

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132850/DEM/2022

Date registered valid: 15 March 2022

Proposal: Demolition of gasholder and associated redundant infrastructure and associated restoration of site.

Address: Former Saxon Street Gasworks , Saxon Street, Manchester

Ward(s): Miles Platting & Newton Heath Ward

Applicant: National Grid C/o Agent

Agent (if any): Mr Matthew Stocks WSP 3 White Rose Office Park, Millshaw Park Lane, Leeds, LS11 0DL

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: No objection

Date of recommendation: 12 April 2022

Application details

Type of application: Proposed demolition

Development type: Notifications

Date of site visit:

Standard consultations:

Printed: 16 March 2022 Expired: 6 April 2022

Neighbour notifications

Printed: 16 March 2022 Expired: 6 April 2022

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

Background

National Grid ('NG') has a portfolio of surplus non-operational historic gasworks land. The remit of the NG Commercial Property team is to address the environmental liabilities on this site so that it can be brought back into beneficial use. This work also includes the demolition of redundant structures, including gasholders and remediation of legacy contamination. National Grid have stated that they do not develop these sites themselves, and the sites are sold on the open market, once all constraints are fully understood.

The planning agent has provided a statement that gasholders were historically used to store gas at low pressure, with the stored gas used during periods of peak demand, but that developments in technology since the late 2000's has allowed for the greater storage of gas in the below ground gas network rendering the gasholders redundant. The agent has further advised that the structures have been mothballed across the UK for over a decade, and none of them are connected to the live gas network.

There is also a regulatory requirement from Ofgem to dismantle the gasholders by the end of the RIIO T2 period (2026), and National Grid's demolition programme is aligned with this regulatory target.

The agent has stated that the National Grid are not responsible for gas distribution and do not own this operational equipment. Cadent are the responsible network and all live gas assets are in their ownership. There are high, intermediate, medium and low-pressure networks present across the land as well as Above Ground Installations which control and regulate the various gas pressures on the site. Confirmation of the individuals at Cadent who have been directly involved with this site and are fully aware of this proposal have been provided.

Description of site/building

The proposed development site relates to land to the east of Bradford Road between Gleden Street and Saxon Street, with the Ashton Canal to the south of the site and a railway line to the east of the site. The Ashton Canal is a Grade A Site of Biological Importance. The site covers

an area of approximately 9.707ha, and comprises a gas holder and associated buildings and hard-surfaced areas.

The site is not located within a conservation area and it is not located within the setting of any of listed heritage assets. The site is located in Flood Zone 1, as identified on the Environment Agency Flood Map. There are no Tree Preservation Orders (TPOs) within the site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The wider area comprises a mix of uses, including a public house, industrial and commercial uses, and residential properties. The south eastern part of the site wraps around a live gas compound operated by Cadent. The above details demonstrate the character of the area within which the works would be situated.

Description of development

The application relates to the demolition of an above ground, Type 37 guide frame gasholder with an I-section lattice girder, disused above ground pipework and 4no. ancillary buildings (boiler room, electrical intake room, brick store and store room). Other works include the dewatering and desludging of the Gas Holder (under United Utilities consent and Environment Agency permits). There would be no intrusive works to the ground, with the slab foundation of the boiler house, chimney, switch room remaining in situ on completion. The gas holder void, base and ramp would also remain in situ on completion of the demolition works. 2.4m paladin fencing would be installed around the perimeter of the gas holder void as edge protection following the completion of the demolition works.

The works are proposed to commence on 7th September 2022 and be completed by 12th April 2023. It is proposed that working hours will typically be between 08.00 to 17.30 Monday to Friday and no work on weekends or Bank Holidays.

The planning agent has provided a time line which shows the works forming this application being the start of a process. The infilling of the Gas Holder void would be subject to a separate planning submission, which may be undertaken in conjunction with other environmental works the applicant is considering at the site.

The method of dismantling is set out within the Outline Summary/Demolition Methodology. Some infilling works may be required to facilitate the proposed dismantling works i.e. importing material to the site in order to create a ramp to allow machinery to access the void. The infill material used on site would be subject to chemical screening processes to ensure it is appropriate to be used.

The site will be secured following the proposed demolition works. Estimated timeframes and vehicular movements, which could vary, are set out in the supporting Outline Summary/Demolition Methodology. If the programme can be reduced, this may result in a modest increase in HGV movements, but the extent (timescales) of disturbance would be reduced accordingly.

The submitted Outline Summary/ Demolition Methodology details the scope of the demolition works, equipment to be used to demolish the premises and operations to be undertaken and includes an Environmental management plan, traffic management plan (including traffic analysis, estimated weekly vehicle movements, HGV access route and use of road sweepers) and layout, enabling and ancillary demolition works, typical welfare arrangements, demolition methodology and completion timeframe. It also includes measures to deal with nesting birds, and odour mitigation

A Plan of Work with Asbestos containing materials rev.01 dated 12.01.2022 has also been submitted to accompany the application.

The primary access would be from Bradford Road, with a secondary access point from Gleden Street.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – recommend conditions attached to any approval to require the submission of a demolition management plan; control of demolition hours; a risk assessment including an outline of what measures, if any, are required to remediate the land (Remediation Strategy), and when the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved.

They would expect the risk assessment/remediation strategy to include;

- An assessment of the methodologies to be used to dewater the gas holder.
- An assessment of the risks to the wider area during the remediation works, including human and controlled waters receptors (groundwater and the Ashton Canal).
- Risks from odours once the gas holder has been opened up and how these will be managed and controlled?
- Waste disposal i.e. asbestos/building rubble and sludges.
- Details of any permits that have been obtained for the dewatering and other works.
- A structural assessment of the inside of the gas holder to determine if it is water tight and how long they expect it to be water tight for given (given the proposals are to leave the void open and fenced off) – can only be undertaken at the appropriate stage in the process as this will be unknown until the lid is removed, this can form part of the validation report.

A watching brief is recommended regarding the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Updated comments 12.04.2022

Have requested the informative below is attached to any consent to safeguard against any are any unforeseen issues related to the dewatering element of the demolition (as this forms part of the process). The dewatering process is covered by a permit through the EA so this will cover most environmental issues.

In the event that any unexpected ground and/or groundwater contamination are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed. For Groundwater issues please contact the Environment Agency at SPPlanning.RFH@environment-agency.gov.uk

They have also advised that the submitted demolition management plan including the proposals for deodorisers must be implemented.

Highway Services –

Original comments

The site is primarily accessed off Bradford Road. A secondary access point is off Gleden Street.

Detailed information has been submitted including the outline summary/ demolition methodology.

It is noted that a Traffic Management Plan will be prepared and adhered to, Highways will assess this information when it is submitted.

Clarification is sought regarding the following:

- o The number of vehicles expected per day, including size of vehicle;
- o Confirmation of access points, which are noted as being off Bradford Road, via Gleden Street and/or Stracey Street;
- o Confirmation via a site plan to show that all contractor parking can be accommodated on site and all loading/unloading areas;
- o An appropriate waste management plan is in place, detail is required to highlight the location of the waste storage areas;
- o Swept path is required to show that the largest expected vehicle can enter and exit the site in a forward gear;
- o The document should also consider ongoing construction works in the locality;
- o A dilapidation survey is required of nearby highway to ensure that the highway will be repaired if damaged.

The proposed highway mitigation measures, perimeter fencing, working hours and dust suppression are also considered appropriate.

Given the location of the site with regards to other major ongoing construction works in the local area the applicant is required to contact Manchester City Council's Network Resilience Team to discuss the proposed construction and traffic management programme. Contact via Email -highwaylicenses@manchester.gov.uk.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, and skips will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -

highwaylicenses@manchester.gov.uk

Updated comments 11.04.2022

The works all seem to be contained within the site which is acceptable to Highways. However, there's no indication of the transport requirements, Highways require further information concerning the traffic movements during the demolition works.

It is noted in the submitted document, titled Application for Prior Notification of Proposed Gasholder and Ancillary Infrastructure, the following:

3.4 ACCESS AND FLOOD RISK

3.4.1. Access to the gasholder will be via the existing gated entrances on Gleden Street and/or Stracey Street, off Bradford Road. A Traffic Management Plan will be prepared and adhered to, in order to manage vehicle movements. This access can sufficiently accommodate the types of vehicles which will typically undertake gasholder dismantling works. Access to the site can be controlled by a Site Management Plan, should one be considered necessary by the contractor. The timing and nature of vehicle movements will be agreed to limit any potential impact on the surrounding area.

Network Rail – Have no objection and no further comments as they consider that the risk to the operational railway is low. Even at its maximum radius and boom length the crane would not fall within the Network Rail Boundary.

Greater Manchester Ecology Unit - One bat emergence survey is recommended for each of the brick structures prior to approval.

Bats

The buildings on site have been assessed for bat roosting potential. The gasholder has no bat roosting potential and therefore prior approval for demolition could be given. The small brick structures have been assessed as low risk and one emergence survey recommended for each. These should occur prior to approval,

Nesting Birds

It is possible that birds could nest on or in the buildings. This is acknowledged in the demolition method statement, which states that possible nesting will be prevented through use of exclusion netting. They are not however convinced that this would be possible for the gasholder. In any event as this a prior approval, they recommend they are reminded of their legal responsibilities with an informative along the following lines.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Prior approval does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Proximity to Ashton Canal SBI

The canal forms the southern boundary of the site and is acknowledged in the demolition method statement as a sensitive receptor.

The ecological report notes that standard Ciria best practice guidelines should be sufficient to protect the canal during demolition which they accept. They recommend the applicant is reminded of the proximity to the canal as part of any approval.

Issues

Environmental Impact Assessment

A screening opinion has been prepared and issued that concludes that the proposed demolition would have some local impact on the surrounding area. However, these impacts have been assessed and it has been concluded that there would not be significant enough to be of more than local importance and therefore does not warrant a formal Environmental Impact Assessment. It is considered that impacts including noise and traffic generation would be satisfactorily managed through implementation of works in accordance with the approved documents.

Given the size of the site and space around the Gas Holder and associated buildings coupled with the condition of the buildings proposed to be demolished and the immediate site context, it is considered that the issues would only be of local importance and due to the satisfactory amelioration and mitigation of any effects as detailed within the submitted reports, an Environmental Impact Assessment would not be required.

Demolition arrangements

The submitted Outline Summary/ Demolition Methodology details the scope of works, and includes an Environmental management plan; traffic management plan and layout; enabling and ancillary demolition works; typical welfare arrangements; demolition methodology; and completion timeframe. It is considered that the proposed demolition works would be managed through the content of the submitted document. Any impact of residential amenity would be contained within daytime working and over a period of 7 months.

Given the condition of the existing ancillary buildings and the regulatory requirement from Ofgem to dismantle the gasholder by the end of the RIIO T2 period (2026), and National Grid's demolition programme is aligned with this regulatory target, it is considered that positive benefits would be gained from its demolition and potential future development of the site.

Residential Amenity

Demolition work would be undertaken over an approximate 7 month period and contained within working hours that would accord with Council guidelines. It is proposed that working hours will typically be between 08.00 to 17.30 Monday to Friday with no work on weekends or Bank Holidays. It is acknowledged that the demolition works will give rise to noise, however, the works would be set to the rear of commercial and industrial uses on Bradford Road, which would have the potential to reduce the resultant noise levels to the residential properties to the north of Bradford Road. There are, however, dwellinghouses to the south west of the site on Gleden Street and Willhead Avenue, which are at the closest point 8.8m from the site boundary. The gas holder, however is 84.6m from the rear facade of the nearest properties. As such the works being undertaken would for the most part be well within the depot site, away from adjacent sensitive receptors.

It is acknowledged that the demolition works will also give rise to odour. The Outline Summary/ Demolition Methodology identifies the sensitive receptors and including 5 monitoring locations, together with odour management measures.

It is considered that the proposed demolition works are considered to be a medium term localised impact with no long term impacts expected, and whilst the demolition will impact on the area, these impacts are unlikely to be so significant to warrant being considered as part of an EIA.

Ground Conditions

It is acknowledged that there would be no intrusive works to the ground, with the slab foundation of the boiler house, chimney, switch room remaining in situ on completion. The gas holder void, base and ramp would also remain in situ on completion of the demolition works. In view of the observations received in regard to ground contamination, an informative for a watching brief relating to unexpected ground and/or groundwater contamination being encountered on the site be attached to any approval.

Visual impact of the works

The former gas holder and associated buildings are not listed or located within a conservation area. The existing ancillary buildings within the site have very limited or negligible architectural merit, however, the gas holder frame could be considered to be a non-designated heritage asset. The removal of the gas holder will have an impact by virtue of the removal of an iconic structure visible in the skyline in this area of the City. The loss of this structure, however, needs to be considered in conjunction with the regulatory requirement from Ofgem to dismantle the gas holders by the end of the RIIO T2 period (2026), on balance it is not considered that any visual impact would be significantly harmful to visual amenity to require consideration through an EIA.

Ecology

An Ecology Appraisal accompanies the application which considers that the Gas Holder element proposed to be demolished is very unlikely to support roosting bats. However, the walkover survey identified three buildings (referenced B1, B2 and B3) within the site as having 'Low' potential to support a bat roost, although concluded that the urbanised area of the site reduced the likelihood of roosting bats. The report recommends that a single emergence (dusk) survey for bats should be undertaken on buildings B1, B2 and B3 to ascertain if they support a bat roost, prior to their demolition.

None of the trees on site were assessed as having bat roost potential due to the lack of conducive features such as splits, cracks, holes, loose bark or dense ivy cover. The site also has limited foraging and commuting potential by bats due to the habitats present.

The appraisal has been reviewed by Greater Manchester Ecology Unit who concur with the report conclusions. An Informative has been included in relation to protective measures for working in close or potential proximity to bats, should bats be encountered during works, together with a condition to require the submission of a bat emergence survey to identify whether bats are present within the 4no. ancillary buildings (boiler room, electrical intake room, brick store and store room) on the site of prior to their demolition, together with mitigation measures if bats are present.

None of the other buildings on the site had evidence of nesting birds. However, the trees on the site have some bird nesting potential. Although, it is acknowledged in the demolition method statement, that possible nesting would be prevented through use of exclusion netting, it is proposed to attach an informative to any approval to remind the applicant is reminded that, it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built, under the Wildlife and Countryside Act 1981 as amended. Furthermore, that Prior approval does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s). In addition, that works should take place outside the nesting bird season (deemed March to August, inclusive). If this cannot be achieved, a nesting bird check should be undertaken prior to works and vegetation / structures removed only when the 'all clear' is given. If nests are found, then they must be left in situ until chicks have fledged.

Trees

The site contains areas of green infrastructure in the form of self-seeded trees and grass. None of the trees on site are subject to Tree Preservation Orders. The removal of the gas holder and associated buildings has the potential to affect the existing vegetation due to the routing of an internal vehicle route through the site, rather than the proposed demolition works.

The siting of contractors accommodation, and parking would take place on areas of existing hardstanding within the wider site.

Impacts to the adjacent highways

The Outline Summary /Demolition Methodology , section 3 includes basic information relating to a traffic management plan, with route analysis , traffic analysis, HGV route , estimated weekly vehicle movements , together with size of vehicles. On the basis of the submitted information , it is acknowledged that there would be impacts to the local highway network, but that these would be predictable, would vary through the demolition process and be localised in nature. It is not considered that there would be any significant impact upon the highway network to warrant consideration by an EIA. . It is considered that there is ample scope for vehicles to access and egress the site .

Conclusion

In light of the content of the submitted information and plans, it is not believed that the proposed demolition works will have any serious environmental impact on its surroundings. As such, the works are considered satisfactory and no further detail is required, and the requirement for prior approval of demolition would be met.

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: No objection.

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

Reason for no objection

The City Council is satisfied that the demolition works in this case are satisfactory and will not have a significant impact on the environment. This decision is based on the following documents, stamped as received on 7th and 28th February 2022:

Prior Notification Statement date February 2022; Outline Summary/ Demolition Methodology January 2022; Ecological Appraisal dated January 2022; Plan of Work with Asbestos containing

materials rev.01 dated 12.01.2022; Figure 1 rev.P01 Site Location plan; Figure 2 rev.P01 Existing Site Layout plan and Structures to be demolished plan; and Figure 3 rev.01 Final site conditions plan. Letter from planning agent dated 28th February 2022

Conditions

1. Prior to the demolition of the 4no. ancillary buildings (boiler room, electrical intake room, brick store and store room), a bat emergence survey to identify whether bats are present within the 4no. ancillary buildings on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures with bats are present, prior to commencement of development. Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Manchester Core Strategy (2012).

Informatives

1) In the event that any unexpected ground and/or groundwater contamination are encountered on the site, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed. For Groundwater issues please contact the Environment Agency at SPPlanning.RFH@environment-agency.gov.uk

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Prior approval does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Works should take place outside the nesting bird season (deemed March to August, inclusive). If this cannot be achieved, a nesting bird check should be undertaken prior to works and vegetation / structures removed only when the 'all clear' is given. If nests are found, then they must be left in situ until chicks have fledged.

3) Whilst the buildings to be demolished have been assessed as unlikely to support roosting bats, the applicant is reminded that under the Conservation of Habitats and Species Regulations (Various Amendments) (England and Wales) Regulations 2018 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

4) The site lies within proximity to the Ashton Canal which is a Grade A Site of Biological Importance. As such the contractors will need to ensure that potential for dust and demolition arisings to enter the Ashton Canal is mitigated.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Ecology Unit
Network Rail

222A Bradford Road, Manchester, M40 7BT
68 Ridgway Street, Manchester, M40 7DR
Tasc 2010 Training Centre, Barking Street, Manchester, M40 7BN
Moonlight House, 182 Bradford Road, Manchester, M40 7AS
14 Shawhill Walk, Manchester, M40 7BZ
20 Shawhill Walk, Manchester, M40 7BZ
78 Ridgway Street, Manchester, M40 7DR
22 Tinsley Close, Manchester, M40 7AU
8 Hadlow Walk, Manchester, M40 7BJ
72 Bradford Road, Manchester, M40 7AZ
108 Bradford Road, Manchester, M40 7AZ
20 Tinsley Close, Manchester, M40 7AU
2 Saxon Street, Manchester, M40 7BY
24 Tinsley Close, Manchester, M40 7AU
Flat At, Bradford Inn, 112 Bradford Road, Manchester, M40 7AS
Bradford Inn, 112 Bradford Road, Manchester, M40 7AS
146 Bradford Road, Manchester, M40 7AS
1 Saxon Street, Manchester, M40 7BY
311 Bradford Road, Manchester, M40 7BW
28 Tinsley Close, Manchester, M40 7AU
100 Bradford Road, Manchester, M40 7AZ
Keen Distribution Ltd, 144 Bradford Road, Manchester, M40 7AS
4 Saxon Street, Manchester, M40 7BY
6 Shawhill Walk, Manchester, M40 7BZ
10 Shawhill Walk, Manchester, M40 7BZ
18 Shawhill Walk, Manchester, M40 7BZ
2 Shawhill Walk, Manchester, M40 7BZ
8 Shawhill Walk, Manchester, M40 7BZ
4 Shawhill Walk, Manchester, M40 7BZ
16 Shawhill Walk, Manchester, M40 7BZ
22 Shawhill Walk, Manchester, M40 7BZ
12 Shawhill Walk, Manchester, M40 7BZ
70 Ridgway Street, Manchester, M40 7DR
92 Bradford Road, Manchester, M40 7AZ
88 Bradford Road, Manchester, M40 7AZ
102 Bradford Road, Manchester, M40 7AZ
7 Hadlow Walk, Manchester, M40 7BJ
72 Ridgway Street, Manchester, M40 7DR
98 Bradford Road, Manchester, M40 7AZ
86 Bradford Road, Manchester, M40 7AZ
76 Bradford Road, Manchester, M40 7AZ
9 Sabden Close, Manchester, M40 7AR
9 Hadlow Walk, Manchester, M40 7BJ
94 Bradford Road, Manchester, M40 7AZ
84 Bradford Road, Manchester, M40 7AZ
70 Bradford Road, Manchester, M40 7AZ

110 Bradford Road, Manchester, M40 7AZ
18 Tinsley Close, Manchester, M40 7AU
10 Hadlow Walk, Manchester, M40 7BJ
76 Ridgway Street, Manchester, M40 7DR
14 Charnley Close, Manchester, M40 7AT
74 Ridgway Street, Manchester, M40 7DR
80 Ridgway Street, Manchester, M40 7DG
82 Bradford Road, Manchester, M40 7AZ
26 Tinsley Close, Manchester, M40 7AU
16 Charnley Close, Manchester, M40 7AT
80 Bradford Road, Manchester, M40 7AZ
74 Bradford Road, Manchester, M40 7AZ
106 Bradford Road, Manchester, M40 7AZ
7 Sabden Close, Manchester, M40 7AR
82 Ridgway Street, Manchester, M40 7DG
96 Bradford Road, Manchester, M40 7AZ
90 Bradford Road, Manchester, M40 7AZ
78 Bradford Road, Manchester, M40 7AZ
104 Bradford Road, Manchester, M40 7AZ
Unit 1, Upper Cyrus Street, Manchester, M40 7EG
Unit 2, Upper Cyrus Street, Manchester, M40 7EG
First Floor, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 4A, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 6, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 5, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 4, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 3, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 2, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Unit 1, Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Britannia Mill, Upper Cyrus Street, Manchester, M40 7FD
Falkland Scaffolding, Upper Helena Street, Manchester, M40 7EQ
Connell Bros Storage Land, Upper Helena Street, Manchester, M40 7EQ
50 Cambrian Street, Manchester, M40 7EG
Unit 1, 9A Upper Cyrus Street, Manchester, M40 7EG
Unit 2, 9A Upper Cyrus Street, Manchester, M40 7EG
Unit 3, 9A Upper Cyrus Street, Manchester, M40 7EG
Moran Storage Land, Fahey Industrial Estate, Upper Helena Street, Manchester, M40 7EQ
15 Upper Helena Street, Manchester, M40 7EG
9A Upper Cyrus Street, Manchester, M40 7EG
48 Cambrian Street, Manchester, M40 7EG

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 - Not Affected
Site of Biological Interest - Name: Ashton Canal (West)
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
HSE COMAH Zone - H1485 OZ - Bradford Road Holder Station (East) Outer Zone
HSE COMAH Zone - H1485 MZ - Bradford Road Holder Station (East) Middle Zone
HSE COMAH Zone - H3593 IZ - Bradford Road Holder Station (West) Inner Zone

HSE COMAH Zone - H3595 MZ - Bradford Road Holder Station (West) Middle Zone
Hazard - Bradford Road Gas Works
Hazard - Major Accident Hazard Pipeline - East Manchester
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
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 (Less) -
Susceptible to Surf Water Flood (Less) -
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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 (More) -
Area Team Boundary - Name: NORTH2