

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140632/FO/2024
Date registered valid: 22 August 2024
Proposal: Erection of rooftop extension to form restaurant and bar (sui generis) and associated ground floor access
Address: The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Ward(s): Cheetham Ward

Applicant: Mr Khaled Hasan, Grand Property Assets Limited
Agent (if any): Mr Darren Pomfret, Manchester Building Design Ltd
Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 15 October 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 20 September 2024

Standard consultations:

Printed: 30 August 2024 Expired: 20 September 2024

Neighbour notifications

Printed: 30 August 2024 Expired: 20 September 2024

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to part of the rooftop of a three storey, detached building currently occupied by a number of businesses including offices and a bank.



View of the 'The Point' rooftop from opposite side of Cheetham Hill Rd

The building which is flanked by Bent Street to the west and Cheetham Hill Road to the east, incorporates surface level car parking to both sides of the building. Access to the car park is gained from Bent Street.



View of front car park and ground floor units

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site lies adjacent to the busy, north/south arterial of Cheetham Hill Road and situated in an area defined by The Strangeways Local plan (2009) as 'The Cheetham Hill Corridor'. This is located to the western side of Cheetham Hill Road extending from Elizabeth Street to the north to Lord Street to the south and comprises a mixture-use commercial area containing a variety of of large and small premises occupied by retail, wholesale, offices, warehouses type uses. Directly opposite the side to the other side of Cheetham Hill Road is 'The Fort', an out-of-town retail park. Manchester city centre is located approximately 2km to the south.

Description of development

Planning permission is sought for the erection of rooftop extension to form a restaurant and bar (sui generis) with associated ground floor access. A total of 206 covers is proposed.

The building incorporates 2 lifts and 2 staircases serving each floor and the roof terrace. Lift A and Stairwell 1 (as shown on the submitted drawings) are accessed via the reception area with Lift B and Stairwell 2 being used by the tenants on the first and second floors for internal circulation only.

It is proposed that the existing tenants who occupy units on the first and second floors will use Lift A and Stairwell 1 with the proposed restaurant and bar having exclusive use of Lift B and Stairwell 2.

Customers for the restaurant / bar will enter the building via the new dedicated entrance located in the ground floor unit to the south-eastern corner of the building.

The application a submitted proposed hours of opening until 4am. Due to the Council's concerns regarding potential noise and disturbance throughout the night, particularly as a result of the activity of patrons and to safeguard against any future cumulative impacts, 2am was considered a more appropriate time, in line with other nearby uses. Whilst the application

disagrees with the Council's reasoning, a condition to restrict hours of opening until 2am is to be imposed.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – Conditions are recommended in relation to fume/odour control, hours of use, construction management, servicing hours, acoustic insulation, external equipment and waste management

Highway Services – The level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Secure and sheltered cycle parking provision should be made within the curtilage of the site for staff/ visitors.

A site plan has been provided indicating that servicing vehicles are to park within the site to collect refuse. It is requested that vehicle swept paths are provided demonstrating that a 11.5-metre-long refuse vehicle can access and exiting the site in a forward gear. A detailed Waste Strategy should be included as a condition requirement.

Delivery vehicles are to park in the private car park adjacent to the southwest corner of the building. Deliveries will then be carried from the vehicle to the roof terrace via Lift B. Highways recommend that deliveries should takes place outside of peak hours/or critical times to reduce congestion on the highway network.

Following further information being provided by the applicant, it is considered that the level of parking provision is considered acceptable.

A revised plan shows swept path analysis of a large 3-axle refuse vehicle servicing the site. Highways deems this to be acceptable subject to parking bays being free to allow associated refuse vehicle to manoeuvre within the site and exit the site in a forward gear.

Delivery vehicles will enter the site from the northwest entrance to the car park off Bent Street reverse south to the loading point and exit the site in a forward gear. This is deemed acceptable subject to parking bays being free to allow associated delivery vehicles to manoeuvre and exit the site in a forward gear.

It is noted that the service vehicles / delivery vehicles are scheduled to operate outside of times when the offices / proposed restaurant will be in use, which is acceptable.

Greater Manchester Police (Design for Security) – Various security recommendations are made. Any alterations should be complete to 'Secured by Design' standards.

Relevant Planning History

094065/FU/2010/N1 (unit 4)

Use of vacant unit for Use Class A2 (Financial and Professional Services). *Approved 19 October 2010.*

106226/FO/2014/N1

Retrospective change of use of Unit 4 to A2 financial service office /bank. *Approved 20 October 2015.*

085728/JO/2008/N1

Variation of Condition No. 2 of planning permission 080606/FO/2006/N1 to allow elevational alterations to approved drawings relating to the erection of a 3-storey building to be used as wholesale cash and carry only, with ancillary offices, following demolition of existing building, and formation of new roof amenity area with lift shaft and conservatory. *Approved 12 June 2008.*

080606/FO/2006/N1

Erection of three storey building to be used as wholesale cash and carry only with ancillary offices, following demolition of existing building. Approved 9 February 2007.

Policy

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

- Saved policies DC10, DC26, E3.3 and CC10 of the Unitary Development Plan for the City of Manchester;
- Policies DM1, EC1, C10, T2, EN19 SP1 of the Manchester Core Strategy;
- Places for Everyone Joint Development Plan;
- Guide to Development in Manchester (SPD);
- Strangeways Local Plan;
- National Planning Policy Framework (NPPF).

Issues

Principle

The principle of the proposed use is considered satisfactory in this location.

The Strangeways Local Plan, a City Council document provides a framework to guide physical change and to establish key objectives and priorities for the area. The Plan identifies the site as being within the Cheetham Hill Corridor and advocates development of a mix of commercial uses, including restaurants, offices and wholesale trade utilising vacant and underused sites along the corridor and to strengthen the role of the corridor as a vibrant city artery through the introduction of a range of cultural, distribution and entertainment uses.

Saved policy CC10 of the UDP similarly seeks to promote employment generating uses in the area and encourages the continued high level of economic activity in Strangeways and lower Cheetham Hill Rd areas, recognising particularly the needs of the wholesale, manufacturing and distribution trades which dominate these areas.

Given the overarching policy context, it is considered that the general principle of the proposed use would be acceptable in this location.

Specific issues are outlined further below.

Impact on centres

The application premises is not situated within a defined centre, but rather in a linear parade of commercial uses that spans northwards from the northern fringe of the city centre. The immediate area is dominated by wholesale uses and warehousing. 'The Fort' – an out-of-town retail park is situated just to the north and to the opposite side of Cheetham Hill Road.

With reference to Policy C10 of the Core Strategy, due to the detachment of the site from the nearest centres of the Cheetham Hill and the City Centre and its relationship with The Fort retail park opposite and to the north, it is not considered that the proposed use would have an adverse impact upon the vitality and viability of defined centres as a consequence of the cumulative impact of similar uses in or on the edge of the district centre, nor would the proposed use affect the importance such centre for local shopping. In this regard, the proposed use is considered acceptable.

Design, Scale and Appearance

The proposed extension would infill a central area of the roof to align with existing rooftop additions, therefore not resulting to any material increase to the height of the building. The extension is modest in size, set back from the existing parapet and reflects the design, proportions and use of materials to those used on the host building.

Given the set back from the parapet, the relationship of the application building with neighbouring buildings and along a busy thoroughfare, views of the proposed extension would be limited. It is considered the extension would be entirely in keeping with the design, scale and appearance of the existing building and would assimilate satisfactorily into the local context without any harmful effects to visual amenity.

Residential Amenity

Due to the existing commercial context of the area, existing background noise levels and the position of the premises along the major north/south arterial route of Cheetham Hill Road, it is not believed that there would be any significant or material impact in terms of noise and disturbance as a result of general levels of activity. Any impact can be satisfactorily controlled through the use of planning conditions, including those relating to hours of use, acoustic attenuation and waste management.

Noise Impact

Due to the predominantly commercial context of the application site adjacent to a busy, principal arterial route leading into and out of the city centre, it is not anticipated that there would be any harmful impact as a result of noise, given existing background noise levels and through the use of appropriate conditions to safeguard against any negative effects.

The applicant has submitted a Noise Impact Assessment, the content of which is generally accepted. Environment Health however require further assessment of noise break-out and the effects of external equipment. Conditions are included to require updated assessments, but it is expected that any concerns can be satisfactorily ameliorated. Noise impact is not therefore considered to represent a barrier to the acceptability to the proposed use.

Highway Impact

Highway Services consider that the expected level of vehicular trips is unlikely to have a material impact to the operation of the local highway network.

In terms of parking provision, The Point has 34 private vehicle parking spaces within the site for use by all tenants and their visitors on a first come first served basis.

Whilst there would be some overlap in opening hours between the proposed restaurant/bar and the office tenants which generally operate during daytime hours, it is anticipated that most customers who may arrive by private car would attend in the evenings during the week and throughout the day at weekends when the offices are closed, and the area is much quieter in terms of parking demand. It is also likely that if alcohol is consumed, the demand for parking would be further lessened.

In addition, Bent Street to the rear of the application site has unrestricted parking which could cater for any shortfall and The Fort shopping centre opposite and to north has unrestricted parking available. The site is also situated within a highly sustainable location adjacent to main arterial route with good access to local bus services. On this basis, it is considered that in this location, parking can be satisfactorily accommodation.

For servicing, waste collection would reflect the existing arrangement on site and have no greater impact. For general servicing requirements, a swept path plan demonstrates that the largest vehicle expected to service the premises can satisfactorily manoeuvre, access and egress the site in a forward gear. Highways have confirmed the arrangement to be satisfactory.

In light of the above, given the nature of the proposed use, existing arrangements and the local context, the impact to the operation of the highway is believed to be acceptable.

Waste Management

Waste would be stored within an existing gated enclosure along the northern boundary of the site and collected by a private waste contractor, mirroring arrangements for existing occupiers. A swept path drawing has been submitted to demonstrate that collection vehicles can satisfactorily access and egress the site.

Whilst the proposed arrangement and location is considered generally acceptable in principle, Environmental Health have concerns surrounding the proposed size and number of containers for food waste (1 x 360litre), given the number of proposed covers. As such, a condition has been included which requires the submission and approved of a revised waste strategy.

Fume/Odours

A kitchen fume extraction specification has been submitted, Environmental Health however require further details, including a risk assessment. An appropriate condition is included.

BNG

There are no ecological concerns. Due to the nature of the proposal, the application is exempt from legislative bio-diversity net gain requirements.

Climate Change

Given the site context within busy commercial area, adjacent to a main radial route and with no uplift in off road parking provision, it is not considered that there would be any significant or harmful impact to air quality as a consequence of the proposed operation.

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. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location Plan and drawings referenced 18-14/06/A (existing and proposed ground floor plan), 18-24/05/A (proposed elevations) and 18-24/02/D (proposed roof terrace plan), received by the City Council as Local Planning Authority on 26 July 2024 and drawing referenced 18-24/07/C (proposed roof plan and site), received by the City Council as Local Planning Authority on 10 October 2024.

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

3) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, in the interests of the visual amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

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

07.30 to 20.00 hrs Monday to Saturday;
10.00 to 18.00 hrs on Sundays and Bank Holidays.

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

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

12.00 - 02.00 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 Manchester Core Strategy.

7) Notwithstanding details submitted, the restaurant/bar hereby approved shall not be occupied until an updated scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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. No bins shall be stored outside the curtilage of the site other than on the day of collection.

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

8) Notwithstanding details submitted, a more detailed scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented prior to occupancy and shall remain operational and maintained thereafter.

Reason - In the interests of the amenities of nearby occupiers in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

The strategy should include risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated September 2018. Details should also be provided in relation to replacement

9a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Notwithstanding details submitted, prior to commencement of the use hereby approved a scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to achieve the required rating level and to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences.

b) Prior to the 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 preexisting background noise levels around the site, pursuant to saved policies DC10 and DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

The submitted assessment does not include assessment at the neighbouring buildings and only includes assessment of the a/c unit and has not included noise from the Kitchen Extraction equipment or any chiller units etc..

10) a) Notwithstanding details submitted, the premises shall be acoustically insulated and treated to limit the break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. 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 first occupation of the development hereby approved, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal 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 internal noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy.

The assessment needs to include noise breakout from patrons at the neighbouring building and consideration of noise breakout if windows are left open.

11) The use hereby approved shall not become operational until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include the number of spaces, means of enclosure, shelter, access and security measures. The approved space and facilities shall then be retained and permanently reserved for bicycle parking so long as the use is operational.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Bauer And Stocktons, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 1, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor, 24 Broughton Street, Manchester, M8 8NN
167 Cheetham Hill Road, Manchester, M8 8LG
165 Cheetham Hill Road, Manchester, M8 8LG
186 - 188 Cheetham Hill Road, Manchester, M8 8LW
159 Cheetham Hill Road, Manchester, M8 8LG
Showroom 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
47 Bent Street, Manchester, M8 8NW
43 Bent Street, Manchester, M8 8NW
Elizabeth House, Elizabeth Street, Manchester, M8 8JJ
25 Bent Street, Manchester, M8 8NW
27 Bent Street, Manchester, M8 8NW
29 Bent Street, Manchester, M8 8NW
31 Bent Street, Manchester, M8 8NW

33 Bent Street, Manchester, M8 8NW
35 Bent Street, Manchester, M8 8NW
37 Bent Street, Manchester, M8 8NW
23 Bent Street, Manchester, M8 8NW
Showroom 2B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 2A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 8, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Unit 4, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 3, 39 - 41 Bent Street, Manchester, M8 8NW
39 - 41 Bent Street, Manchester, M8 8NW
Unit 2, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 1, 39 - 41 Bent Street, Manchester, M8 8NW
Second Floor Suite 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Second Floor Suite 6, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
50 Bent Street, Manchester, M8 8NW
48 Bent Street, Manchester, M8 8NW
169 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 6 Office B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Prayer Room First Floor, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 6 Office C, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Unit 1, 24 Broughton Street, Manchester, M8 8NN
Unit 2, 24 Broughton Street, Manchester, M8 8NN
Unit 3, 24 Broughton Street, Manchester, M8 8NN
24 Broughton Street, Manchester, M8 8NN
First Floor Suite 10, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 9, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 8, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 7, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 6 Office A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 5, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 4, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 2, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
First Floor Suite 1, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 6, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
HABIB BANK A.G. ZURICH, Showroom 5, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 4B, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 4A, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
Showroom 3, The Point, 173 Cheetham Hill Road, Manchester, M8 8LG
41 Bent Street, Manchester, M8 8NW
24A Broughton Street, Manchester, M8 8NN
202 - 208 Cheetham Hill Road, Manchester, M8 8LW
Unit 5C, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 5B, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 5A, 39 - 41 Bent Street, Manchester, M8 8NW
45 Bent Street, Manchester, M8 8NW
Sakura Japanese Restaurant, 175 Cheetham Hill Road, Manchester, M8 8LG
Elliotts Car And Van Hire, 210 - 216 Cheetham Hill Road, Manchester, M8 8LW
O2, Unit 31, Manchester Fort Shopping Park, Cheetham Hill Road, Manchester, M8 8EP
Unit 30, Manchester Fort Shopping Park, Cheetham Hill Road, Manchester, M8 8EP

Unit 29, Manchester Fort Shopping Park, Cheetham Hill Road, Manchester, M8 8EP
Unit 28, Manchester Fort Shopping Park, Cheetham Hill Road, Manchester, M8 8EP
190 Cheetham Hill Road, Manchester, M8 8LW
171 Cheetham Hill Road, Manchester, M8 8LG

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(a) 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
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA