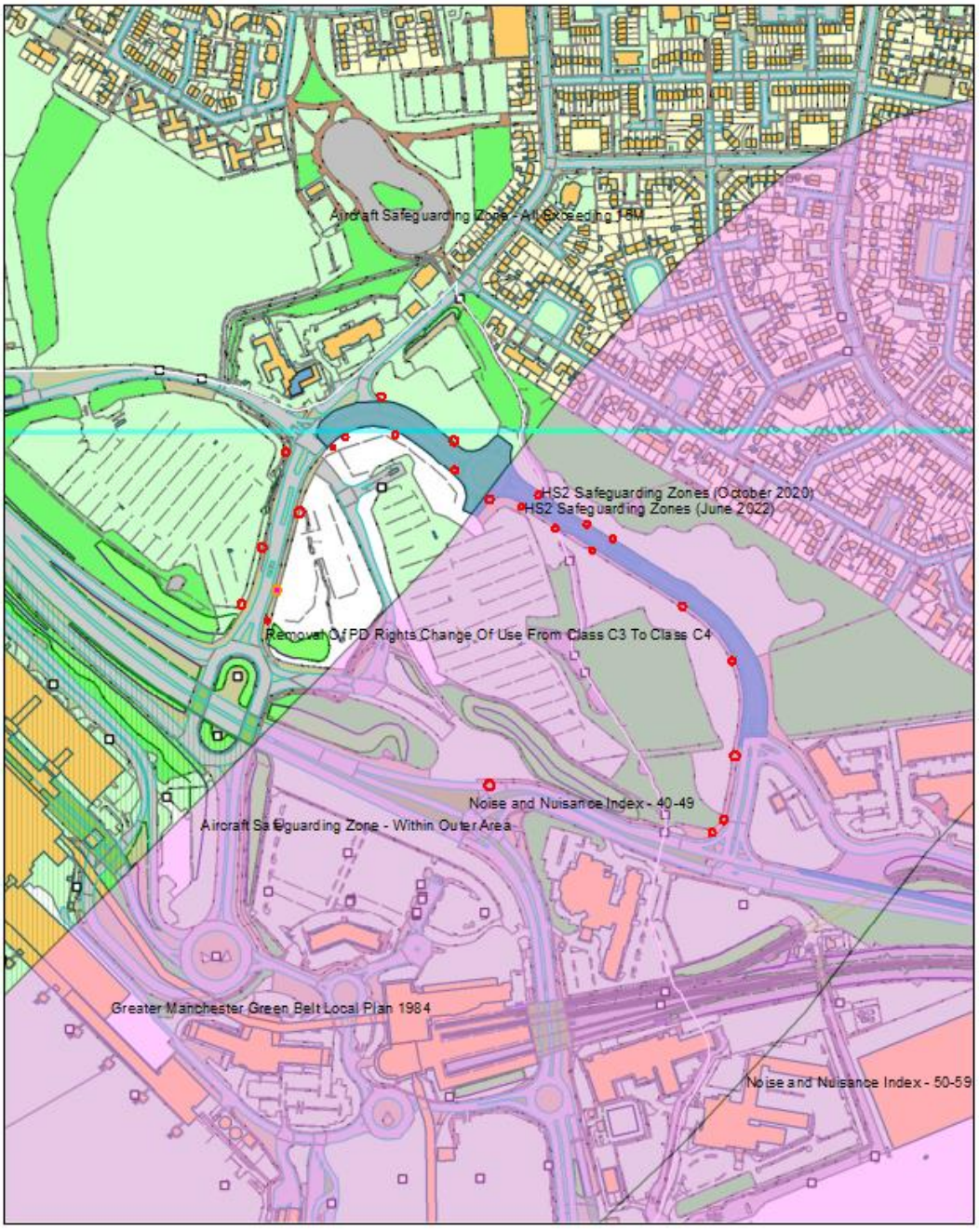
Tree Preservation Order: Not applicable



Figure 1. Location

Description of area

The proposal sits within the Airport City North Masterplan area in the Woodhouse Park ward of Manchester. The area is predominantly commercial with the Airport to the south and some residential to the north.



Description of development

The applicant is proposing the advertisement consent for the display of 4 no. letting boards signs (3m x 1.5m), 1 no. (3m x 1.5m) V sign letting board sign and 20 no. lamppost mounted banners signs.

MIX Manchester Planning

Sign	Location	Measurements	Height from Ground to base	Material
V board	Opposite Thorley Lane	10ft (3m) (w) x 5ft (1.5m) (h)	4.8m x 1.0m bury/bottoms of panel to sit approx. 1.36m from floor level	Aluminium composite panels (landscape) with digitally print gloss laminated vinyl graphics and tantalised wood posts.
4 x single sided letting boards	Top of Enterprise Way from T2 roundabout Enterprise Way near opposite mini roundabout Corner of Ringway Road West A555 opposite entrance arch to Manchester Airport	10ft (3m) (w) x 5ft (1.5)m (h)	4.8m x 1.0m bury/bottoms of panel to sit approx. 1.36m from floor level	Aluminium composite panels (landscape) with digitally print gloss laminated vinyl graphics and tantalised wood posts.
20 x double sided lamppost flags	Located around the MIX Manchester site marked on the aerial in square shapes.	600mm (w) x 2000(h)	N/A	PVC

Planning History

124745/FO/2019
Description: Enabling works in connection with Airport City North, including brook diversion, construction of the World Way roundabout retaining wall and construction of the access road and swale. Decision: Approve 05/12/2019

126461/NMC/2020 Description: Nonmaterial amendment application to planning approval reference 124745/FO/2019 to allow for: the removal of the requirement of a number of elements from condition 7 (drainage); and, condition 8 (Road Junction details) to allow for a change in timescale's for the delivery of the Enterprise Way vehicular access

121323/FO/2018
Description: Erection of: two 6 storey office buildings (Class B1(a) comprising 8,567 sqm of net internal floorspace in Plot E2 and 8,581 sqm of net internal floorspace in Plot E3) and ground floor

commercial space (Class A1,A2,A3,A4,A5, B1(a) or D1 (excluding Places of Worship) uses only; 9 storey multi-storey car park (1,497 spaces) including 1,812 sqm of ground floor commercial space (Class A1-A5, B1(a) or D1 (excluding Places of Worship) uses only), pedestrian and vehicular access arrangements, temporary (5 years) surface level car parking (202 spaces) and associated infrastructure works including brook diversion and landscaping
Decision: Approved 20/12/2018

132132/NMC/2021
Description: Non- material amendments to conditions 5 (glint and glare) and 12 (fume extraction) of planning approval reference 121323/FO/2018 Decision 22/11/2021

121270/OO/2018
Description: Outline application with all matters to be considered for development comprising: The erection of a 6 storey building comprising 26,803 sqm gross office floorspace (use class B1(a)) and erection of a 6 storey multi-storey car park to provide...Decision: Approved 20/12/2018

129109/JO/2021
Variation of condition number 3 (specified plans) from planning approval reference 121270/OO/2018

132511/NMC/2021
Decision: Non-material amendment application to planning approval reference 129109/JO/2021 to allow elevational alterations, removal of concierge drop off point and canopy and Change in angle of PV cells on roof top Decision: Approved 17/02/2022

126594/NMC/2020
Description: Non-material amendment application to planning approval 121270/OO/2018 to allow for amendments to the wording of condition nos. 18 (fumes and vapours), 21 (lighting scheme) and 22 (vehicular access) to reflect the on site construction programme Decision: Approve 23/04/2020

121188/AO/2018
Description: Installation of 9no. 1.6 metre non-illuminated high mesh banners - Decision: Approved 01/11/2018

100268/FO/2012/S2
Description: Diversion of part of Thorley Lane and Outwood Lane West through the creation of a new link road - Decision: Approved 20/12/2012

099732/FO/2012/S2
Description: Continued use of site for off-airport car parking for 3,155 vehicles for a further temporary period of 24 months - Decision: Approved 24/09/2012

100831/OO/2012/S2
Description: Outline planning application for Airport City North, comprising of Class B1(a) office space (113,433 square metres); Class B1(c) and Class B2 light and general industrial space (49,046 square metres); Class C1 hotels (47,398 square metres); Class A1, A2, A3, A4, A5, D1 and D2 accommodation (5,761 square metres) and associated parking and public realm works -Decision: Approve 08/02/2013

094336/FO/2010/S2
Description: Continued use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months
Decision: Approved 23/11/2010

089869/FO/2009/S2
Description: Use of site for off-airport car parking for 3,155 vehicles for a temporary period of 18 months
Decision: Approved 25/06/2009

078993/OO/2006/S2
Description: OUTLINE APPLICATION for the erection of a Class B1 Business Park, totalling 50,185 square metres of floorspace, with associated car parking and landscaping and highway works, including a realigned and improved Thorley Lane/Outwood Lane West junction and improvements to junction 5 of the M56 motorway.
Decision: Approved 11/01/2017

Consultation, notification & publicity responses

Consultations

Manchester City Council Highways Services
Manchester City Council Highways Service were consulted on this application.

Highway Services raised an issue regarding the location of sign no. 2 and its interaction with traffic signals. They asked for further visualisations to understand the possible clash.

The agent was unable to provide the required visualisations within the determination deadline so a condition has been attached.

Highways Services also recommended a number of informatives regarding licencing and BSEN40 Assessments.

Manchester City Council Environmental Health
Manchester City Council Environmental Health were consulted on this application.

Environmental Health had no comments to make.

Notifications

Local Residents
As stated in Appendix 1, people who live near the area were told about the proposal.

No one commented, objected, or gave their opinion on this application.

Publications

Site Notice
As per Appendix 1, public site notices were posted.

No one commented, objected, or gave their opinion on this application.

Relevant policies & the principle of development

Summary of relevant policy

Applications for planning permission must be assessed against the local development plan, unless there are important reasons not to, as stated in planning law.

In considering this application, we consider the following policies relevant.

- The Manchester Core Strategy Development Plan Document 2012-2027 The City Council adopted the core strategy on July 11, 2012. It is the key document in the Manchester Local Plan. The plan determines how Manchester will grow and is used to review development applications. Parts of the policies have been superseded by the Places for Everyone Plan. We consider the following Core Strategy Policies relevant to this proposal.
    - Development Management and Planning Obligations
        - DM 1 - Development Management
    - Objective 1 - Spatial Principles
        - SP 1 - Spatial Principles (partially superseded)
    - Objective 2 - Economy and the City Centre
        - EC 1 - Employment and Economic Growth in Manchester
        - EC 2 – Existing Employment Space
        - EC 10 - Wythenshawe
        - MA 1 – Manchester Airport Strategic Site
    - Objective 6 Environment
        - EN 1 - Design Principles and Strategic Character Areas
- Extant Unitary Development Plan (UDP) - The Core Strategy replaced most of the UDP. However, some UDP Development Control policies are still in effect. The following extant policy are still considered relevant to this proposal.
    - DC15 - Advertisements, Hoardings and Posters.
- Places for Everyone Plan Joint Development Plan Document 2022-2039- Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.
    - Strategy
        - JP-Strat9: Southern Areas
        - JP-Strat10: Manchester Airport

      Sustainable and Resilient Places
        - JP-S1: Sustainable Development
    - Places for Jobs
        - JP-J1: Supporting Long-Term Economic Growth
        - JP-J2: Employment Sites and Premises
        - JP-J3: Office Development
        - JP-J4: Industry and Warehousing Development
    - Places for People

        - JP-P1 Sustainable Places
    - Connected Places
        - JP-C5: Streets for All
- The National Planning Policy Framework (The NPPF) – The NPPF was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023 and 19 December 2023. It sets out the government's planning policies for England and how these are expected to be applied. We consider the following sections relevant to this proposal.
    - Section 4 – Decision-making
    - Section 6 – Building a strong, competitive economy
    - Section 12 – Achieving well-designed places
- Town and Country Planning (Control of Advertisements) Regulation 2007 – This regulation is a law in England. It controls how advertisements are developed.
    - Section 3 - Powers to be exercised in the interests of amenity and public safety

Principle of the development

The proposal's principle is acceptable. No factors in amenity terms would warrant refusal.

After careful consideration, it is concluded that the proposed development aligns with the Manchester Core Strategy, Extant UDP, Places for Everyone Plan and the NPPF. This conclusion is based on the assessment in the sections that follow.

The Manchester Core Strategy Development Plan (2012-2027)

We have assessed the proposal against the following policies of the Core Strategy.

Development Management and Planning Obligations

DM 1 – Development Management
New developments must adhere to the 'Development Principles' and design guidance in the Supplementary Planning Documents.

We have assessed the proposal against the following issues.

Appropriate siting, layout, scale, form, massing, materials, and detail
The proposed signage is of a type and style not unusual to the location and what is expected of this kind of development.

The lamp post mounted banners are of a size and design which would integrate into local street furniture.

The sign boards are of a size and design expected for this kind of advertising.

Officers consider the new development to be acceptable in its 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.
The proposed signage would not be out of place with the character of the area.

It is of note that the signage is designed to advertise the recently approved development at the site and is not unusual for the scale of the development.

The immediate surroundings of the Airport contain many large advertising hoardings and the proposed advertising would not be out of place.

The proposed development won't significantly change the area's character, so its appearance is acceptable.

In general, the proposed development has little impact on the surrounding areas. The design, scale, and appearance are all in line with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.
The proposal is expected to have a negligible effect on privacy.

The proposal is expected to have a negligible effect on local light.

The proposal in of itself has a negligible effect on local noise levels or vibration. We understand that demolition and construction can be loud and disruptive to the local residents. Contractors should use construction guidance to reduce emissions and minimize disruptions for residents.

The proposal is expected to have a negligible effect on air quality or odours.

The proposal is expected to have a negligible effect on litter, vermin, or birds.

Highway Services raised an issue regarding the location of sign no. 2 and its interaction with traffic signals. They asked for further visualisations to understand the possible clash.

The agent was unable to provide the required visualisations within the determination deadline so a condition has been attached to ensure that Sign no.2, as marked on the submitted plan does not impede the view of signals for drivers approaching on the nearside lane, turning left onto Enterprise Way North.

Highways Services also recommended a number of informatives regarding licencing and BSEN40 Assessments.

Overall, the proposal has a negligible impact on privacy, light, noise, air quality, and other factors. So, it follows this principle of development management.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
The proposal does not impact on pedestrian safety or create obstruction for disabled access.

The proposal is therefore in accordance with this development management principle.

Vehicular access and car parking
The proposal doesn't change how vehicles access and park at the property, so it follows the development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage
The applicant and consultees did not find any contamination or stability issues at the site.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

The proposal is exempt from biodiversity net gain rules.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private
The proposal would minimally affect green infrastructure and would balance new development with existing green space.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.
The site is not located in a flood risk area and therefore does not require a flood statement or assessment.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

Objective 1 - Spatial Principles

SP 1 - Spatial Principles
This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should ‘make a positive contribution to neighbourhoods of choice’.

We consider this proposal to accord with the principles of this policy.

Objective 2 - Economy and the City Centre

EC 1 - Employment and Economic Growth in Manchester
This policy outline the overall strategy for employment and economic growth in Manchester.

We consider this proposal to accord with the principles of this policy.

EC 2 – Existing Employment Space
This policy explains how to improve and protect current places where people work.

We consider this proposal to accord with the principles of this policy.

EC 10 – Wythenshawe
This policy outlines the principles for employment opportunities in Wythenshawe.

We consider this proposal to accord with the principles of this policy.

MA 1 – Manchester Airport Strategic Site
This policy explains how development will happen in the area around Manchester Airport.

Area 1a – Existing Area
This proposal sits with partially within Area 1a of the Manchester Airport Strategic Site which highlights the use for terminal, taxiways, aircraft apron, ancillary, operational facilities, offices, hotels and other uses, surface access and car parking.

We consider this proposal to accord with the principles of the policy and assigned usage.

Objective 6 Environment

EN 1 – Design Principles and Strategic Character Areas
This policy outlines the key design principles for development in Manchester. All development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the 'Wythenshawe Character Area' and 'Manchester Airport Strategic Site'.

We consider this proposal to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced most of the UDP, but some UDP policies still apply to this proposal.

DC15 - Advertisements, Hoardings and Posters

This policy outlines the key issues when considering development of Advertisements, Hoardings and Posters.

We consider this proposal to accord with the principles of this policy.

Places for Everyone Plan (2022 – 2039)

We have assessed the proposal against the following policies of the Places for Everyone Plan.

Strategy

JP-Strat9: Southern Areas
This policy outlines the spatial strategy for the Southern Areas of the City Region which includes Southern areas of Manchester.

We consider this proposal to accord with the principles of this policy.

JP-Strat10: Manchester Airport
This policy outlines the spatial strategy for the area in and around Manchester Airport.

We consider this proposal to accord with the principles of this policy.

Sustainable and Resilient Places

JP-S1: Sustainable Development
This policy outlines how, to help tackle climate change, development should aim to maximise its economic, social, and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

We consider this proposal to accord with the principles of this policy.

Places for Jobs

JP-J1: Supporting Long-Term Economic Growth
The policy outlines the ambition to have a thriving, inclusive and productive economy in all our boroughs.

We consider this proposal to accord with the principles of this policy.

JP-J2: Employment Sites and Premises
This policy outlines the strategy for a diverse range of employment sites and accessible premises, both new and second-hand, to offer opportunities for all kinds and sizes of businesses.

We consider this proposal to accord with the principles of this policy.

JP-J3: Office Development
This policy outlines the ambition to deliver at least 2,019,000 sqm accessible new office floorspace across the region.

We consider this proposal to accord with the principles of this policy.

JP-J4: Industry and Warehousing Development
This policy outlines the ambition to deliver at least 3,513,000 sqm of new, accessible, industrial, and warehousing floorspace.

We consider this proposal to accord with the principles of this policy.

Places for People

JP-P1 Sustainable Places
This policy outlines how we aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy, and varied places.

We consider this proposal to accord with the principles of this policy.

Connected Places

JP-C5: Streets for All
This policy outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

We consider this proposal to accord with the principles of this policy.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)
- Manchester Residential Quality Guide (July 2016) (MRQG)
- Manchester, Salford, and Trafford Strategic Flood Risk Assessment
- Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems
- Manchester City Council Planning and Noise Technical Guidance (2022)
- Air Quality & Planning Technical Guidance (2022)
- Planning and Contaminated Land Technical Guidance (2021)
- Greater Manchester Joint Waste Development Plan Document (GMJWDPD)
- Waste Storage and Collection Guidance for New Developments (2017)
- Hot Food Takeaway Supplementary Planning Document (2017)
- Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards (2020)
- Manchester Tree and Woodland Action Plan 2024-2034
- Manual for Streets (2007)
- National design guide & National Model Design Code (2021)
- Outdoor advertisements and signs: a guide for advertisers (2007)

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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Conclusion

We find the proposal's design, size, and appearance acceptable for this location. It won't harm nearby properties or the street's character. There are no other material considerations of enough weight to say otherwise. Due to these reasons, the proposal is not likely to have a negative impact. It aligns with the relevant Core Strategy, Extant UDP, PfE, NPPF policies, and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. We assessed the proposal with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, PfE and other material considerations. Appropriately worded conditions are proposed in this instance.

Condition(s) to be attached to decision for approval

1. **Advertisement mandatory condition**

    a. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
    b. No advertisement shall be sited or displayed so as to:
        a. endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
        b. obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or

c. hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

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

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

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

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM 1, SP 1 and EN 1 of the Manchester Core Strategy (2012) and The Town and Country Planning (Control of Advertisements) Regulation 2007.

2. Specified plans

The development hereby approved shall be carried out in accordance with the following drawings and documents:

a. Drawing - Location Plan 11 Apr 2024 THE LOCATION PLAN
b. Drawing - Proposed 11 Apr 2024 SIGNAGE POSITIONS

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 of Places for Everyone.

3. Highways Safety

Prior to the installation of Sign No.2, as noted on the drawing entitled SIGNAGE POSITIONS as submitted 11 April 2024 a highways safety analysis is required to be submitted in writing to the council as LPA. The highways safety analysis should include:
a. assessments/visualisations in order to determine whether the sign no.2 would impede the view of signals for drivers approaching on the nearside lane, turning left onto Enterprise Way North.
b. details of any required mitigation as a result of the outcome of the assessment undertaken.

The sign shall be installed in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM 1, SP 1 and EN 1 of the Manchester Core Strategy (2012)

Informative(s) to be attached to decision for approval

1. Highways – Lamp post banner advertising agreement.

Manchester Highways Street Lighting request that all lamp-post banner advertising will need to go through the PFI advertising agreement with BayMedia.

2. **Highways - BSEN40 assessment**

   The sites do not currently have banners installed and these columns were never designed to have banners fitted therefore a BSEN40 assessment will also be required.

3. **Highways – Projection over license**

   As the banners will extend greater than 350mm over the adopted highway then the applicant may need to apply for a Projection Over License. This can be applied for online athttps://manchester.civicapayforms.co.uk/Sales/EnterSaleFormDetails.aspx?create=true&saleformid=1080&saleformshortdescription=oversail. However, this aspect may be covered through the bay Media Agreement.

4. **Highways – MCC Maintenance Agreement**

   Highways request that the appropriate MCC maintenance agreements are in place regarding the proposed signage structures which are to be placed on adopted areas of verge.

5. **Highways – Utilities search**

   A utilities search must also be undertaken prior to implementing the signage (LSBUD https://lsbud.co.uk/)

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Highway Services

Alliance Medical Manchester Airport, Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AB
Ground Floor, Thorley House, Bailey Lane, Manchester, M22 5NR
First And Second Floor, Thorley House, Bailey Lane, Manchester, M90 4AB
Kingsley Hall, 20 Bailey Lane, Manchester, M90 4AB
Thorley House, Bailey Lane, Manchester, M90 4AB
Etrop Grange, Bailey Lane, Manchester, M90 4EG

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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 15M
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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA