

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 130409/FO/2021

**Date registered valid:** 23 August 2021

**Proposal:** Installation of 1no. new 2.98m high freestanding double-sided BT Street Hub advertising unit following removal of 2no. telephone kiosks.

**Address:** Outside 27 Whitworth Street West, Manchester, M1 5ND

**Ward(s):** Deansgate Ward

**Applicant:** Mr James Browne BT Telecommunications Pp 8.05, Faraday Building, 1 Knightrider Street, London, EC4V 5BT

**Agent (if any):** Mr Lewis Baldwin Mono Consultants Steam Packet House, 76 Cross Street, Manchester, M24 2JG

**Case officer:** Gerry Reilly  
Tel: 0161 234 4163  
Email: [gerry.reilly@manchester.gov.uk](mailto:gerry.reilly@manchester.gov.uk)

**Recommendation:** Approve

**Date of recommendation:** 10 June 2022

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:**

### **Standard consultations:**

Printed: 7 September 2021

Expired: 28 September 2021

### **Neighbour notifications**

Printed: 7 September 2021

Expired: 28 September 2021

### **Site notice**

Posted: 10 September 2021

Expired: 1 October 2021

### **Press advert**

Published: 14 September 2021

Expired: 5 October 2021

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## **Description of site/building**

**Listed building:** Not applicable

**Conservation area:**

### **Tree Preservation Order:**

The Site - Whitworth Street West is a busy highway for both vehicular and pedestrian traffic. The street scene context immediate to the proposed Street Hub site comprises a mix of uses including residential properties, office buildings and restaurants. In the immediate vicinity of the proposed Street Hub site there is existing street furniture including road signage, street lights and litter bins.

The proposed Street Hub site is located on Whitworth Street West. The application site is not found within a Conservation Area however, it is within approximately 30 metres from Manchester South Junction and Altrincham Railway Viaduct which is a Grade II Listed Building.

The Proposal - Planning permission is sought for the installation of 1no. 2.98m high new BT Street Hub, incorporating 2no. digital 75" LCD advert screens, and associated BT Phone Kiosk removal.

The Street Hub would be a free-standing structure and feature a digital display screen on two sides together with a user interface on a third side based around an android tablet. The structure would have a maximum height of 2.98m, a maximum width of 1236mm and a depth of 350mm. The two digital screens present on the InLink would measure 95cm wide x 167cm high (75 inch in portrait)

The Street Hub structure has been developed by BT and has many capabilities including being able to provide o

O Ultrafast public and encrypted Wi-Fi

- O Access to public services
- O Multiple accessibility options
- O Powered by 100% renewable carbon-free energy
- O Inspected weekly and cleaned at least every two weeks, monitored 24/7
- O Secure power-only USB ports for rapid device charging
- O Free phone calls Direct 999 call button
- O Display community and emergency (i.e. police) awareness messaging
- O Environmental sensors to measure air quality, noise, traffic and more.

The Street Hubs have been designed to be accessible to all users and include the following features

- O Tablet interface placed at 1m to provide easy access for wheelchair users
- O Easy-touch 999 call button to ensure it can be used regardless of mobility restriction
- O High-contrast large type labels
- O TalkBack functionality facilitates full access to the tablet for all users
- O Hearing induction loops integrated into each unit Intuitive touch screen interface.

Next Generation Text Relay makes Street Hubs even more accessible to those who are deaf, hard-of-hearing or speech impaired. Using the tablet callers can type words for a Relay Assistant to then speak to the call recipient. The Relay Assistant types back any responses to the caller, allowing for an effective two-way conversation.

BT state that they are committed to ensuring that Street Hubs make a positive contribution to the public realm as well as the communities they are in.

- O With a footprint of just 0.42m<sup>2</sup> Street Hubs are smaller than comparable street furniture, and their installation facilitates and funds the removal of up to two existing BT payphone kiosks, giving back 1.58m for each installation
- O 876 hours of free council advertising per unit per year
- O Direct access to charities through the use of the dedicated charity icon on the fully accessible interactive tablet
- O Community notice board with over 1,000 hours of content per year - the Street Hub team can work with local groups to promote events and activities
- O Discount advertising for local business groups (such as BIDs and Chambers of Commerce) and their members through our Street Hub Partners Programme
- O Business rates for each location are paid when requested by the council, ensuring Street Hubs make an ongoing financial contribution to the local area.

Street Hubs will be more sustainable than the InLinks that preceded them with sensors allowing for 'smart city' planning and reduced street clutter

The primary material to be used on the Street Hub structure would be aluminium whereas the screens would consist of tempered and laminated glass. BT believe these materials would hold up to abuse and diminish scratches.

As mentioned in the application description above, the installation of the Hub would be accompanied by the 2 no. telephone kiosk.

A parallel Advertisement Consent application has been submitted for the advertising screens - app. 130410/AOH/2021)

### **Description of area**

## **Description of development**

### **Consultations & Notification Responses**

Publicity - The applications has been advertised in the Manchester Evening News as affecting a Conservation Area and in the public interest. A site notice was displayed and the occupiers of nearby properties have been notified.

No representations have been received as a result of this publicity.

Highway Services - Highways are accepting of the proposal subject to relocating the unit to the boundary of the pay and display bay to avoid vehicle clash. Ensuring the unit retains sufficient footway clearance.

The proposed luminance of the static sign is noted as 2500cd/m<sup>2</sup>. This is not in line with the MCC recommended maximum of 600cd/m<sup>2</sup> and should therefore be lowered

The applicant has submitted an updated site plan and Highways have said "The position shown on the photograph is acceptable as long as it has the 450mm clearance from the edge of the carriageway and 2m clearance to the back of the footway.  
BT have said the gap between the kerb and the Streethub is 500mm

Environmental Health - have recommended conditions for other similar units controlling the display, and noise from the public pay phone / external speaker and a Maintenance Management Plan

SGMP - Having reviewed the proposals, consideration should now be given to the placement and location of the proposed unit. Pedestrian flow across the various locations of the proposed applications are high and during busy periods could potentially create pinch points and funnel passers-by into close proximity with street furniture, outdoor seating and ATMs, potentially providing opportunities for criminals to exploit. It is therefore highly recommended that the proposed unit is relocated away from being immediately adjacent to any other street furniture or obstruction.

GMP would also advise consideration to be given to the potential of the unit to attract or increase incidents of anti-social behaviour and loitering in these high footfall areas. A strategy to disable the unit if required in extreme circumstances (e.g. previous examples may include the Manchester riots and some incidents of extreme anti-social behaviour) should also be considered.

Transport For Greater Manchester - As a result of the installation and removal works the affected footway will need to be reinstated in accordance with Manchester City Council (MCC) standards and specifications.

The Site Plan demonstrates that the apparatus will be installed 0.45 metres from the edge of the carriageway. TfGM would refer to the Local Highway Authority (LHA) to confirm if this is a satisfactory distance from the highway in terms of the risk of vehicle strike and sightline visibility.

A minimum footway width of 2 metres (where the apparatus is positioned) needs to be retained to ensure pedestrian movements are unimpeded. The Site Plan submitted denotes that a footway width of circa 2.68 metres will be retained past the apparatus, which is therefore acceptable.

Sightline visibility for vehicles, cyclists and pedestrians needs to be maintained and should not be impinged upon by the siting of the apparatus.

Servicing arrangements associated with the apparatus should not impact upon the highway and result in traffic conflicts. Service vehicles should park appropriately and should not use bus lay-bys or footways.

A Construction Traffic Management plan should be employed as part of the proposals to reduce any likely impacts.

In terms of the proposed luminance of the LED screens, the application forms submitted alongside each application confirm that the luminance will not exceed 2500cd/m<sup>2</sup>. This should be checked against recommendations contained within the Institute of Lighting Professionals Lighting Guide Technical Report 5.

Additionally, the LED screens should not feature any moving images.

Greater Manchester Pedestrians Society - No response to the consultation

Counter Terrorism Policing North West - Before applications are approved it would be good practice to identify whether the proposed fixtures could be situated to assist in the protection of the general public in these publicly accessible areas.

This mitigation could be introduced by the strategic placement of any street furniture in order to reduce gaps wider than 1.2m.

Although not a rated obstruction (i.e. a PAS or IWA rated vehicle barrier) they could act as a deterrent to any hostile person driving a vehicle intent on using it as a weapon against members of the public.

Furthermore any consideration of the placement of the BT Hubs for this use, could assist in any future projects that the City Centre Security Group chaired by Kevin Gillham consider, especially from a budgetary perspective.

## **Issues**

### Visual amenity and heritage

Across Manchester as a whole, there are currently 508 telephone kiosks and more of these payphone kiosks are proposed to be removed than new InLinks being installed. The proposal that is the subject of this particular application would involve the replacement of 1 traditional telephone kiosk with a new InLink structure (but in some cases 2 or more telephone kiosks are proposed to be removed and replaced with 1 InLink). The overall effect of the InLink roll-out programme in Manchester would be that the amount of street clutter would be reduced and visual amenity therefore improved, particularly where two or more phone kiosk are proposed to be removed. Even in the locations (such as this one in Whitworth Street) where only 1 telephone kiosk would be removed and replaced with 1 InLink, visual amenity would still be improved as the InLink would have a reduced footprint compared to the kiosk to be removed

and be more modern, slender and attractive in appearance than the kiosk. On balance it is considered that the installation of a new InLink in lieu of the existing telephone kiosk would be acceptable as visual amenity within the area would not be harmed by the proposal.

The structure would be located near to a number of listed buildings but given the fact that an existing phone box would be removed and the new InLink that would replace it would be of a slimmer and more sophisticated design, it is not considered that the proposal would be detrimental to designated heritage assets and would not detract from their appearance and/or setting.

Noise and residential amenity - Environmental Health have been consulted on this issue in relation to other BT Street Hubs at other locations in the city and with regard to the issue of the noise they have recommended the following condition

a) The Communication apparatus hereby approved shall not use voice activated or handsfree technology unless and until a Noise Management Plan (NMP) detailing the control measures including volume and sound levels have been submitted and approved by the LPA. The agreed levels set out within the NMP shall thereafter be permanently maintained".

b) A noise assessment and noise management plan shall be submitted to determine the noise level of the speaker associated with the equipment and agreed by MCC as Local Planning Authority. Once the noise levels have been agreed, the levels will be included within the NMP and shall be complied with thereafter.

c) Once the NMP has been agreed and the unit installed, a verification report will be required to include sound testing to confirm compliance with agreed noise limit.

This condition will be attached to this permission

Disabled Access As stated above, BT Street Hubs have been designed to be accessible to all users and include the following features

- O Tablet interface placed at 1m to provide easy access for wheelchair users
- O Easy-touch 999 call button to ensure it can be used regardless of mobility restriction
- O High-contrast large type labels
- O TalkBack functionality facilitates full access to the tablet for all users
- O Hearing induction loops integrated into each unit Intuitive touch screen interface.

Next Generation Text Relay makes Street Hubs even more accessible to those who are deaf, hard-of-hearing or speech impaired. Using the tablet callers can type words for a Relay Assistant to then speak to the call recipient. The Relay Assistant types back any responses to the caller, allowing for an effective two-way conversation.

Given these features, it is considered that the InLink would be acceptable for a variety of disabled users. The pavement along Whitworth Street where the InLink is proposed to be installed is wide and as the InLink would be located at the kerbside, there would still be 2.688 metres of pavement for use by pedestrians when moving along the south side of Whitworth Street.

Security considerations

The comments of GMP have been considered. There is no street furniture in the vicinity of the proposed Street Hub. A condition requiring a strategy to disable the unit if required in extreme conditions will be attached to this permission

The applicant has expressed that the materials that the hub would be constructed from, primarily aluminium for the structure and tempered and laminated glass for the digital screens, would be robust and durable and be able to withhold abuse and vandalism. In addition, the structure would contain subtle lighting to illuminate the user interface area. It is not considered that the InLink installation would cause any undue security issues. The removal of the phone kiosk would also be of benefit as it would remove a place where people can currently loiter and engage in anti-social behaviour.

### Manchester Core Strategy

The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan 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.

Core Strategy policy SP1 (Spatial Principles) stipulates that 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.
- making a positive contribution to the health, safety and wellbeing of residents
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- protect and enhance the built and natural environment.

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Core Strategy policy EN3 (Heritage) advises that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment.

Core Strategy policy CC9 (Design and Heritage) advises that development in Manchester should preserve or enhance the heritage assets affected.

Core Strategy policy DM1 (Development Management) states that all development should have regard to various issues, including:

- 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

- Adequacy of internal accommodation and external amenity space
- Refuse storage and collection
- Vehicular access and car parking

Saved UDP policy DC19.1 (Listed Buildings) advises that in determining applications for listed building consent, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. The City Council will:

For the above reasons, the proposal is considered to be acceptable and consistent with policies SP1, EN3, CC9 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

### **Human Rights Act 1998 considerations**

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

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

**Recommendation:** Approve

### **Article 35 Declaration**

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

### **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:

## Drawings

Proposed Site Plan 002 Revision B received via the email from Josh Lee of 27th May 2022

## Documents

Street Hub Anti-Social Behaviour Management Plan

CONFORMITY WITH ICNIRP PUBLIC EXPOSURE GUIDELINES ("ICNIRP")

LAND REMEDIATION STATEMENT Ref: MAN031

PROFESSIONAL LIGHTING GUIDE 05: The Brightness of Illuminated Advertisements

Removal Kiosk Site Plans - Ref MAN031

Street Hubs Beyond connection :Supporting local councils with digital street communication  
Covering Letter

All of the above documents received 14th May 2022

## Other

Photograph received via the email from Josh Lee of 27th May 2022

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) (a) No individual advertisements displayed on the LED panel shall contain moving images, animation, video or full motion images or any images that resemble road signs, traffic lights or traffic signs.
- (b) No individual advertisements shall be displayed for duration of less than 10 seconds.
- (c) Controls shall be in place to ensure smooth uninterrupted transition of images displayed on the panel.
- (d) The display panel shall be fitted with a light sensor, designed to adjust the brightness to changes in ambient light levels.
- (e) A mechanism shall be in place so that if the installation breaks down, it defaults to a black screen to avoid any flashing error messages or pixilation.
- (f) The maximum luminance level of the advertisements displayed on the panel should not exceed 600 cd/m<sup>2</sup> during non-daylight/ inclement weather.

Reason - In the interests of highway safety pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester

4) a) The intensity of the illuminance of the advertisement shall be no greater than 600Cdm<sup>2</sup> during hours of darkness to accord with the recommendations of the ILP publication 'PLG05 The Brightness of Illuminated Advertisements' (2015).

b) The luminance level of the digital sign shall be controlled by a light sensor to adjust the screen brightness to reflect the ambient levels during the daytime and set to a maximum brightness of 600Cdm<sup>2</sup> during hours of darkness to accord with the recommendations of the ILP publication 'PLG05 The Brightness of Illuminated Advertisements' (2015). In the event of breakdown or malfunction the screen will automatically switch off

c) "The advertisement shall display no special visual effects of any kind during the time that the advertisement is displayed or on transition between advertisements. The displayed image shall not include animated, flashing, scrolling, intermittent or video elements and the transition

between successive images shall not include fading, swiping or other animated transition method.

d) The minimum display time for each piece of content on the digital display screens shall be 10 seconds.

e). The interval between each piece of content on the digital display screens shall take place over a period no greater than one second; the complete screen shall change with no visual effects (including swiping or other animated transition methods) between displays

f) Should a fault be detected or reported with the screen or advertisement, the screen will be programmed to automatically switch to a blank screen with black background.

Reason - In the interests of the amenities of the occupiers of nearby premises pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester

5) a) The Communication apparatus hereby approved shall not use voice activated or handsfree technology unless and until a Noise Management Plan (NMP) detailing the control measures including volume and sound levels have been submitted and approved by the LPA. The agreed levels set out within the NMP shall thereafter be permanently maintained".

b) A noise assessment and noise management plan shall be submitted to determine the noise level of the speaker associated with the equipment and agreed by MCC as Local Planning Authority. Once the noise levels have been agreed, the levels will be included within the NMP and shall be complied with thereafter.

c) Once the NMP has been agreed and the unit installed, a verification report will be required to include sound testing to confirm compliance with agreed noise limit.

Reason - In the interests of the amenities of the occupiers of nearby premises pursuant to policies SP1 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 for approval in writing by the local planning authority, which for the avoidance of doubt should include:

1. Commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.

2. A dilapidation survey which should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Development must be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason

In the interests of highway safety pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Notwithstanding the details in condition 2 and before development commences, a scheme for the reinstatement of pavements must be submitted to and approved in writing by the City Council as local planning authority before the development commences.

#### Reason

In the interests of visual amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

8) Before the development hereby approved commences, a plan must be submitted to and approved in writing by the City Council as Local Planning Authority. The plan must demonstrate how the development will be maintained to ensure the agreed light levels and noise levels are maintained and not exceeded. The plan must include details of remote monitoring and control capability, how the operator is alerted if any fault is detected and details of what action is taken where a fault is identified or reported including response time to undertake repair. The plan must include details of proposed physical inspection and monitoring frequency.

#### Reason

In the interests of visual amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health  
Greater Manchester Police  
Transport For Greater Manchester  
Counter Terrorism Policing North West (CTPNW)  
Greater Manchester Pedestrians Society

Arch 68, Whitworth Street West, Manchester, M1 5WW  
Arch 67, Whitworth Street West, Manchester, M1 5WQ  
Arch 66, Whitworth Street West, Manchester, M1 5WW  
Arch 69, Whitworth Street West, Manchester, M1 5WQ  
Unit 68, Whitworth Street West, Manchester, M1 5WQ  
BUNNY JACKSON'S, 1 Jack Rosenthal Street, Manchester, M15 4RA  
Flat 1, 31 Whitworth Street West, Manchester, M1 5ND  
Flat 3, 31 Whitworth Street West, Manchester, M1 5ND  
21 Whitworth Street West, Manchester, M1 5ND  
25 Whitworth Street West, Manchester, M1 5ND  
29 Whitworth Street West, Manchester, M1 5ND  
Flat 2, 31 Whitworth Street West, Manchester, M1 5ND  
Flat 4, 31 Whitworth Street West, Manchester, M1 5ND  
33 Whitworth Street West, Manchester, M1 5ND  
23 Whitworth Street West, Manchester, M1 5NG  
Flat 1, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 2, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 4, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 7, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 8, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 6, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 3, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 5, 23 Whitworth Street West, Manchester, M1 5ND  
Flat 8, 31 Whitworth Street West, Manchester, M1 5ND  
Flat 7, 31 Whitworth Street West, Manchester, M1 5ND  
Flat 6, 31 Whitworth Street West, Manchester, M1 5ND  
Flat 5, 31 Whitworth Street West, Manchester, M1 5ND  
Flat 3, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 2, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 1, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 8, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 7, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 6, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 5, 35A Whitworth Street West, Manchester, M1 5ND  
Flat 4, 35A Whitworth Street West, Manchester, M1 5ND  
35B Whitworth Street West, Manchester, M1 5NG  
Hotspur House, 2 Gloucester Street, Manchester, M1 5QR  
Flat 8, 27 Whitworth Street West, Manchester, M1 5ND  
Flat 5, 27 Whitworth Street West, Manchester, M1 5ND  
Flat 2, 27 Whitworth Street West, Manchester, M1 5ND  
27 Whitworth Street West, Manchester, M1 5NG  
Flat 7, 27 Whitworth Street West, Manchester, M1 5ND  
Flat 6, 27 Whitworth Street West, Manchester, M1 5ND  
Flat 4, 27 Whitworth Street West, Manchester, M1 5ND  
Flat 3, 27 Whitworth Street West, Manchester, M1 5ND

Flat 1, 27 Whitworth Street West, Manchester, M1 5ND

## **Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT\_LOW\_RISK\_AREA

Area Team Boundary - Name: CITY1