

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141755/FO/2024

Date registered valid: 11 February 2025

Proposal: Change of use of up to 55,000sqft of floorspace from offices (Class E) to a flexible commercial, business and service (Class E) and learning and non-residential institutions use (Class F.1) pursuant to Schedule 2, Part 3, Class V of the Town and Country Planning (General Permitted Development) Order 2015.

Address: Universal Square, Devonshire Street North, Manchester, M12 6JH

Ward(s): Ardwick Ward

Applicant: Mr Eliot Baker, Cypresshawk Ltd

Agent (if any): Lucy Furber, Icen Projects

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8 July 2025

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 28 February 2025

Standard consultations:

Printed: 13 February 2025 Expired: 6 March 2025

Neighbour notifications

Printed: 13 February 2025 Expired: 6 March 2025

Site notice

Posted: 28 February 2025 Expired: 21 March 2025

Press advert

Published: 18 February 2025 Expired: 4 March 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to Universal Square – a large, 5 storey, flat roof office/education complex divided into 5 interlinked, refurbished buildings, set in its own grounds, with a large car park to the rear. The building has recently undergone various internal and external refurbishment works.

There is a total of just over 258,000 sq. ft. of floorspace, with most occupied as offices (Class E) The remainder of the site consists of a gym, educational establishment, restaurant and storage area.



View of application site

To the north, the building overlooks a railway line and an adjoining bridge that spans Devonshire Street North. Directly in front of the building is a surface car park, with additional smaller parking areas located at both the front and rear. Across Devonshire Street North stands a five-storey red brick office building.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is situated within a mixed-use area a short distance to the south-west from the city centre and Piccadilly railway station. The site is bounded by a railway line to the east, a light industrial use and sports centre to the west and further warehouses and offices to the south. Immediately to the north is a car park associated with Universal Square.

Description of development

Planning permission is sought for the change of use of up to 55,000 sq.ft of floorspace with the host building from offices (Class E) to a flexible commercial, business and service (Class E) and learning and non-residential institutions use (Class F.1) pursuant to Schedule 2, Part 3, Class V of the Town and Country Planning (General Permitted Development) Order 2015, together with associated external works including access alterations.

The proposed development is designed to achieve a greater level of flexibility by utilising Class V of the GPDO (2015). This legislation allows the flexibility to change between the different uses applied for originally, for 10 years from the date of the grant of the planning consent. After the 10-year date, the authorised use of the building or is whatever the actual use was on the relevant date. This therefore means that the applicant could expand over additional floors, or they could relocate between floors, or reduce their requirements in the next ten years, without the need to re-apply for a change of use to reinstate an office use, as the floorspace could revert back to Use Class E flexibly.

The proposed change of use represents Phase 4 of the floorspace modification and would total 55,000 sq. ft, meaning that GBS would occupy 103,000 sq. ft out of the 258,139 sq. ft available across the site. The reasoning behind this proposed expansion is the successful uptake in students, following the high demand for the existing courses on offer and the newly introduced courses in Construction Management and Digital Technologies. The proposed floorspace is expected to take the site's total capacity to 10,474 students (by January 2027), meaning a total net increase of 3,874 students and an additional 168 staff.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Greater Manchester Police (Design for Security) – Various security measures are advised including access controls, staff zones, signage, a review of existing CCTV and any alterations to the building carried out to Secured by Design standards.

Network Rail – Advice is provided relating to work in proximity to Network Rails' operational land. It is requested that the applicant enters into a Basic Asset Protection Agreement (BAPA).

Highway Services – The following principal comments are made:

Trip Generation – The submitted assessment methodology is considered acceptable.

Parking and Access - parking spaces allocated on a ratio of one space per 350sqft of floor space occupied. With Phase 3 the existing parking provision is 137 spaces. Phase 4 proposes an additional 55,000sqft which equates to an additional 157 spaces. The TA confirms that there would be a total of 294 spaces.

The TA also confirms that the existing drop-off / pick-up provision would be retained as part of the proposals. This is welcomed and acceptable in principle.

Cycle Parking -Additional cycle parking should be provided in line with the Core strategy standards.

Refuse and Servicing - It is understood that the bin store location and waste collection would continue as existing.

Travel Plan - A Travel Plan was submitted for Phase 3 under application CDN/23/0730. The Condition was discharged. It is requested that the Travel Plan should include Phase 4.

Following ongoing dialogue regarding the junction modelling and pedestrian movements, it is accepted that providing the off-site works relating to Phase 3 (Ref: 130541/FO/2021) are completed, prior to first occupation of phase 4 hereby applied for, the proposed impact of additional students can be sustained. These works *include*:

- Pedestrian and Cycle Improvements, including dropped kerbs, tactile pavement, reinstatement of pavement, resurfacing, signage and markings;

- Traffic Regulation Orders as defined by the study area referenced 211877-G100;

- Junction improvements at Higher Ardwick;

- Lighting improvements under the rail bridge off Temperance Street;

- Changes to the operation of the traffic signals at Chancellor Lane/Fairfield Street and Chancellor Lane, to include EPROM reconfigure and SCOOT revalidation.

TFGM – The previously conditioned works for Phase 3 and the proposed refuge island at Higher Ardwick Road is deemed acceptable.

The agreed Phase 3 off site highway works should be completed prior to the Phase 4 students' intake.

Planning History

130541/FO/2021

Change of use of up to 30,000 sq. ft of floorspace from offices (Class E) to a flexible commercial, business and service (Class E) and learning and non-residential institutions use (Class F.1) pursuant to Schedule 2, Part 3, Class V of the Town and Country Planning (General Permitted Development) Order 2015. *Approved 26 November 2021.*

128064/FO/2020

Change of use of part of first floor from offices (Class E) to education facility (Class F.1). *Approved 18 December 2020.*

126193/FO/2020

Change of use of part of block 4, third floor from offices (Class B1) to education facility (Class D1). *Approved 20 August 2020.*

122962/FU/2019

Change of use of part of second floor within rear block from Class B1 (Office) to Class D1 (Education/Training). *Approved 23 August 2019.*

122286/AOH/2019

Installation of freestanding, pole mounted digital LED advertisement screen. *Refused 4 February 2019. Appeal Allowed.*

122219/AOH/2018

Installation of wall mounted Digital LED advertisement screen. *Refused 4 February 2019. Appeal Dismissed.*

119071/AO/2018

Installation of wall mounted, LED advertising screen. *Refused 9 April 2018.*

115612/JO/2017

Variation of conditions 2 and 3 of planning permission 112347/FO/2016 to allow changes to cladding design and colours. *Approved 9 May 2017.*

112347/FO/2016

Proposed elevational alterations to the existing building including the replacement of the existing facade and windows. *Approved 5 October 2016.*

098705/FO/2012/N2

Change of use from offices to online education administration facility and examination centre (Class D1). *Approved 3 August 2012.*

094234/FU/2010/N2

Change of use of part of ground, third and fourth floors from a D1 use to B1 (office) use. *Approved 11 November 2010.*

084371/FU/2007/N2

Change of use of part ground floor and 3rd floor of Block 3 from Class B1 to Class D1, to provide additional teaching and administration and rehearsal space. *Approved 14 November 2007.*

080065/FU/2006/N2

Change of use of 4th floor of Block 3 from B1 business use to Class D1 educational/teaching facility. *Approved 7 September 2006.*

079521/AO/2006/N2

Installation of internally illuminated name signage. *Approved 21 June 2006.*

077708/FO/2005/N2

Removal of existing underpass/access from Devonshire Street. Infilling of underpass to form entrance concourse to Devonshire Street. Creation of vehicular drop-off point. Elevational alterations to existing building. Re-configuration of existing car park and landscaping of external courtyard area. *Approve 11 January 2006.*

057751/FO/NORTH2/99

Creation of a drive-in / pick up point for visitors including new entrance and ramp. *Approved 25 January 2000.*

055577/FO/CENTL2/98

Siting of a two-storey temporary office building for 12 months. *Approved 7 January 1999.*

043774/FO/CENTL2/93

New canopy and entrance steps to rear of existing building. *Approved 26 August 1993.*

053509/AO/CENTL2/98

Illuminated signboard. *Approved 21 January 1988.*

030328

Re-siting of 3 temporary portakabin offices and erection of a new portaloos. *Approved 21 December 1987.*

029067

Erection of three temporary portakabins for use as office and rest rooms. *Approved 15 May 1987.*

025826

Alterations to existing emergency exit onto Devonshire Street North. *Approved 3 March 1986.*

022578

Illuminated individual letter name signs to 4 elevations at high level of office building. *Approved 19 September 1984.*

022391

Erection of a security lodge to north gate and extension to car park. *Approved 10 September 1984.*

F08657

Single-storey extension to plant room. *Approved 17 May 1978.*

030328

Re-siting of 3 temporary portakabin offices and erection of a new portaloo. *Approved 21 December 1987.*

021411

Removal of grassed area, replaced by flagging and trees. *Approved 12 June 1984.*

028191

Change of use of the first floor from office accommodation to a staff shop. *Approved 17 March 1987.*

027593

Construction of a new entrance with internal staircase to first floor. *Approved 28 November 1986.*

Policy

The below policy and guidance is considered relevant to the consideration of this application:

-Saved policy DC26 of the UDP;

-Policies EC1, EC2, T2, EN19, DM1 and SP1 of the Manchester Core Strategy;

-Policies JP-J1 and JP-J2 of Places for Everyone Joint Development Plan;

-National Planning Guidance;

-National Planning Policy Framework (NPPF).

Issues

Background

The applicant, The Global Banking School ('GBS') is a higher education provider offering a range of industry-focused courses across four campuses in London, Manchester, and Birmingham. GBS work in partnership with several leading UK universities to deliver vocational, undergraduate, and postgraduate programmes to typically under-represented groups. Today GBS offers undergraduate and postgraduate courses in Health and Social Care, Business and Enterprise, Global Business, and Healthcare Management. As part of their planned expansion at Universal Square, they will be adding provision in Computing, Finance, Accounting, and Entrepreneurship courses.

GBS currently occupy circa 48,000 sq. ft at the site, within buildings 3 and 4. This has been achieved through the following planning applications made on-site comprising:

-Phase 1 – 9,213 sq.ft granted permission in August 2019 (planning permission referenced 22962/FU/2019).

-Phase 2 – 9,256.96 sq. ft granted planning permissions in August 2020 (planning permission referenced 126193/FO/2020)

-Phase 3 – up to 30,000sq. ft granted planning permission in November 2021 (Planning permission referenced 130541/FO/2021)

The total existing capacity of Universal Square, based on the current permission, is 6,600 students. GBS are looking to further expand at Universal Square, to take on an additional 55,000sq. ft of floorspace.

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

The proposed use would lead to the effective use of vacant floorspace and whilst not strictly a use class known for employment generation, the proposed use would lead to the creation of a teaching and ancillary jobs

The host building already accommodates educational uses as part of earlier phases and therefore the proposed use would align with the mix of uses already within the business complex.

The proposed use would allow for flexibility on how the floorspace is used, which in turn will increase the likelihood of the building being fully occupied and would allow for increased spending in the local economy, to support the continued operation of Universal Square and reduces the impact of vacancy rates initially caused by the Covid pandemic and the shift towards more flexible working.

The Universal Square campus already has supporting facilities which lend themselves to the higher education offer, such as a fitness centre, open air courtyard amenity space, restaurant and shop, as well as parking and cycling storage. The close connection to several existing businesses within Universal Square is therefore advantageous to a higher education offer.

The expansion of the premises for a higher education provider would also result in key benefits such as increased spending in the local economy, training opportunities in vocational, industry-related undergraduate, and postgraduate programmes, upskilling members of the local community and the providing employment opportunities for approximately 168 additional staff by 2027, including teaching and lecturing posts and administrative roles.

Specific planning issues are outlined below.

Loss of Office/Employment Space

In this instance, it is considered that the loss of office space can be sustained, given the demand and take up of offices at Universal Square is understood to have declined during the pandemic and as wider market trends indicate that demand for office floorspace within this property is not expected to outstrip supply in the near future. The option to retain office space would also remain as part of the flexible proposal should the need arise.

The fallback planning position should also be noted in that following changes to the planning use classes legislation introduced in 2020, offices are now subsumed into the broader 'Class E' use class and this floorspace could therefore change to a variety of other non-office uses within Class E, without requiring planning permission.

The applicant has also confirmed that the take up of office space at Universal Square still faces challenges owing to the site's fringe location and quality of space. Evidence of this is readily available; a large occupier who currently lease 28,000 sq. ft have recently confirmed that they will not be renewing their lease and are instead relocating into Grade A accommodation in the City Centre in 2025. Other than lettings completed to GBS as they have expanded in the building as per their planning permissions, MCR have not completed a letting to a new tenant to the building of over 4,000 sq. ft since July 2021 (Reed In Partnership Ltd). The largest volume of transactions remains in the smaller office suite sizes at Universal Square and larger spaces are becoming more difficult to let, with the 'flight for quality' impacting upon demand for sites such as Universal Square.

On this basis and given that the proposed change of use allows for flexibly over time and would allow the floorspace to be converted back to offices easily, should GBS reduce their requirements, a traditional employment use could be easily reinstated.

Residential Amenity

Due to the existing, commercial context of the immediate area, the commercial nature of other neighbouring operations and the relationship of the premises with both the adjoining railway line and the nearest residential properties, it is not believed that there would be any material impact in terms of background noise levels and levels of activity.

Highway Impact

In the case of the proposed development, a Transport Assessment has been submitted which considers the impact of the proposal on the local road network, as well as details of site accessibility, trip generation, car parking demand and sustainable travel arrangements.

As with previous phases, concerns were initially raised by Highways that proposed use has the potential to lead to on-street parking problems in the area, given the uncertainty around the pace of growth of GBS' expansion, the amount of off-road provision, the availability of on-street parking and the total number of students proposed. It is recommended works to improve traffic

and pedestrian safety around the site will be necessary to cater for the additional levels of traffic and demands on the highway.

A package of off-site highways works agreed as part of Phase 3 however includes measures to deliver pedestrian and cycle Improvements, dropped kerbs, tactile pavement, reinstatement of pavement, resurfacing, signage and markings, Traffic Regulation Orders within the vicinity of the site, junction improvements at Higher Ardwick, lighting improvements under the rail bridge off Temperance Street and a cycle hire dock at the building are in the process of being formalised via a S.278 agreement.

Highways and TFGM are satisfied that provided that these works are completed prior to first occupation of Phase 4, the impact to the operation of the highway as a result of the increased numbers and movements can be sustained.

Together with existing levels of off-road parking and cycle storage and further measures to promote non car modes of transport via improved cycle storage provision, the continued operation of the existing mini-bus serving Piccadilly train station and through a programme of travel planning, the impact can be made satisfactory.

It is considered that the proposed use would generate comparable activity that could be generated by the current permitted office use and other uses within Class E and given the highly accessible location of site, which benefits from good levels of public transport provision, including Piccadilly train station a short distance from the site and being within a walkable/cyclable distance of the city centre, any impact can be mitigated through travel planning to promote non car modes of transport.

In summary, it is anticipated that the site can satisfactorily sustain the proposed use in terms of the impact to the highway, provided that mitigation to be realised by off-site highway works are implemented. Appropriate conditions have been included in this regard.

Waste Management

A waste management strategy accompanies the application which indicates the use of an existing, central waste store which serves the complex, as is the currently the case for the existing use. Highway Services and Environmental Health consider this arrangement satisfactory.

An appropriate planning condition has been included to ensure the submitted arrangement is adhered to.

Climate Change

Given the existing use of the floorspace as offices and the fallback position which would allow for alternative uses within Class E, it is anticipated that the proposed use would generate comparable vehicular activity.

The site is located near to a busy, main arterial route and railway line and is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity.

Measures are proposed in the form of travel planning, increase cycle storage provision and the promotion of non-car modes of transport to limit any impact vehicle movements and associated emissions.

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

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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 flexible use hereby approved shall not become operational until it can be demonstrated that all off-site highway works required as part of condition 12 of planning permission referenced 130541/FO/2021 have been implemented. Details shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of highway safety and improvements to the pedestrian environment, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

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

Drawing numbered 2475-PL-0101/F and 2475-PL-0107/A received by the City Council as Local Planning Authority on 17 December 2024 and floorplans (ground to fourth floor) with demarcated areas, referenced 2476/A, received by the City Council as Local Planning Authority on 11 February 2025.

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

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of part (g)(i) of Class E (offices to carry out any operational or administrative functions) or part (a) of Use Class F.1 (a) the provision of education) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior agreement, pursuant to Core Strategy policies SP1 and DM1.

5) No more than 55,000 sq ft of floorspace associated with the change of use hereby approved (103,000 sq ft in total, taking into account previous phases) shall be occupied for a flexible commercial, business and service (Class E) and learning and non-residential institution use (Class F.1).

Reason - To ensure an appropriate balance of uses and to protect existing employment space, pursuant to policy EC2 of the Manchester Core Strategy.

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

07:00 to 21.00 hrs daily.

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

7) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 Monday to Saturday

No deliveries/waste collections on Sundays and Bank Holidays

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

8) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, 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.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority 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 have 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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

9) The development shall be carried out in accordance with the waste management strategy and bin storage area indicated on drawing numbered 2475-PL-0101/F, received by the City Council, as Local Planning Authority on 17 December 2024. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of Manchester's Core Strategy.

10) The car parking spaces shown on the car parking layout drawing referenced 2575-PL-0107/A received by the City Council as Local Planning Authority on 17 December 2024 shall be made available at all times for as long as the use hereby approved remains operational.

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

11) The cycle parking areas shown on drawing referenced 2475-PL-0101/F, received by the City Council as Local Planning Authority on 17 December 2024, shall be made available at all times whilst the use/s hereby approved are operational.

Reason - To ensure that a sufficient number of cycle parking spaces are made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to modes of transport in order, pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy.

12) Within six months of first occupation of the floorspace, an updated Travel Plan shall be submitted and agreed in writing by the City Council as Local Planning Authority. The Travel Plan shall include details of:

- 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

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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy.

Informative

1) The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Network Rail

Coal Concentration Depot, Blind Lane, Manchester, M12 6JT
Fourth Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
Third Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
5 Universal Square, Devonshire Street North, Manchester, M12 6JH
Ground Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
Second Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
1 Universal Square, Devonshire Street North, Manchester, M12 6JH
4 Universal Square, Devonshire Street North, Manchester, M12 6JH
3 Universal Square, Devonshire Street North, Manchester, M12 6JH
2 Universal Square, Devonshire Street North, Manchester, M12 6JH
First Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR
Fifth Floor, 37 - 45 Devonshire Street North, Manchester, M12 6JR

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA