MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137902/FO/2023
Date registered valid:	24 August 2023
Proposal:	Change of use from general industry/storage/research and development (Class B2/B8/E[g]) to a climbing centre (Class E)
Address:	Unit B Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Ward(s):	Brooklands Ward
Applicant:	The Climbing Depot
Agent (if any):	Miss Amelia Robson, Savills (UK) Limited
Case officer:	Janet Lawless Tel: 0161 234 4535 Email: janet.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	1 November 2023

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 17th October 2023

Standard consultations:
Printed: 4 September 2023 Expired: 25 September 2023

Neighbour notifications
Printed: 4 September 2023 Expired: 25 September 2023

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
The application relates to one building (Block B) located within Southmoor Industrial Estate in a well-established commercial area at the northern end of the Roundthorn Industrial Estate. Block B is currently in B2 (general industrial) / B8 (storage and distribution) use.
The industrial estate extends to approximately 7ha and includes two office buildings (Southmoor House and Trafford House), service yards, surface car parking and landscaped areas. However, these elements of the industrial estate are excluded from this application. The proposal site is located within the Brooklands ward of the City.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
Access in and out of the site is from Southmoor Road. The site is bound by industrial development to the south and west, the railway line to the north and Southmoor Road to the east. Residential properties are located approximately 200m to the south east and 210m to the west. However, these are separated from the site by other buildings, road infrastructure and landscaping. The site is on a sustainable transport network served by Manchester itself and to and from other conurbations.

Description of development
The proposal would be a change of use of Block B from B2/B8 to a use class E to be used as a climbing centre. The internal space would comprise of: overall Gross Internal Area of 4,725 sq. m.
Climbing Area: 3498m2 (37652sqft)
Shop Area: 138m2 (1485sqft)
Office Area: 50m2 (538sqft)

Gym Area: 331m2 (3562sqft)
Changing/Toilets Area: 126m2 (1356sqft)
Cafe/Reception Area: 310m2 (3336sqft)
Storage/Miscellaneous Area: 272m2 (2927sqft)
There are minor elevational alterations to the external of the building, with the internal change comprising of the creation of the areas as listed above. To facilitate the changes the current mezzanine floor is to be removed to enable the heigh required for the climbing wall.
34 cycle parking spaces will be provided; 3 disabled parking spaces and 5 EV parking spaces will be provided.

Site History-On 3 August 2021, planning permission was granted for "Use of the site for Class B2/B8/E(g)(ii) and (iii)
purposes, namely general industrial/storage or distribution/research and development of products or
processes/industrial processes" (Ref: 131249/FO/2021) (the '2021 Permission').

Consultations & Notification Responses

Local Residents were informed- one representation has been received supporting the provision of a new recreational provision.

Environmental Health- There are to be 6 Electric Vehicle charging points out of the 50 parking spaces proposed. This is considered acceptable. The technical specifications will need to be submitted to and approved in writing by the City Council as local planning authority prior to the use brought into play.

Highways- no objections subject to the attachment of conditions requiring the implementation of the detail within the Travel Plan, Cycle Parking details and Waste Management Strategy. A condition relating to the submission and approval of a construction management plan should also be attached to any consent granted.

Issues

Policies
The National Planning Policy Framework July 2021 (NPPF) - 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:
o approving development proposals that accord with an up-to-date development plan without delay; or
o 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.

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
2. Policy CC4 - Visitors - Tourism, Culture and Leisure
3. Policy T1 - Sustainable Transport
4. Policy T2 - Accessible areas of opportunity and need
5. Policy DM1 - Development Management
6. Policy EC1 - Employment and Economic Growth
7. Policy EC2 - Existing Employment Space
8. Policy EC10 - Wythenshawe

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 CC 4, Visitors - Tourism, Culture and Leisure - Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.

Policy EN 16, Air Quality - The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as
emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN 19, Waste - States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

Policy T2, Accessible areas of opportunity and need - Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, Development Management - This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-
o Appropriate siting, layout, scale, form, massing, materials and detail.
o 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.

o 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.
o Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
o Community safety and crime prevention.
o Design for health.
o Adequacy of internal accommodation and external amenity space.
o Refuse storage and collection.
o Vehicular access and car parking.
o Effects relating to biodiversity, landscape, archaeological or built heritage.
o Flood risk and drainage.

EC1 Employment and Economic Growth A minimum of 200 ha of employment land will be developed between 2010 and 2027 for
offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).
Offices (B1a) - 140ha. In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

EC2 Existing Employment Space- 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.

Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because:
Employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, 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.

EC10 Wythenshawe- Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution.
Amongst other areas of the City economic development will be focused on:
Existing employment sites along:
West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8); East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).
The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

Places for Everyone Plan – The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up

Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached and level of public consultation and scrutiny it has received, 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.

Saved UDP Policies

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.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) - The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.
Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
Four objectives have been established to enable the vision to be achieved:
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Principle of the Proposal - Unit B is located within an industrial complex located within the Roundthorn Green Industrial Estate and have been in both Class B2 and B8 use for many years. However despite marketing the unit which began in June 2022 prior to the expiration of the previous leaseholders contract, it has stood vacant for 9 months. Given this, the proposed use would be bringing a vacant unit back into use. Whilst Policy C9 attempts to focus leisure uses within centres, this is not a stereotypical leisure use. It has specific requirements relating to both area and height, and the type of building that is the subject of this application meets the criteria.

Notwithstanding the above, the proposed use would sit within the new Use Class E.Therefore consideration must be given to potential impacts upon residential amenity and pedestrian/highway safety, and the loss of employment space.

Residential Amenity - Given the separation distances between this site and the nearest residential properties, it is not considered that the proposed uses would have a detrimental impact upon the existing levels of residential amenity enjoyed by the occupants of that accommodation. It is considered therefore that the proposal accords with Policy DM1.

Visual Amenity- The changes to the building are primarily internally through the removal of the mezzanine floor to provide the 10 metre height required. As such there is no detrimental impact on the building itself nor the area within which it is located.

Pedestrian and Highway Safety - Highway Services, in conjunction with Transport for Greater Manchester, has assessed the proposal and confirmed that the proposed uses would not have a detrimental impact upon the local highway network. As a result, it is not considered that the proposal would have a detrimental impact upon existing levels of pedestrian and highway safety enjoyed within the vicinity of the site. There is sufficient parking for te use, with Unit B having its own allocated parking. The proposed use would also bring with it 6 EV charging points and sufficient safe parking spaces. In addition, it is intended to provide an additional zebra crossing point from the dedicated parking area to the building which is welcomed by Highways.

Waste Storage - Would remain as per the current arrangements, however this information is required and a condition to that effect will be attached to any consent granted.

Loss of Employment Space- Whilst it is acknowledged that the proposal would involve the loss of a traditional industrial engineering use, the proposal would be introducing employment opportunities for 38 people. The property has been marketed for 9 months and there has been no take up of the vacant unit. The physical traits of the building are exactly what is required for a use of this nature, and if bringing a vacant unit back into use was not the way to go forward then it would have to undoubtedly be a purpose- built building. The other units that this business operates from are all former industrial units. Outwardly there would be nothing to differentiate Unit B from the other uses within the Roundthorn Industrial Estate,and should the use cease and the demand be there for an industrial / storage building, that use with the benefit of planning permission could be reintroduced to the Unit.

Leisure and Tourism-The proposal will provide the premium facility in Europe and will be designed in collaboration with GB climbing and international athletes to ensure provision for the development of domestic, international and Olympic competitors. The application is a positive proposal to re-use previously developed land and a vacant commercial building that will provide a high quality sport and recreation facility that will contribute to the health and overall well- being of residents in Manchester.

Impact- It is not considered that the proposal would have a detrimental impact on the function of the remainder of the Roundthorn Industrial Estate. It could bring benefits to the area as the proposal site is located within close proximity to Baguley District Centre and therefore presents opportunities to support its vitality and viability through cross-visitation trips, and in addition it would contribute to the health and wellbeing of the residents as the unit would be open for them to use as well as for training athletes to Olympic standards.

Sequential Test- The applicants have looked at buildings within the Wythenshawe Town Centre, however none of them comply with regards to the minimum height required to function. The largest was previously occupied by Buzz bingo however it falls below the minimum floorspace threshold adopted as part of this assessment and is not 'suitable' to accommodate the proposed development. The unit doesn't offer the eaves height requirement or warehouse type premises required by the operator.
All of the other vacant units within Wythenshawe Town Centre are too small to accommodate the proposal.

The Site is not specifically allocated as employment land within the Core Strategy but is allocated as an Economic Improvement Area
within the Saved Policies of the UDP. The supporting text for Policy EC 10 states that 'Existing employment provision in Roundthorn and Sharston Industrial Estates is, in places, not considered entirely suitable for modern users. Across the Wythenshawe employment areas there is a need to provide a portfolio of sites and premises to meet the needs of inward investors and indigenous businesses.' Although the proposed use is not a traditional Class B or E employment use, it is a commercial economic generating use and will provide a national head office. The proposal therefore provides variation for the overall portfolio of sites across the Roundthorn Industrial Estate, promoting inward investment of a first class national facility.
In light of the above, the overwhelming economic positives of the proposal weigh heavily in favour of the grant of planning permission. It follows that the proposal accords with Policy EC 1 of the Core Strategy and the aims of the NPPF that seek to build a strong, competitive economy and place significant weight on the need to support economic growth.

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.

Recommendation: Approve

Article 35 Declaration

The application has been determined in a positive and proactive manner, and in accordance with both national and local policies. In this instance no issues have arisen and appropriately worded conditions have been attached.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:
LMS0033_TCD_PE_01E Proposed Elevations
LMS0033_TCD_PFP_01E Proposed Ground Floor Plans
LMS0033_TCD_LP_01E - Site Location Plan
LMS0033_TCD_PSP_01E - Proposed Site Plan
Planning Statement (including Appendix 1) prepared by Savills;
Transport Statement, prepared by Hydrock
Framework Travel Plan, prepared by Hydrock
All received 24th August 2023

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

3) Prior to occupation of the development the technical specification for the proposed Electric Vehicle charging points shall be submitted to and approved in writing by the City Council as local planning authority once installed the EV points shall remain in situ whilst the use or development is in operation.

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

4) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.
b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Manchester Core Strategy

5) A travel survey shall be undertaken once the building is occupied. The details of the development, submission, implementation and monitoring of the Travel Plan should be submitted to the City Council as local planning authority for review and approval. Once the initial survey has been undertaken repeat annual surveys will be carried out at the same time of year.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

6) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:
i. Display of an emergency contact number;
ii. Details of wheel washing;
iii. Compound locations where relevant;
iv. Location, removal and recycling of waste;
v. Routing strategy and swept path analysis;
vi. Parking of construction vehicles and staff;
vii. Sheeting over of construction vehicles.
vii. Parking of construction vehicles and staff;
viii. Dust suppression measures.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

7) Prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

8) The premises shall not be open outside the following hours:-

Monday to Friday: Start Time: 06:00 End Time: 22:00

Saturday: Start Time: 08:00 End Time: 21:00

Sunday / Bank Holiday: Start Time: 08:00 End Time: 21:00

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

9) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to saved policy DC26 of the Manchester Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

10) The development hereby approved shall only be used for this use and not for any other use within Use Class E without the benefit of securing planning permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation. In accordance with saved policy DC26 of the Manchester Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Unit B2, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Unit B1, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD
Vision House, 100 Floats Road, Manchester, M23 9PL
Units 1 To 3, Millbrook Industrial Estate, Floats Road, Manchester, M23 9WT
Millbrook Industrial Estate, Shady Lane, Manchester, M23 9WT
Unit 7, Millbrook Industrial Estate, Shady Lane, Manchester, M23 9WT
Millbrook Industrial Estate, Floats Road, Manchester, M23 9WT
LB Europe Ltd, 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
Aim Engineering, 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 - Wythenshawe PD Restriction - Class B1(c) To C3
Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH AREA