

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141934/FO/2025

Date registered valid: 23 January 2025

Proposal: Elevational alterations to the existing eastern and western elevations to provide new access doors

Address: Bus Depot, Queens Road, Manchester, M8 8UT

Ward(s): Cheetham Ward

Applicant: Transport for Greater Manchester

Agent (if any): Mr Ryan Watt, Turley

Case officer: Ellie Knowles
Tel: 0161 219 6633
Email: ellie.knowles@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 20 February 2025

Standard consultations:

Printed: 31 January 2025 Expired: 21 February 2025

Neighbour notifications

Printed: 31 January 2025 Expired: 21 February 2025

Site notice

Posted: 20 February 2025 Expired: 13 March 2025

Press advert

Published: 11 February 2025 Expired: 4 March 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The application property contains part of the grade II listed Bus Depot and Transport Museum (list entry no. 1247471), which was designated in 1988. The former electric tram shed, now bus depot, was constructed in 1901. The property comprises red brick construction, with slate roofs.

The layout and configuration of the bus depot is broadly consistent with that of the former tram shed and illustrates its historic use. The office range to Queens Road is the principal architectural focus of the building (designed in Arts and Crafts style), and the left return elevation (western elevation), though more utilitarian in character, reflects its former function. The north and east elevations were not intended to be visible and are of less architectural interest. The bus depot also draws architectural interest from the open plan and functional character of its interior and from original structural features including steel columns and roof trusses.

The site now forms part of a highly developed and varied urban area to the north of Manchester City Centre containing a mixture of 19th and 20th century dwellings, commercial buildings and public amenities including schools. Queens Road has become an important arterial road linking different parts of northern Manchester and connecting to principal routes into the City Centre, including Cheetham Hill Road to the southwest of the Site. The area is therefore relatively highly trafficked both by pedestrians and vehicles.

There are also further listed buildings located in close proximity to the Site, including a group to the north west containing the Ruins of Church of St Luke (grade II listed); Churchyard Railings to Former Church of St Luke (grade II listed); Temple Bank (grade II listed); 9 and 11, Smedley Lane; and 13 and 15, Smedley Lane (grade II listed).



Figure 1: Views of the south elevation of the former tram shed (now bus depot) from the south west on Queens Road; 1902 (left) and 2025 present day (right).

Listed building: Grade II

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Listed Building Consent is sought for external alterations to the eastern and western elevations to provide new access doors, along with internal modifications to facilitate the installation of EV charging infrastructure.

Alongside this, planning permission is sought as part of this application for external alterations to the listed building.

In totality, the works comprising both the listed building consent (141935/LO/2025) and planning application entail the following, to be carried out:

- Demolition of an existing toilet block and insertion of an ENWL substation (1) including the formation of an associated opening in the west elevation for a double leaf door with louvres and concrete lintel (Callout 01);

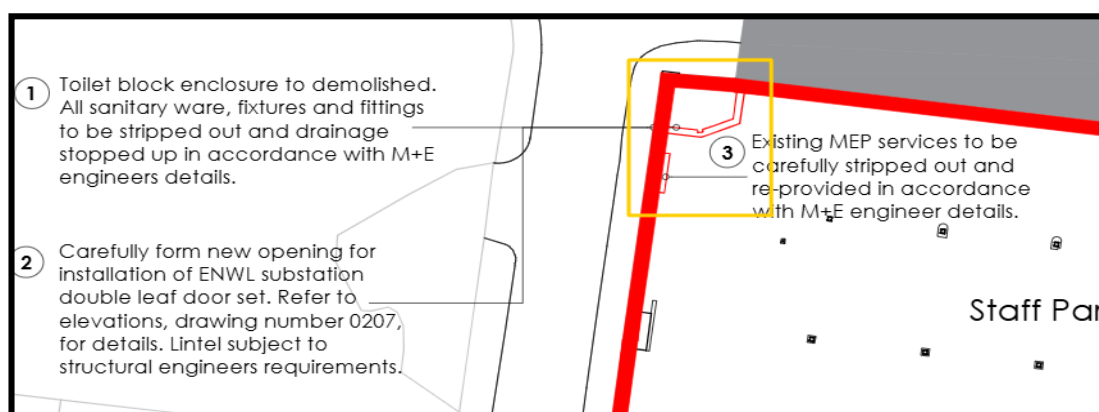


Figure 2: Existing toilet block and MEP services in Northwestern corner of Depot

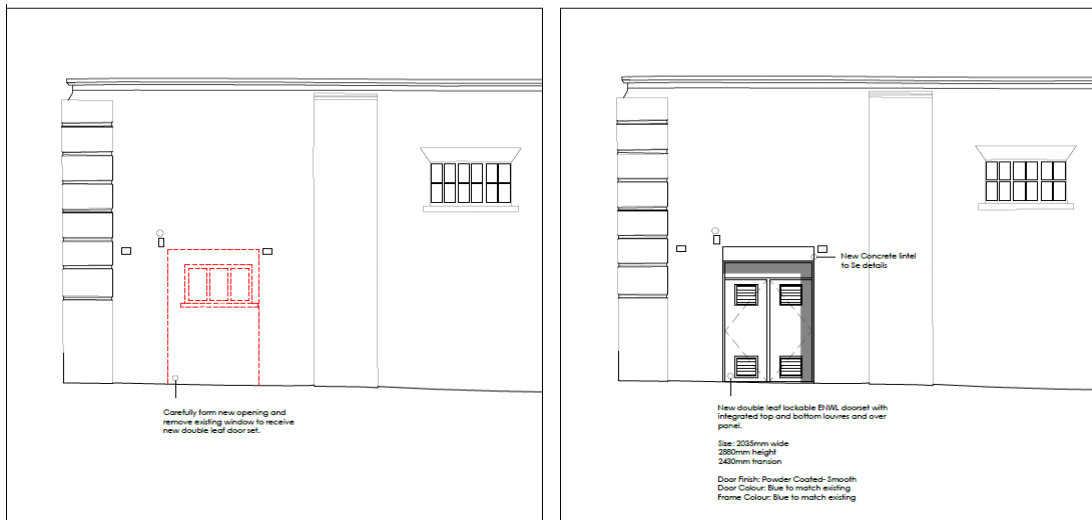


Figure 3: Existing (left) and proposed (right) elevation drawings showing the new double leaf door opening to serve the proposed substation in western elevation

- Reopening of an existing blocked opening in the east elevation for use as a fire escape with insertion of associated galvanised metal staircase (Callout 02);

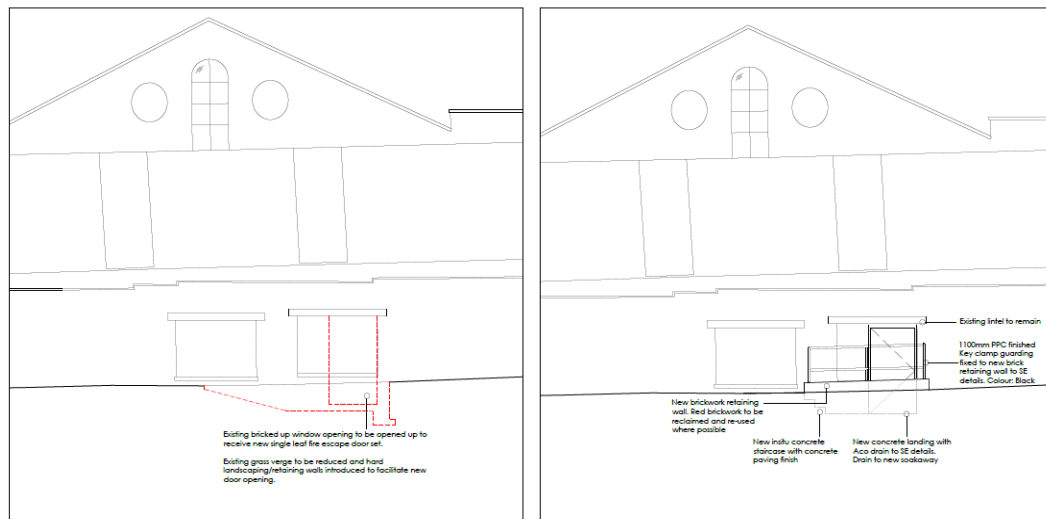


Figure 4: Existing (left) and proposed (right) elevation drawings showing the northernmost new door opening in the east elevation

- Formation of a new door opening with concrete lintel in the east elevation for use as a fire escape (Callout 03);

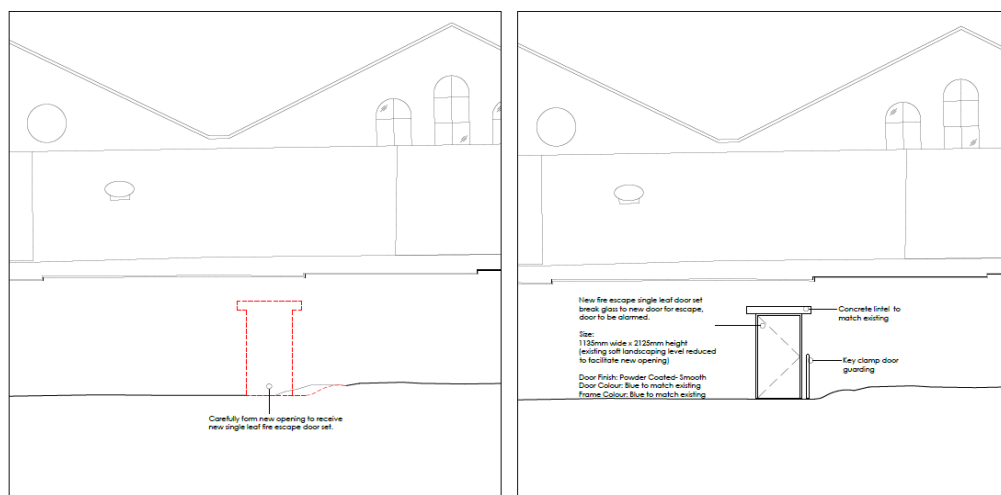


Figure 5: Existing (left) and proposed (right) elevation drawings showing the southernmost new door opening in the east elevation

- Removal of concrete bund;

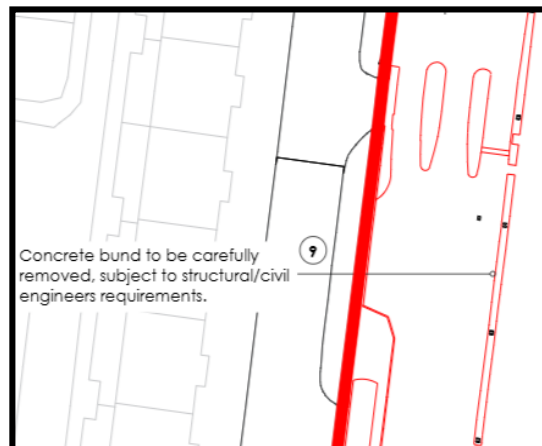


Figure 6: Existing concrete bund to be removed shown on demolition plan

- Strip out of redundant fuel/coolant tanks and demolition of fuelling island;



Figure 7: Existing fuel/coolant tanks

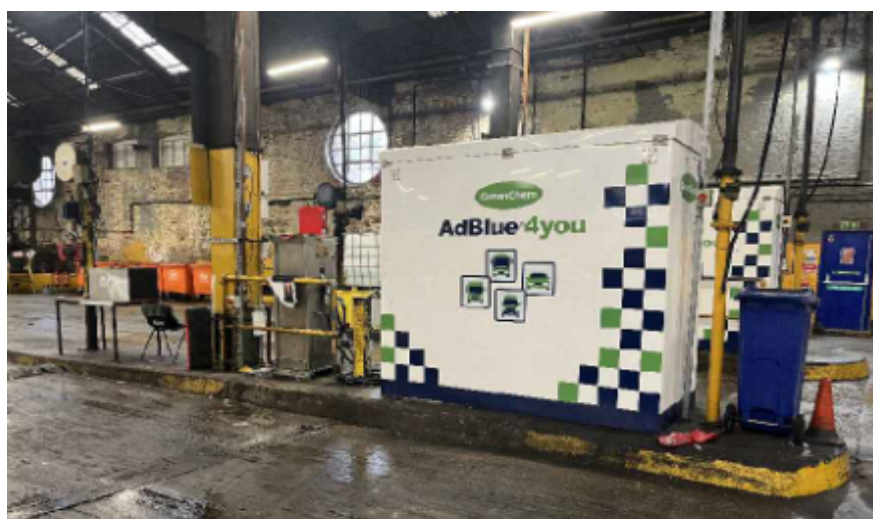


Figure 8: Existing fuelling island

- Strip out of existing bus wash and chassis wash/wheel cleaning station;



Figure 9: Existing bus chassis wash and wheel cleaning station

- Demolition of storerooms/back-of-house areas along eastern edge of building;

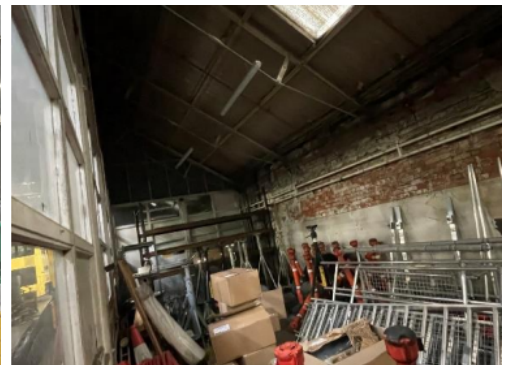


Figure 10: Existing storerooms/back-of-house areas to be removed shown on demolition plan and photographs

- Insertion of two new internal substations (2 & 3) along eastern internal edge;

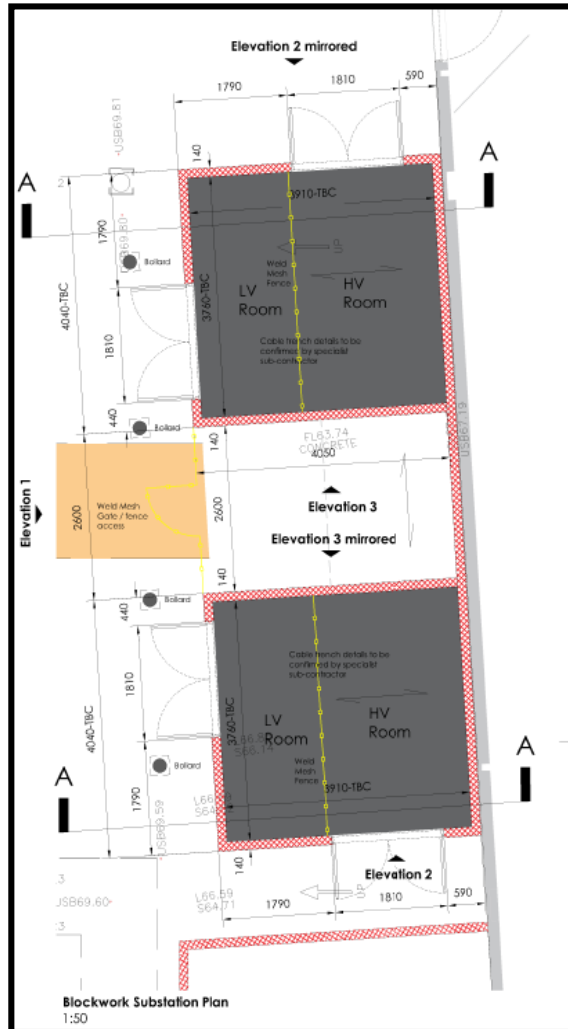


Figure 11: Proposed substations 2 & 3 (plan ref: 7702 REV P01)

- Insertion of two new express bus chassis washes; and



Figure 12: Proposed pair of express bus chassis washes shown on proposed site plan

- Creation of charging aisles containing EV charging units and LV cabinets with associated high-level containment and gantry.

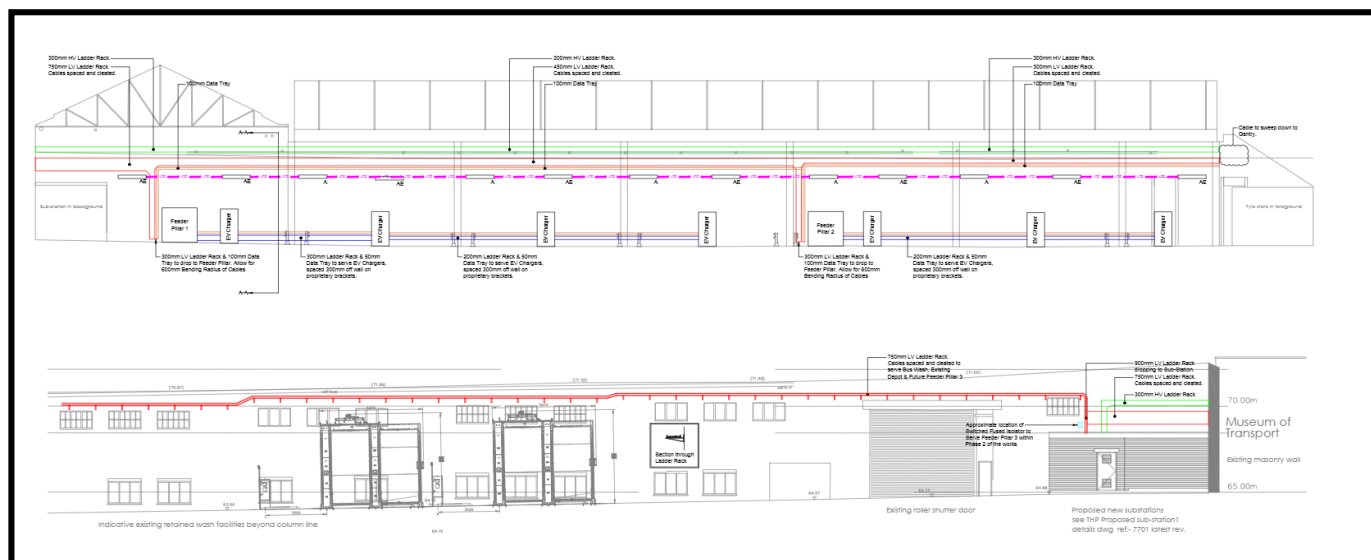


Figure 13: Proposed Electrical Services Layout – North & West Internal Elevations REV P04

Consultations & Notification Responses

Highway Services – No objections.

Environmental Health – No objections, subject to a noise verification condition imposed for proposed plant/equipment/servicing/substation.

Greater Manchester Police – SGMP would advise that all new doorsets are compliant with and certified to BS PAS 24, LPS 1175 SR2 or STS 202 BR2. It is crucial that the door ironmongery is permitted for use on the escape doors under the security certification of the product. Security-certified louvred doorsets are also available where required (see Secured by Design).

Local Planning Policies

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

The relevant **Places for Everyone** policies for this application are as follows:

JP-Strat2 – City Centre
JP-S1 – Sustainable Development
JP-S2 – Carbon and Energy
JP-P1 – Sustainable Places

The relevant **Core Strategy** policies for this application are as follows:

DM 1 – Development Management
SP 1 – Spatial Principles (partially superseded by PfE)
CC 9 – Design and Heritage
EN 1 – Design Principles and Strategic Character Areas
EN 3 – Heritage
EN 4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (partially superseded by PfE)
EN 5 – Strategic Areas for low and zero carbon decentralised energy infrastructure
EN 6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
EN 7 – Energy Infrastructure opportunities
EN 8 – Adaptation to Climate Change

The relevant saved **UDP** policies for this application are:

DC19 – Listed Buildings
DC26 – Development and Noise

National Planning Policy Framework

The NPPF (December 2024) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 2 – Achieving sustainable development
- Section 16 – Conserving and enhancing the historic environment

Para 195 - Heritage assets should be conserved in a manner appropriate to their significance.

Para 200 - Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be sufficient to understand the potential impact of the proposal on their significance.

Para 201 - LPAs should ensure that any conflict between the heritage asset's conservation and any aspect of the proposal is avoided or minimised.

Para 202 - Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state should not be taken into account in any decision.

Para 203 - In determining applications, LPA's should take account of, the desirability of sustaining and enhancing the significance of heritage assets.

Para 205 - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

Para 206 - Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

Para 208 - Proposals of less than substantial harm to the significance of a designated heritage asset should be weighed against the wider public benefits of the proposal.

Para 212 - Local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance.

Para 215 - Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Issues

Principle of development:

The proposal comprises a series of minor internal and external works associated with the electrification of the bus depot as part of TfGM's long-term decarbonisation strategy.

The external alterations have been kept to a minimum with care taken to minimise any impact to heritage features. Any impact to either heritage or visual amenity is considered in this case to be outweighed by the public benefits that the highly necessary facility will deliver.

As such, the proposal is considered pursuant to policies JP-S1 and JP-S2 Places for Everyone, policies EN3, EN4, EN5, EN7 and EN8 of the Core Strategy (2012), and would help the Bus Depot achieve its energy targets. As such, the principle of development is considered acceptable.

Impact on heritage and visual amenity:

The application has been supported by a Heritage Impact Assessment which considers the historic significance of the listed building and the impact of the proposed works on the historic fabric and heritage value. In summary, it is considered that the works will have less than substantial harm upon the listed building.

The proposed external elevations include the creation of three new openings to the eastern and western elevations of the property.

Callout 01 – Substation access door

A double leaf louvered door opening is proposed to be created in the west elevation to provide access and ventilation to the new internal substation (see Figures 2 & 3). This new opening would be treated in a similar manner to existing entrances in this elevation, including concrete lintel, deep reveal finished with brickwork and blue flat painted plain door, to match existing. The new opening would require the removal of a later inserted tripartite window, which is supported on balance. It would be of a functional character which reflects other openings in the existing elevation and would therefore sustain the architectural interest of the listed building.

Callout 02 – Fire escape door

The northernmost of the proposed eastern openings would utilise an existing blocked opening beneath an existing concrete lintel (see Figures 4 and 14) and require installation of new staircase (internal & external). The proposed access would require the existing grass verge to be reduced alongside hard landscaping and retaining walls introduced to facilitate the new fire access door opening. Proposed hard landscaping would include concrete steps with Aco drain and brickwork retaining walls with 1100mm PPC finished Key clamp guarding fixed (finished black). Proposed red brickwork would be a similar type and finish to the existing, which will be conditioned. The external staircase to serve callout 02 would serve a practical purpose and is considered acceptable on balance.



Figure 14: Proposed location of Callout 2 – Eastern elevation.

Callout 03 – Fire escape door

The southernmost door opening in the eastern elevation would require a new opening, internal staircase and feature a matching concrete lintel (see Figures 5 and 15).



Figure 15: Proposed location of Callout 3 – Eastern elevation.

The external eastern elevation is considered to have lower significance. As such, the proposed eastern doors (Callouts 2 & 3) are discreetly sited in a secondary elevation and would have a utilitarian appearance, finished in blue to match existing openings, which is in-keeping with the character of the elevation. Whilst the proposed works would result in new penetrations to historic fabric, it is considered that these would result in a low level of less than substantial harm.

The existing glazing to the three-pane window in the northern elevation of the former tram shed (see Fig.16), would be removed and replaced with new glazing to match and obscured to the internal face. This is considered a low level of less than substantial harm, given that the existing metal frame would be retained, which would give rise to a similar appearance as existing.



Figure 16: Existing windows in northern elevation.

It is believed that on balance, the proposed works will meet an established need and would still sustain the heritage significance of the listed building. It is considered that less than substantial

harm would be caused and on balance when weighed against the public benefits that the proposal will deliver, including reduction in operational carbon cost, delivering an historically carbon intensive public service (mass transportation) in the most sustainable way without future reliance on the existing fossil fuel consuming fleet, the proposed development is considered acceptable and would have minimal impact to both the internal and external appearance of the building.

Impact on residential amenity:

The application property is set within an urban area to the north of Manchester City Centre containing a mixture of 19th and 20th century dwellings, commercial buildings and public amenities including schools. The property would continue operations under the same use class, remaining as a Bus Depot for TfGM, albeit housing an electrified fleet of vehicles.

The proposal would require the insertion of an ENWL substation within the property. A double door opening with louvers is proposed to be created in the western elevation fronting Boyle Street to provide access and ventilation to the substation.

As a safeguard, a condition has been included to ensure a verification report is submitted and agreed in order to confirm the proposed plant (internal substation) meets with the Council's noise criteria, prior to its first operation, and any breakout of noise from the substation will need to be controlled to within the condition criteria.

On the basis, this proposal is considered compliant with saved policy DC26 of the UDP, Policies DM1, SP1 of the Core Strategy and the National Planning Policy Framework which seek to protect amenity.

Impact on Highway Safety:

MCC Highway Services have been consulted on this proposal and raise no objections.

An outward-opening door providing access to the incoming DNO supply equipment (call out 01 on Boyle Street/West elevation – see figs 2 & 3) is proposed. The agent has confirmed that Electricity North West Limited (ENWL) requires 24-hour access for emergency use. This is considered acceptable, on the basis that this outward opening door is required for emergency use, as well as occasional maintenance, with appropriate safety procedures in place.

Security:

The agent confirmed via email dated 24/04/2025 that the specified fire doors are SR2 certified with break glass to open and a self-closer.

Conclusion:

The proposals are supported, given that harm to the asset has been minimised through selective site location and adjustments to the positioning of the proposed infrastructure and site appropriate mitigation measures. Where it has been identified, it is at the lower end of the less than substantial scale.

Significant public benefits would be delivered enabling the bus depot, an energy-intensive public service, to transition from fossil fuels to a clean and sustainable electrified fleet of vehicles whilst preserving the integrity, fabric and character of the heritage asset. The proposal accords with Core Strategy policies EN3, EN4, EN8 and EN9 of the Core Strategy, JP-P1, JP-P2 and

JP-S2 of Places for Everyone, saved UDP Policy 19.1 and the guidance within Section 16 of the NPPF.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

- WPS16105-MGA-100 REV 02: General Arrangement Drawing (Prepared by Wilson Power Solutions Ltd, Dated 01/08/2024)

- Zerova Electric Charger Specification
- Powell Type 439 Feeder Pillar Specification

All stamped as received by the City Council as Local Planning Authority on 20 January 2025

- BFDEFP-QU THP BU0 ZZZ DR AR 0206 REV P05: Proposed GA Elevations (Prepared by The Harris Partnership, Dated Jan 2025)
- BFDEFP-QU THP BU0 GRF DR AR 0208 REV P03: Proposed Demolition Plan (Prepared by The Harris Partnership, Dated Dec 2024)
- Heritage Statement (Prepared by Turley, Dated January 2025)

All stamped as received by the City Council as Local Planning Authority on 23 January 2025

- BFDEFP QU THP BU0 PR0 DR A 7701 REV P04: Proposed Substation 1 Detail SH1 (Prepared by The Harris Partnership, Dated Jan 25)
- BFDEFP QU THP BU0 PRO DR A 7702 REV P01: Proposed Substation 2 & 3 Detail SH2 (Prepared by The Harris Partnership, Dated March 2025)
- BFDEFP-QU THP BU0 ZZZ DR AR 0207 REV P07: Detailed Elevations (Prepared by The Harris Partnership, Dated Feb 2025)
- BFDEFP QU THP BU0 GRF DR AR 0211 REV P01: Section Thru O/H Gantry Area (Prepared by The Harris Partnership, Dated March 2025)
- BFDEFP QU THP BU0 ST0 DR AR 0214 REV P01: Proposed New F.E door details SH2 (Prepared by The Harris Partnership, Dated March 2025)
- BFDEFP QU THP BU0 ZZZ DR AR 0215 REV P01: Detailed Plan Callout 01 (Prepared by The Harris Partnership, Dated March 2025)
- BFDEFP QU THP BU0 ZZZ DR AR 0216 REV P01: Proposed Charging Aisle (Prepared by The Harris Partnership, Dated March 25)
- BFDEFP-QU THP BU0 GRF DR AR 0217 REV P01: Section Thru Bus Parking Area E-W (Prepared by The Harris Partnership, Dated March 2025)

All stamped as received by the City Council as Local Planning Authority on 25 March 2025

- BFDEFP-QU-TAC-XXX-XXX-DR-EE-8004 P04: Proposed North & West Elevations Electrical Services Layout (Prepared by TACE, Dated 17/04/2025)
- Historic Timeline (Prepared by Woolgar Hunter Engineers)

All stamped as received by the City Council as Local Planning Authority on 1 May 2025

- BFDEFP QU THP BU0 GRF DR AR 0212 REV P02: Section Thru Bus Parking Area (Prepared by The Harris Partnership, Dated March 2025)
- BFDEFP-Q U THP BU0 ST0 D R AR 0213 PEV P02: Proposed New F.E door details SH1(Prepared by The Harris Partnership, Dated March 2025)

All stamped as received by the City Council as Local Planning Authority on 18 June 2025

- BFDEFP-QU THP BU0 GRF DR AR 0204 REV P05: Proposed Site Plan (Prepared by The Harris Partnership, Dated 18/06/2025)

All stamped as received by the City Council as Local Planning Authority on 19 June 2025

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

3) Notwithstanding the submitted drawings and documents, prior to the installation of internal electrical services, full and final details of the proposed locations, cable tray/trunking design, cabling, and associated fixings, brackets, containment, and exact method of attachment to historic fabric shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include proposed size, material and finishes.

The development shall thereafter be carried out in accordance with the approved details.

Reason - In the interests of preserving and protecting the historic character and appearance of the listed building in accordance with policies CC9 and EN3 of the Core Strategy (2012), saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

- 4)
- a) Externally mounted ancillary plant, equipment, servicing or electrical substation 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 the first operation of the use 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 within the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.
 - b) Prior to the first operation of the scheme a 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 policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

5) The materials to be used on the external surfaces of callout 1 (recessed entranceway) and callout 2 (retaining wall) hereby permitted shall match those of the existing building in type, size, colour and texture. For the avoidance of doubt this includes brickwork and mortar.

Reason - In the interests of preserving and protecting the historic character and appearance of the listed building in accordance with policies CC9 and EN3 of the Core Strategy (2012), saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

Informatives

1. The applicant is advised that all new connections to historic fabric should be undertaken sympathetically, namely approved substations and staircases.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Transport Museum, Boyle Street, Manchester, M8 8UW
Flat 3, 5 Appleford Drive, Manchester, M8 8XA
Flat 1, 5 Appleford Drive, Manchester, M8 8XA
Flat 2, 5 Appleford Drive, Manchester, M8 8XA
24 Queens Road, Manchester, M8 8UF
20 Queens Road, Manchester, M8 8UF
16 Queens Road, Manchester, M8 8UF
14 Queens Road, Manchester, M8 8UF
60 Boyle Street, Manchester, M8 8UW
57 Boyle Street, Manchester, M8 8UW
3 Forston Walk, Manchester, M8 8XU
54 Smedley Street, Manchester, M8 8UN
2 Sonning Walk, Manchester, M8 8WN
22 Queens Road, Manchester, M8 8UF
7 Darrell Walk, Manchester, M8 8UE
3 Mullion Walk, Manchester, M8 8UA
1A Signet Walk, Manchester, M8 8UH
20 Smedley Street, Manchester, M8 8UN
Flat 4, 5 Appleford Drive, Manchester, M8 8XA
18 Queens Road, Manchester, M8 8UF
1 Holborn Drive, Manchester, M8 8US
5 Forston Walk, Manchester, M8 8XU
1 Forston Walk, Manchester, M8 8XU
4 Sonning Walk, Manchester, M8 8WN
5 Darrell Walk, Manchester, M8 8UE
3 Darrell Walk, Manchester, M8 8UE
1 Darrell Walk, Manchester, M8 8UE
5 Mullion Walk, Manchester, M8 8UA
1 Mullion Walk, Manchester, M8 8UA
2 Temple Square, Manchester, M8 8UP
1 Temple Square, Manchester, M8 8UP
53 Smedley Street, Manchester, M8 8UN
7 Luke Walk, Manchester, M8 8UX
5 Luke Walk, Manchester, M8 8UX
3 Luke Walk, Manchester, M8 8UX
1 Luke Walk, Manchester, M8 8UX
78 Boyle Street, Manchester, M8 8UW
77 Boyle Street, Manchester, M8 8UW
76 Boyle Street, Manchester, M8 8UW
75 Boyle Street, Manchester, M8 8UW
74 Boyle Street, Manchester, M8 8UW
73 Boyle Street, Manchester, M8 8UW
72 Boyle Street, Manchester, M8 8UW
71 Boyle Street, Manchester, M8 8UW
70 Boyle Street, Manchester, M8 8UW
69 Boyle Street, Manchester, M8 8UW
68 Boyle Street, Manchester, M8 8UW
67 Boyle Street, Manchester, M8 8UW

66 Boyle Street, Manchester, M8 8UW
65 Boyle Street, Manchester, M8 8UW
64 Boyle Street, Manchester, M8 8UW
63 Boyle Street, Manchester, M8 8UW
62 Boyle Street, Manchester, M8 8UW
61 Boyle Street, Manchester, M8 8UW
59 Boyle Street, Manchester, M8 8UW
58 Boyle Street, Manchester, M8 8UW
56 Boyle Street, Manchester, M8 8UW
55 Boyle Street, Manchester, M8 8UW
2 Holborn Drive, Manchester, M8 8US

Appendix 2 – Planning constraints

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
Historic Landfill Site 50m Buffer -
Area Team Boundary - Name: NORTH AREA