

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143938/AOH/2025

Date registered valid: 2 September 2025

Proposal: To replace and upgrade digital 96 sheet advertisement display and supporting structure with new design incorporating Manchester City Council logo and worker bee

Address: Land At Central Reservation Junction Of Greenheys Lane, Princess Road, Manchester, M15 5AS

Ward(s): Hulme Ward

Applicant: Susan Fleming, Ocean Outdoor UK Limited

Agent (if any):

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 December 2025

Application details

Type of application: Advertisement Hoardings Consent

Development type: Advertisements

Date of site visit: 9 October 2025

Standard consultations:

Printed: 25 September 2025 Expired: 16 October 2025

Neighbour notifications

Printed: 25 September 2025 Expired: 16 October 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

The application site relates to Land At Central Reservation Junction Of Greenheys Lane, Princess Road. The site sits within the central reservation of the two roads and as existing a digital 96 sheet advertisement can be seen on site. The advert sits on a grassed verge. The sign as existing faces in a south westerly direction.

Description of area

The area is largely commercial in nature with a number of retail outlets and businesses located either side of Princess Road and the junction of Greenheys Lane, outlets (Heineken UK Brewery, Asda, Birley Fields etc). The site sits on a key aerial route out of the city centre ring road leading to south Manchester.

Description of development

The current application seeks advertisement hoarding consent to replace and upgrade digital 96 sheet advertisement display and supporting structure with new design incorporating Manchester City Council logo and worker bee.

The structure would have approximate dimensions, at the largest point, of Height: 6.1 x Length: 11.2 x Width: 1 metres.

The LED screen would sit on a charcoal through coloured cladding structure with a 5mm opaque acrylic infill.

The materials have been listed as:

Cladding to screen: Interpon D2525 Matt, Y224Gl. Earthy Bronze Matt

MCC Logo and Worker Bee: Interpon D2015 Precis Ultra Matt, Y2M261. Medium Bronze C33

Base: Interpon D1036 - RAL 9007 - Metallic Matt SW207G and a 5mm opaque acrylic infill.

The intensity of the illuminance of the advertisement screens shall be set at 600cd/m² during daylight hours and shall only increase when the ambient light levels increase, to achieve a luminance level of no greater than 5000cd/m² during daylight hours. The intensity of the illuminance of the advertisement screens shall be set at no more than 300cd/m² during the hours of darkness.

The sign would have an 'Ocean' logo on the front elevation, and Manchester City Council logos on the rear elevation. The features would be laser cut and illuminated in a soft white light not exceeding 300 cd/m².

The digital display screens shall be automatically set so as not to operate between the hours of 23:00 and 07:00.

Negotiations during the Course of the Application

Highways requested photomontages, further written information and conditions to be able to consider if the sign would give rise to public safety issues.

Further information was supplied in respect of the materials and in person samples of the cladding material and colours were provided for review.

A revised plan showing the 7no. cladding panels for the rear elevation was provided for review, and further information was provided for the construction and deployment of the aluminium panels to fabricate the structure.

Planning History

110924/AOH/2016/S1- Central Reservation Of Princess Road At The Junction With Greenheys Lane- Installation of a static digital advertising display to replace existing back illuminated vinyl advertisement display adjacent to in bound carriageway and removal of existing back illuminated vinyl advertisement display adjacent to out bound carriageway.
Approved 2 March 2016.

103533/AOH/2013/S1- Central Reservation With Greenheys Lane And Princess Road- Relocation of existing internally-illuminated media display.
Approved 13 February 2014.

098597/AOH/2012/S1- Princess Road & Greenheys Lane- Retrospective application for the retention of one free-standing 96-sheet internally-illuminated advertising hoarding and one free-standing 48-sheet internally-illuminated advertising hoarding.
Approved 24 September 2012.

059731/AOH/SOUTH1/00- 3 x 48 sheet ultra vision mounted on giant M structure as part of millennium project.

Approved 1 September 2000.

056049/AO/CENTL1/99- Chester Road Roundabout, Central reservation of Princess Road, Gaythorn Roundabout- 5no. free standing illuminated promotional hoardings.

Approved 26 March 1999.

048643/VO/CENTL1/95- Land At Princess Road- CITY COUNCIL DEVELOPMENT Three illuminated information signs with 6 flagpoles.

Approved 30 November 1995.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highway Services made the following comments:

Highways request that the applicant provides photomontages from a driver's perspective at different distances on the approach of Princess Road northbound (at the stop line, 25m back from the stop line and 43m back from the stop line). This is to assess potential interference with the view of signal-heads for approaching drivers.

Further information is sought regarding the 'upgrade to structure'. Should there be any proposed works to the structure adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

Detail is sought on proposed installation arrangements from a highways perspective.

2no. highway informatives were provided to be placed as informatives within any approval granted.

It should be ensured that the appropriate maintenance agreements are in place. MCC Highways are not responsible for maintaining any of the proposed apparatus at the site.

Highways requested a condition be attached to any approval granted to control any approved adverts.

Further Highway comments: 1 December 2025

We have reviewed the photomontages for the proposed advertisement upgrade at the junction of Greenheys Lane and Princess Road. The images show that the upgraded LED sign would be positioned directly behind the signal heads from several lanes on the northbound Princess Road approach, at varying distances.

This raises safety concerns, as the sign could compromise signal visibility and potentially obscure drivers' view of the signals. However, given that Highways acknowledge that the sign is existing, it is requested that the following actions are taken forward:

-Undertake a review of accident data in the vicinity of the junctions to identify any existing accident trends or unexplained collision history at this location: and

-Consider raising the sign slightly to reduce the "see-through" effect and avoid conflicts with red and green colours used in traffic signals.

Further Highway comments 9 December 2025

Highway Services will consider the submitted traffic data. (No response from Highway Services was subsequently provided to such data).

Highways requested a condition be placed on any approval granted to review the back boards of the signals and to be reviewed and replaced if seriously damaged or defective (see condition 8, planning ref: 136764/AOH/2023).

Highways requested the sign be limited to 300cdm during non-daylight/inclement weather.

Environmental Health

Environmental Health requested a LIGHT1 condition be attached to any approval granted.

Issues

POLICY

Town and Country Planning (Control of Advertisements) Regulations 2007

Powers to be exercised in the interests of amenity and public safety:

3.—(1) The Local planning authority shall exercise its powers under these Regulations in the interests of amenity and public safety, taking into account—

- (a) the provisions of the development plan, so far as they are material; and
- (b) any other relevant factors.

(2) Without prejudice to the generality of paragraph (1)(b)—

(a) factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest;

(b) factors relevant to public safety include—

(i) the safety of persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);

(ii) whether the display of the advertisement in question is likely to obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air;

(iii) whether the display of the advertisement in question is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

(3) In taking account of factors relevant to amenity, the local planning authority may, if it thinks fit, disregard any advertisement that is being displayed.

(4) Unless it appears to the local planning authority to be required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content or design of what is to be displayed.

National Planning Policy Framework (December 2024)

Section 12 'Achieving Well Designed Places' Paragraph 141 states:

The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

Draft National Planning Policy Framework (16th December 2025)

The government has published a consultation National Planning Policy Framework which is intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making.

Of relevance to the application proposals the draft NPPF makes it clear that local planning authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
- Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

Manchester Core Strategy (2012) 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.

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.

The following Core Strategy policies are considered relevant to this application:

Policy DM1 (Development Management) states that all development should have regard to:

- appropriate siting, layout, scale, form, massing, materials and detail,
- the affects on amenity including light and road safety,
- the impact on the character of the surrounding area in terms of design, scale and appearance,
- vehicular access and car parking
- effects relating to landscape, archaeological or built heritage.

Policy SP1 (Spatial Principles) states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, creating well designed places that enhance or create character, consider the needs of all members of the community and protect and enhance the built environment.

Policy EN1 (Design Principles and Strategic Character Areas) states all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Unitary Development Plan for Manchester (1995)

Whilst the Core Strategy has now been adopted some of the UDP policies remain saved as there are no replacement policies contained in the Core Strategy.

The following Unitary Development Plan policies are of relevance to this application:

Policies DC15.1 and 15.2 (Advertisements, Hoardings and Posters) state that the City Council will take into account the impact of advertisements on visual amenity and public safety when determining applications for the display of advertisements, including free standing advertisement hoardings.

Policy E3.3 (Environmental Improvement and Protection) states the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Places for Everyone (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.

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 full weight in the planning balance.

The policies of relevance are:

JP- S1- Sustainable development

ISSUES

Principle of Development

According to the NPPF (Chapter 12) the main issues for consideration relate to the impact of the proposals on visual amenity and public safety. The development seeks advertisement hoarding consent to replace and upgrade digital 96 sheet advertisement display and supporting structure with new design incorporating Manchester City Council logo and worker bee. The advertisement would replace the supporting structures at the site and re-refresh the design of the structure. Given the existing structure on site and the continuous planning history of this site, the principle of development is considered acceptable. However, due consideration must be given to the impact in terms of visual amenity and highway safety.

Visual Amenity

The site sits within the central reservation of the two roads and as existing a digital 96 sheet advertisement can be seen on site. The advert would be seen in the context of the existing commercial buildings and large crossroads. As such, there would not be any immediate residential neighbours to be impacted by the proposal. However, consideration must be given to the visual appearance to those travelling along the Greenheys Lane/ Princess Road junction.

The intensity of the illuminance of the advertisement screens shall be set at 600cd/m² during daylight hours and shall only increase when the ambient light levels increase, to achieve a luminance level of no greater than 5000cd/m² during daylight hours. The intensity of the illuminance of the advertisement screens shall be set at no more than 300cd/m² during the hours of darkness. A condition would be attached to any approval granted restricting the illuminance level to 300 cd/m² during non daylight hours / inclement weather, as has been advised by colleagues in Highway Services and Environmental Health. This would ensure the sign is not overly bright nor give rise to visual clutter and so is considered acceptable.

The current application seeks to improve the supporting structures and update the design of the advert. Detailed and in person samples were provided of the proposed cladding to the screen. Materials to be used have been listed as: Cladding to screen: Interpon D2525 Matt, Y224GI Earthy Bronze Matt and MCC Logo and Worker Bee: Interpon D2015 Precis Ultra Matt, Y2M261 Medium Bronze C33. Whilst it is noted that the bronze coloured cladding would contrast the existing steel finish at the site, given the range of materials in the immediate area and given the logos would be laser cut to add architectural interest, the proposed colouration and materiality are not considered to give rise to visual harm. Further, a condition would be attached to any approval granted for the logos to be laser cut to ensure the sign involves details to add architectural interest.

The panels to the rear would need to be divided into 7no. panels, as shown within the submitted elevations. The LPA acknowledged one sheet would create a more flawless finish but given the size of the advertisement this would not be feasible. The rear of the sign would be feasible from motorists travelling in a southerly direction along Princess Road from the Ring Road. The rear of the sign with the logos is considered to create visual interest and is considered to be an improvement to the rear of the sign as per the current circumstance.

The structure would have approximate dimensions, at the largest point, of Height: 6.1 x Length: 11.2 x Width: 1 metres. The overall height of the proposal would reduce slightly (approx. 100mm) and the length of the proposal would also decrease slightly by 100mm. However, the base at the widest point would be larger (an additional 200mm). Given the proposed structure largely reflects the dimensions of the existing advert, the scale of the development is not considered to give rise to adverse visual amenity implications.

Therefore, the scheme can be considered commensurate with National Planning Policy Framework (NPPF), the Town and Country Planning (Control of Advertisements) Regulations 2007, saved policies DM1 and SP1 of the Manchester Core Strategy and saved policies DC15 of the Unitary Development Plan for the City of Manchester.

Public Safety

Highway Services reviewed the application and requested that the applicant provides photomontages from a driver's perspective at different distances on the approach of Princess Road northbound (at the stop line, 25m back from the stop line and 43m back from the stop line). This is to assess potential interference with the view of signal-heads for approaching drivers.

Highways reviewed such photomontages and the images show that the upgraded LED sign would be positioned directly behind the signal heads from several lanes on the northbound Princess Road approach, at varying distances. This raised safety concerns to colleagues in Highway Services and TFGM, as the sign could compromise signal visibility and potentially obscure drivers' view of the signals.

However, given that Highways acknowledge that the sign is existing, Highway Services requested that the following actions are taken forward:

- Undertake a review of accident data in the vicinity of the junctions to identify any existing accident trends or unexplained collision history at this location: and
- Consider raising the sign slightly to reduce the "see-through" effect and avoid conflicts with red and green colours used in traffic signals.

The agent supplied accident data which confirmed for the last 36 months there were 2 serious accidents and 1 slight accident. No response to such traffic data was received from Highways during the course of the application.

Consideration was given to raising the sign slightly to reduce the "see-through" effect and avoid conflicts with red and green colours used in traffic signals. However, this was not considered a satisfactory solution given the sign would increase in height by potentially a substantial amount and so create an overly large and dominant structure beyond the extent of the sign approved historically on the site.

Highways requested a condition be placed on any approval granted to review the back boards of the signals and be replaced if seriously damaged or defective (see condition 8, planning ref: 136764/AOH/2023). Such condition would be considered unnecessary given the signal back boards are not operated by the applicant and given the small scale of works proposed, such condition would be onerous.

Highways requested the sign be limited to 300cdm during non-daylight/inclement weather. A condition to this effect would be attached to any approval granted. This would ensure the sign is not overly bright and so would ensure no harm to the highway.

It is to be noted the sign is an existing digital location. The main physical changes proposed are the addition of panelling around the current structure and the inclusion of MCC logos, neither of which have any impact on the highway. If the fabrication work were not required, the applicant would not be seeking planning permission to replace the screen, as this would constitute a standard maintenance matter.

As stated previously in the report, there would be minimal change to the dimensions of the proposed advertisement, in comparison to the existing circumstances. Given the proposed structure largely reflects the dimensions of the existing advert, such dimension changes are not considered to have a detrimental impact on the highway.

On balance, given the sign is already in situ, conditions would be attached to any approval granted to control the level of illumination and given the works mainly relate to upgrading the structure, in this instance, it would be unreasonable to refuse advertisement consent for this reason. As such, the scheme can be considered to be in accordance with the Town and Country Planning (Control of Advertisements) Regulations 2007 part 2(b), saved policies DM1 and SP1 of the Manchester Core Strategy and saved policies DC15.1, DC15.2, DC15.3 of the UDP.

Other Legislative Requirements **Equality Act 2010**

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

Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

N/A.

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

1) 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. 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.

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.

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.

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.

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

- Application Form, received by the City Council as Local Planning Authority on 2 September 2025.
- Drawing- Location Plan, numbered PY4826-8-001 REV A, received by the City Council as Local Planning Authority on 2 September 2025.

-Drawing- Proposed- Sections, numbered 5656496 REV A, received by the City Council as Local Planning Authority on 2 September 2025.
-Planning Statement- Ocean Outdoor, received by the City Council as Local Planning Authority on 2 September 2025.
-Supporting Information- Daktronics Product Specification, received by the City Council as Local Planning Authority on 2 September 2025.
-Drawing- Proposed- Elevations, numbered PY4826-8-005 REV B, received by the City Council as Local Planning Authority on 16 December 2025.

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 and the National Planning Policy Framework.

- 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 shall not exceed 300 cd/m² during non daylight hours / inclement weather

Reason - To ensure the proposal does not present an unacceptable safety risk to users of the local highway network in accordance with Core Strategy Policy DM1 and the National Planning Policy Framework.

4) The logos to the front and rear elevations of the advertisement board hereby approved shall be laser cut in accordance with the submitted Planning Statement- Ocean Outdoor, received by the City Council as Local Planning Authority on 2 September 2025.

Reason - In the interests of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and saved policy DC15 of the Unitary Development Plan for the City of Manchester.

Informatives

1)Highways arrangements:

Further information is sought regarding the 'upgrade to structure'. Should there be any proposed works to the structure adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

Detail is sought on proposed installation arrangements from a highways perspective.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

It should be ensured that the appropriate maintenance agreements are in place. MCC Highways are not responsible for maintaining any of the proposed apparatus at the site.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

HUTCHISON MAN13287, Communication Station At Junction With Greenheys Lane, Princess Road, Manchester, M15 5FG
Mcdonalds, ASDA, 100 Princess Road, Manchester, M15 5AS
KFC, 97 Greenheys Lane West, Manchester, M15 5FG
1 Archway, Manchester, M15 5QJ
Dtz Management Centre, Greenheys Lane, Manchester, M15 5AS
ASDA, 100 Princess Road, Manchester, M15 5AS
3 Brownbank Walk, Manchester, M15 6WS
10 Hebden Walk, Manchester, M15 6WN
4 Hebden Walk, Manchester, M15 6WN
9 Carver Walk, Manchester, M15 6NH
3 Carver Walk, Manchester, M15 6NH
10 Crowborough Walk, Manchester, M15 6ND
4 Crowborough Walk, Manchester, M15 6ND
3 Carey Walk, Manchester, M15 6NL
Brewery, Denmark Road, Manchester, M15 6LD
7 Brownbank Walk, Manchester, M15 6WS
5 Brownbank Walk, Manchester, M15 6WS
1 Brownbank Walk, Manchester, M15 6WS
12 Hebden Walk, Manchester, M15 6WN
8 Hebden Walk, Manchester, M15 6WN
6 Hebden Walk, Manchester, M15 6WN
2 Hebden Walk, Manchester, M15 6WN
7 Carver Walk, Manchester, M15 6NH
5 Carver Walk, Manchester, M15 6NH
1 Carver Walk, Manchester, M15 6NH
14 Crowborough Walk, Manchester, M15 6ND
12 Crowborough Walk, Manchester, M15 6ND
8 Crowborough Walk, Manchester, M15 6ND
6 Crowborough Walk, Manchester, M15 6ND
2 Crowborough Walk, Manchester, M15 6ND
7 Carey Walk, Manchester, M15 6NL
5 Carey Walk, Manchester, M15 6NL
1 Carey Walk, Manchester, M15 6NL

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 - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: SOUTH AREA