

Delegated officer report for planning application

Date of recommendation: 29 September 2020

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit:

Standard consultations:

Printed: 10 August 2020 Expired: 31 August 2020

Neighbour notifications

Printed: 10 August 2020 Expired: 31 August 2020

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 proposal is for the change of use of the north building at Canal Side Works to a mixed use storage premises and auction house with ancillary café and retail space (sui generis). The application is required to support the existing Global Auctioneers, a wholesale trade and auction business. The south and east buildings on the site will be retained in B8 use. No external alterations are proposed to the building.

Currently the existing business employs a total of 10 staff on a full and part time basis. It is estimated that the application proposals will allow this to increase by up to 12 staff on a full and part time basis. Jobs will be created within the warehouse, within administration, and within the ancillary café.

The existing sheltered outside seating area is to be retained. Two cycle hoops (four space) are proposed to be provided.

The existing car park accommodates space for 52 cars. These spaces are to be retained but with three spaces to be marked out for disabled customers. The area located adjacent to the building's loading bay on south west corner of the building is kept clear to allow for HGV deliveries and manoeuvring.

A waste compactor and bailer are to be located to the south of the main entrance to allow for waste and recycling to take place.

The hours of operation are as follows:

Monday to Saturday 06:00 - 20:00

Sunday and bank Holidays 06:00 - 20:00

Site History

F01595 Use of vacant offices/storage building as printing works. Refused 8 November 1974

F15607 Erection of building for warehousing purposes. Approved 1 July 1981

041447 Single storey extension to existing warehouse to form new offices and elevational alterations and re-roofing of existing store Approved 25 June 1992

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted and no representations were received.

Environmental health was consulted and suggested conditions relating to external plant and equipment, including the compactor and the baler, fumes, restriction of the hours for servicing, and air quality be attached to the consent. EH confirmed that the refuse strategy is acceptable and are the hours of operation.

The Flood team were consulted and commented that no condition would be required,

The Highways Team were consulted and raised no objection the proposal subject to the proposal being carried out in accordance with the information provided by the applicant. However, a travel plan and servicing condition has been requested and attached to the consent.

Greater Manchester Policer were consulted and suggested that security measures to be incorporated into the proposal. Therefore, an informative has been added to the proposal.

Issues

Policy and Legislation

NPPF Paragraph 8,6, and 11

The proposal accords with the following Policies

Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or

Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Making effective use of land (Chapter 11) - the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 118 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for identified needs.

Manchester Core Strategy

The Core Strategy for Manchester sets out the long term strategic policies for Manchester's future development. The Core Strategy recognises some of the key challenges facing the authority including, amongst other things, the need to boost productivity so that the growth rates increase and to ensure that all parts of the city region and all its people enjoy improved opportunities as a result of a stronger economy. The accompanying Interactive Proposals Map which shows site specific planning policy designations identifies that the subject site is located in the Regional Centre and is within the East Manchester Sub Area (Central Park).

Objectives and policies of the Manchester Core Strategy that are relevant to the determination of this application include:

Objective 1 'Spatial Principles' seeks to provide a framework within which the sustainable development of the City can contribute to halting climate change.

Objective 2 'Economy and City Centre' supports a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

Objective 5 'Transport' aims to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs and other amenities.

Policy SP 1 'Economy and City Centre' outlines the key spatial principles which will guide the strategic development of Manchester. This objective confirms that the Regional Centre will be the focus for economic and commercial development. It also advises that development in all parts of the City should improve access to jobs by being located to reduce the need to travel and provide good access to sustainable transport provision

Policy EC 1 'Employment and Economic Growth in Manchester' advises that 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). Central Park and Eastlands are identified as key locations for major employment growth with an indicative distribution figure of 65ha identified. The policy advises that priorities for ensuring continued economic growth include, amongst other things, improving access to jobs for all via public transport, walking and cycling; demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; creating business destinations by enhancing the primary business use with ancillary commercial facilities; and, ensuring the continued social, economic and environmental regeneration of the City.

Policy EC 2 'Existing Employment Space' states that 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.

Policy EC 3 'The Regional Centre' advises that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. It also confirms that proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use.

Policy EC 5 'East Manchester' states that East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically: Central Park (see policy EC6), B1, B2; Eastlands (see policy EC7), a major leisure visitor destination with ancillary retail and offices. The site falls within the 'Central Park' area.

Policy EC 6 'Central Park Strategic Employment Location' states that Central Park is a large scale employment location in East Manchester suitable for 60ha of employment uses. A range of employment types will be encouraged across the whole of the Central Park area including B1 (b) and (c), B2, B8 and sui generis employment uses, with ancillary commercial services supporting the creation of a sustainable employment destination. The written justification to this policy states that the area is a very accessible location with good public transport and sustainable transport links following the canal, to the City Centre and these will be further improved with the proposed Metrolink line from the City Centre to Rochdale. It is also within close proximity to Harpurhey, Eastlands and Newton Heath District Centres, further encouraging linked trips.

Policy T 1 'Sustainable Transport' states that the Council will seek 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 T 2 'Accessible areas of opportunity and need' states that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre; and, is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

EN16 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.

Policy EN 19 'Waste' states that the Council will require all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy.

Policy DM 1 'Development Management' states that all development should have regard to a range of specific issues including, amongst other things, effects on amenity; accessibility; community safety and crime preventions; refuse storage and collection; and, vehicle access and car parking.

The Unitary Development Plan for Manchester

Policy 'Area 4 - East Manchester - Sub-Area 1 - Central Park' states that Central Park is located in East and North Manchester and the regeneration of this area will be sought over the next ten years. Within Central Park, development will be permitted which includes:

- i. A high quality business park comprising Use Classes B1, B2 and B8;
- ii. B8 uses will only be permitted if it can be demonstrated that they will cause no harm to the location of knowledge-based industries, B1 and B2 uses;
- iii. The design of development and structure which creates a new central entrance north of Oldham Road that forms a gateway for the business park;
- iv. A combined Metrolink/Railway Station north of Oldham Road, with pedestrian and cycle links to the Oldham Road Quality Bus Corridor, and other transport facilities that enhance access to and from Central Park by public transport;
- v. v. Development which creates a focal point at:
 - a) the intersection of Oldham Road and Ten Acres Lane;
 - b) meeting point of the Rochdale Canal and Ten Acres Lane;
 - c) junction of Alan Turing Way and Oldham Road;
- vi. Facilities to serve the daily needs of employees and residents of the business park;
- vii. High quality landscaping to enhance the character of the area;
- viii. Improved access to the Rochdale Canal, a linear area of public open space traversing the business park, and improvements to the canal walkway. The development of the business park will need to demonstrate that it does not have a negative visual or physical impact on existing residential areas.

Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the application should be considered, and which are discussed in this section, include:

Amenity

Odour and Extraction

Sustainable Development: Economic, Social and Environmental Benefits

Highways, Accessibility and Parking

Crime and Security

Waste Management

Principle of Development

In relation to the principle of development the key issues requiring consideration concern compliance with employment land policy which will be discussed in more detail below. Other factors in considering the principle of the use prior to applicant relocating into the premises the site was vacant. Therefore, the proposed use would allow bringing back into use of a large site in a predominant location, which in turn would make a contribution to the regeneration and employment benefits for Manchester. This is consistent with Spatial Objective 2 which supports a significant further improvement of the City's economic performance of the area. Furthermore, the ancillary uses such as retail and café element would not have a detrimental impact on the amenity of the surrounding area and therefore, the principle of the proposal is considered to be acceptable.

Employment

The site is located within the 'Central Park Strategic Employment Location' where Core Strategy Policy EC 6 applies. This policy advises that Central Park is a large scale employment location in East Manchester suitable for 60ha of employment uses. It confirms that a range of employment types will be encouraged across the whole of the Central Park area including B1 (b) and (c), B2, B8 and sui generis employment uses, with ancillary commercial services [PBA emphasis] supporting the creation of a sustainable employment destination'. The proposed change of use from B8 to a mixed use (B8 and auction house) will mean that the premises will be a sui generis employment use with ancillary commercial services which is clearly in accordance with the above policy.

The site is also identified as within Area 4, East Manchester, Sub Area 1 'Central Park' by the Saved UDP. This policy promotes the regeneration of this area and supports facilities to serve the daily needs of employees and residents of the business park. The proposed change of use will support Global Auctioneers business operation by allowing larger on site auctions to take place. In turn this will help to retain the premises in active use and support the regeneration of the area. The ancillary café is a facility which will serve the needs of employees and visitors and therefore satisfies this policy.

As noted previously the east and south buildings on the site will remain in sole B8 use and it is only the north building which will diversify to provide include the auction function and the ancillary retail and café elements. On this basis the proposal will support the existing business use of the site which is consistent with Core Strategy Policy EC 1 which identifies the provision of 65ha of employment land within the 'Central Park' area during the plan period. As the primary use of the site will remain as employment use, an assessment against the criteria set out by Core Strategy Policy EC 2 relating to the loss of existing employment space is not required. Indeed the proposed change of use would result in any loss of employment space.

Core Strategy Policy EC 3 advises that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. It also confirms that proposals for other town centre uses will be assessed in accordance with Core

Strategy Policies C 1 and C 9, unless included in an allocation or the uses are ancillary to the main employment use such as retail and café use.

At a national level, Chapter 6 of the NPPF confirms that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. On this basis the proposed by this application is considered to be acceptable.

The application also allows for more efficient use of the building by reusing the former canteen for the ancillary café. This space is currently without active use therefore bringing it back into use will be associated with economic benefits, whilst there is no loss of employment floorspace. Chapter 11 of the NPPF specifically deals with making effective use of land confirming that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for identified needs.

6.10 For the reasons discussed above the application proposal is in accordance with Core Strategy Objective 2; Core Strategy Policies EC 1, EC 2, EC 3 and EC 6; Saved UDP Policy Area 4, Sub Area 1; and provisions of the NPPF relating to supporting businesses and enabling efficient use of land.

Amenity

In terms of residential amenity it is noted that the site is located within an established employment area where industrial processes and manufacturing are permitted and indeed safeguarded by local planning policy. Existing activity at the site is not controlled by any planning conditions relating to its nature, hours of operation or associated noise impact. The nearest residential uses are located approximately 250m on Sawley Road to the west of the site of the opposite side of Hulme Hall Lane. Hulme Hall Lane is busy two lane carriageway running in either direction which acts as a buffer between the residential dwellings on Sawley Road. The activity at the site includes a small auction takes place one or two times per week. To support business a small retail concession space is proposed within the reception area of the building, whilst an ancillary café is also proposed. The other uses are ancillary to the main use as can be seen from the proposed application drawings. The small retail concession is limited to two stands within the reception area (40sqm) and the ancillary café (22sqm) will utilise the former canteen and kitchen. It will include up to seven tables and 28 chairs. The kitchen will reuse the existing extract hood and ductwork which exits at roof level. In terms of peak visitors this will be on the occasion when there is a live auction. It is anticipated that this will be around 30 people, this will be staggered through the duration of the auction. The vast majority of trade is online which means visitors are limited. Taking into account the overall impact of the development would be acceptable in terms of coming and goings in relation to the nearest noise sensitive location on Sawley Road which is separated by a busy dual carriage way, and given the level of ambient background noise the proposed activity should not have a negative impact on the occupiers of the surrounding properties.

Car Parking

52 Car parking spaces and disabled car parking are provided within the curtilage of the site. However, a car park layout has been requested as part of the consent.

Air Quality

Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development. The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. The application site is therefore accessible by pedestrians and car and it is considered that the location is therefore sustainable.

The site also benefits from in curtilage car parking space which would include an electric car charging point which would reduce vehicle emissions. Therefore, the proposal is in accordance with policy EN16 of the core strategy for Manchester.

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Servicing

The size of the car park / yard is very large and is clearly of sufficient size to allow a 40ft delivery vehicles to turn within the site, whilst there are large double gates at the entrance to aid access. This happens at the moment on a daily basis. However, a servicing stagey has been requested as part of the consent.

Cycle Parking

The proposed cycle spaces are covered by the existing canopy structure. The cycle spaces will be secure allowing bikes to be secured by the frame and will be covered by CCTV and well as benefitting from passive surveillance due to their proximity to the entrance and comings/goings. Therefore, it is considered that the cycle provision is acceptable and consist with policy SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

Travel

A travel plan condition has been attached to the consent, to assess the ongoing impact of the proposal.

Ecology

The Rochdale canal runs along the side of the car parking area of the site and this side of the site boundary is flanked by foliage. The majority of actively associated with the use would take place inside the building away from the canal with the exception of car parking and servicing of the unit. However, given the nature of the use and activity associated with the use the proposal is considered not to have any adverse impact on the Rochdale canal.

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 proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the agent in a positive and proactive manner by requesting further information relating to the scheme and appropriate conditions to the approval have also 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:

2036-PL 200C and PL300B, stamped as received on the 5 August 2020,

The covering letter from Paul Butler Associates

The technical information for the Kitchen Exhaust System,

The Recycling Information

The Planning Statement

The Risk Assessment for Odour Information

Technical Specification for Baler

The Waste Management Strategy, stamped as received by the city council as local planning authority on the 24 August 2020.

2036-PL300 Rev A and the Email from Paul Butler Associates, received electronically on the 16 September 2020.

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) 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 policies SP1 and DM1 of the Core Strategy.

4) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level 5dB (L Aeq) below the typical background (L A90) level at the nearest noise sensitive location.

Prior to the first use of the development hereby approved, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason -To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

5) The premises shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority:-

Monday to Saturday 0600 - 2000

Sunday and Bank Holiday 0600 - 2000

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

6) The waste management arrangements shall be carried out in accordance with Waste Management Strategy, The Recycling Information Technical Specification for Baler, stamped as received by the City Council, as Local Planning Authority, on the 24 August 2020. The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

7) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason -To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

8) The cycle provision, as indicated on drawing number PL300 A and the email from Paul Butler Associates, received electronically by the City Council, as Local Planning Authority on the 16 September 2020, shall be implemented prior to the first use of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

9) The car parking layout as indicated on drawing number PL300 A and the email from Paul Butler Associates, received electronically by the City Council, as Local Planning Authority on the 16 September 2020, and drawing number 2036 PL 200C, stamped as received on the 5 August 2020, shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

Reason - To ensure disabled car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

10) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

11) Prior to first use of the building hereby approved, a servicing strategy for the site shall be submitted for approval in writing by the City Council as Local Planning Authority. The Strategy shall include delivery hours and how deliveries to the site will be managed. The approved scheme shall be implemented and remain operational thereafter, whilst the approved use is in operation

Reason - To safeguard the amenities of the occupiers of nearby properties, and in the interests of highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy Development Plan Document.

12) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the premises shall only be used as a storage facility and auction house (sui generis) with ancillary concession stands (40sqm) and the ancillary café (22sqm), and for no other purposes.

Reason - To ensure that the premises is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012)

13) Prior to the first use of the use of the development, a scheme for the provision of an agreed number of 7 kw fast charging electric car charging point shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

Informatives

0) If any new external fittings are to be installed (i.e. shutters, windows or doors) then they should be certified to Secured by Design standards.

If cash is to be kept within the property overnight then a time delay safe certified to LPS 1183 should be installed and kept within a secure room that is only accessible by the members of staff.

Any staff areas that are to be included within the property should be access controlled and restricted to members of staff only.

An intruder alarm should be installed with contacts on all external doors and with movement detectors in all ground floor rooms with windows. The alarm should be monitored by an appropriate body.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Canal Side Works, Hulme Hall Lane, Manchester, M40 8AZ
Unit 11, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Unit 8A, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Unit 5, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Norton Car Sales Limited, Unit 10, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Unit 9, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Unit 8, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Unit 7, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Providence Works, Norton Street, Newton Heath, Manchester, M40 8EH
1 Lord North Street, Manchester, M40 8HT
City Auto Gas Manchester, Norton Street, Newton Heath, Manchester, M40 8HD
Unit 4, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
CENTRAL HYDRAULICS, Unit 6, Providence Works, Norton Street, Newton Heath, Manchester, M40 8EH
Units 1 And 3, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
T SAVILLE WHITTLE (EXPORT) LTD, Albion Bridge Works, Vickers Street, Manchester, M40 8EF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Site of Biological Interest - Name: Rochdale Canal, Stott's Lane - Ducie Street Basin
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Hazard - Degussa Limited
Susceptible to Surf Water Flood (Less) -
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) -
Area Team Boundary - Name: NORTH1

