

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138695/FO/2023

Date registered valid: 26 January 2024

Proposal: Installation of shipping containers to form 4326sqm. gross of co-working space (sui generis) with associated car parking and other works for a temporary period of 3 years

Address: Land At Bromley Street, Manchester, M4 4JS

Ward(s): Piccadilly Ward

Applicant: Meanwhile Creative Ltd

Agent (if any): Nicole Roe Eden Planning and Development Ltd

Case officer: Max Gibson
Tel: 0161 219 6359
Email: maximillian.gibson@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29/05/2024

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 13/02/2024

Standard consultations:

Printed: 6 February 2024 Expired: 27 February 2024

Neighbour notifications

Printed: 6 February 2024 Expired: 27 February 2024

Site notice

Posted: 13/02/2024 Expired: 05/03/2024

Press advert

Published: 13 February 2024 Expired: 27 February 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site relates to a disused surface car park, bounded by Rochdale Road to the east, train and tramlines to the north and a vacant lot and industrial unit to the west.

Listed building: Not applicable

Conservation area: n/a

Tree Preservation Order: n/a

Description of area

The area relates to a stretch of road just north east of Manchester's City Centre, which lies between Collyhurst and the Green Quarter. The area is relatively undeveloped, with uses comprising light industrial, storage, car parking with some residential and retail. The area is due to undergo significant change in coming years, with many sites - including that subject to this application - identified for redevelopment in the Northern Gateway SRF. Structures in the area are currently low-rise and utilitarian in nature and there is little of aesthetic value in the area.

Description of development

The application seeks temporary planning permission for the installation of 264no. shipping containers to a disused carpark off Rochdale Road for a period of three years. The containers are proposed to be used as coworking spaces, dark kitchens and other small enterprises to help boost the supply of affordable employment space in the City Centre. The proposal would retain the existing boundary treatment and include car and bike parking for occupiers and visitors.

Consultations & Notification Responses

Highway Services – no objections, satisfied with parking provision, boundary treatment, waste and fire tender access and site accessibility. Full travel plan requested by condition. An appropriate condition is attached to this approval.

Neighbourhood Team Leader (Arboriculture) – as the trees on this site are not being impacted, the City arborist would have no comments to add to this application.

Work & Skills Team – condition regarding use of local labour requested.

Greater Manchester Police – Not concerned regarding development, informative regarding security measures attached to this approval.

Environment Agency – no objections, environmental permits associated with site surrendered.

Transport For Greater Manchester - The site adjoins the Metrolink boundary and therefore the applicant is advised that the details of working safely near Metrolink can be found on the Metrolink Website at; <https://www.tfgm.com/public-transport/tram/working-safely>. It should be noted that Metrolink do not allow the oversailing of cranes.

United Utilities Water PLC - no objections, no conditions requested but information provided to applicant regarding drainage hierarchy

GM Ecology – no comment

Local Lead Flood Risk Authority – no objections, technical note and plan for sustainable drainage implementation and maintenance requested by condition, attached to this approval.

Environmental Health - no objections, conditions requested (CMP, refuse, hours, servicing hours, noise, external areas, air quality, contaminated land, imported soils)

Network Rail - no objections as sufficiently remote from trainline

Publicity - a notice was displayed on site, informing passers-by of the development. An advert was placed in the local press, advertising the scheme as a major development and one which affecting a public right of way. Letters were sent to surrounding occupiers notifying them of the development. One representation has been received as a result of this publicity, summarised as follows:

-large development in the surrounding area will disrupt their business

Issues

The main policies that relate to this application are policies DM1 (Development Management), SP1 (Spatial Principles), EC1 (Employment and Economic Growth in Manchester), EC4 (North Manchester), T1 (Sustainable Transport), T2 (Accessible areas of opportunity and need) and EN14 (Flood Risk) and saved policy DC26 (Development and Noise) of the Unitary Development Plan for Manchester (1995).

Principle

The application seeks the installation of shipping containers on a disused carpark off Rochdale Road for temporary use as coworking spaces and dark kitchens for a period of three years. The site would comprise 4326sqm. of gross employment space. The proposal also includes the provision of associated carparking, landscaping, boundary treatments and security infrastructure.

The application site is cleared and largely vacant and therefore comprises previously developed land. The proposal would also provide a meanwhile temporary use of the site prior to redevelopment. This temporary use would form affordable workspaces for small artisan businesses, creating a business campus location at a currently under-developed stretch of Rochdale Road. There is a proven market for this style of employment space, with a similar container-based employment campus successfully thriving on Pollard Street. Hence the proposal would allow the City to make a viable economic use of a brownfield site and bring activity to an otherwise empty stretch of Rochdale Road.

The principle of the development is considered to be acceptable as it would comply with the objectives of Manchester Core Strategy (2012) policies EC1, which supports the development of a range of employment premises and that create business destinations and EC4, which promotes employment development along key arterial routes in North Manchester, such as Rochdale Road.

Visual amenity

The proposal would see the introduction of 285no. containers into the car park, of which 261no. would be 20ft containers and 24no. would be 40ft containers. Eight of these containers would be allocated for use as dark kitchens, with the rest available for use as co-working spaces. There would be a provision of 63no. parking spaces, including 5no. for dark kitchen parking and 6no. disabled bays. There would also be 20no. covered and secured bike spaces for occupiers and a further 10no. spaces for delivery riders (5no. Sheffield stands). The existing weldmesh fencing would be kept as boundary treatment, with new palisade gates at access points.

Given the empty, disused nature of the site at present, the stretch of Rochdale Road on which the site lies has a somewhat desolate appearance. The introduction of the containers, and the activity which would be created by their occupation, would activate the street scene and bring a sense of life to the area.

It is recognised that the containers, which are by their nature simple and utilitarian in appearance, are not of high aesthetic value. This more industrial appearance would blend appropriately with the character of structures on this side of Rochdale Road which is characterised by low-quality light industrial buildings. If the proposal were for a permanent site, a higher standard of design would be expected. However, as the proposal only seeks a temporary use of the site prior to more comprehensive redevelopment, it is considered that the use of containers is acceptable.

The site slopes downwards away from Rochdale Road towards the natural physical and visual buffer of the railway line. On the side of the site which abuts Rochdale Road, there are a number of trees and other shrubbery which would somewhat screen it from view. Given the single storey height of the containers would, it is considered that the proposal would have a relatively limited visual impact outside of the immediate street scene and hence is unlikely to create an visual harm to the wider area.

Transport

The site is at an accessible location, in walking distance of the City Centre and transport hubs at Manchester Victoria and the Shudehill Interchange for train, coach, bus and tram. There are regular bus services up Rochdale Road from the City Centre. The site has provision for 63no. carparking spaces, with 5no. allotted for dark kitchen use and 6no. for disabled bays.

Parking data was assessed by Highways Services, who stated that the parking provisions should be adequate to cater for the development. Swept path analyses confirmed adequate access for refuse and fire vehicles. The 6no. disabled bays proposed are above the minimum 6% provision required by Highways Services. Cycle parking provision was also deemed appropriate. As per Highways Services' request, a travel plan would be provided through a condition attached to this approval, to carry out ongoing monitoring of vehicular trip generation to ensure the provision of parking remains sufficient.

Given the above, it is considered that the proposal complies with that aims of Manchester Core Strategy (2012) policies T1, which supports development that promotes the use of low-carbon transport such as cycling and has accessible parking provision, and T2, which seeks the implementation of traffic surveys and travel plans for major applications.

Noise

There is potential for noise associated with some of the potential uses for the containers, such as music production, dark kitchens and small-scale light industrial processes. To prevent noise creep, as per Environmental Health, a scheme for insulating the containers shall be agreed by condition, together with a strategy to manage the use of external areas. Appropriate conditions are attached to this approval and subject to discharge of these conditions the application is supported pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for Manchester (1995).

Security

The information submitted with the application states that the existing site perimeter boundary weld-mesh fencing is to be retained, with palisade gates at the entrances. Further to this, 24hr CCTV is proposed to monitor the entire site. Each container has only one access point and it can be securely locked from the outside when not in use. Therefore, it is considered that the proposed security measures for the site are acceptable.

Refuse

The applicant has submitted a waste management proforma and identified a bin store nearby to the vehicle entrance to the site. It has been confirmed by the applicant that waste collection would be undertaken by a private waste company and hence the provided swept path analysis shows adequate pathways for waste vehicles in to and out of the site. As some details of waste management were not finalised at the time of approval, a condition would require this to be agreed with the City Council through a condition discharge application.

Drainage

The proposal has been assessed by United Utilities and Flood Risk Management. United Utilities are satisfied with the current drainage arrangements at the site. Flood Risk Management has requested two conditions attached to any approval, requiring the creation and implementation of a sustainable drainage scheme. Appropriate conditions are attached to this approval and hence the proposal is acceptable pursuant to policy EN14 of the Manchester Core Strategy (2012).

Ecology

The site comprises a poorly maintained concrete hard standing, formerly carparking, with associated boundary treatments and lighting poles. Whilst there is some low-quality shrubbery and other vegetation that has grown during the period the carpark has been abandoned.

The proposal was assessed by the arborist, who confirmed there are no trees of any significance within the curtilage of the development site. The Environment Agency were consulted, who raised no objections and stated any environmental permits on the site had been surrendered.

As the site is a development site, with the proposal for a meanwhile use whilst the site awaits redevelopment, it is not considered that the provision of permanent would be appropriate as this would likely be removed following the redevelopment of the site.

Residential amenity

The application site is sufficiently removed from any existing residential properties that it is not predicted that the proposed development would cause unduly harmful impact on amenity to residential occupiers in the area. Whilst residential development would be brought forward in the locale in the coming years, the temporary nature of the permission ensures that there would be no potential clash with residential uses in future. The proposal therefore complies with the objectives of policy DM1 of the Manchester Core Strategy (2012) insofar as the City Council must have regard to any potential negative impacts on residential amenity.

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 was sought prior to the submission of the application in relation to what information was

required to validate the application. The proposal is considered to be acceptable and therefore determined in a timely manner.

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

1) The permission hereby granted is for a limited period only, expiring on 24 May 2027.

Reason - The site and wider area are expected to undergo significant changes as a result of regeneration being promoted by the City Council and it will be necessary to reconsider the suitability and acceptability of the use of this site following this temporary period. This temporary permission will allow the City Council to reconsider the consequences of development on the site which are not foreseeable beyond the expiry of this temporary permission, pursuant to the Manchester Core Strategy policies SP1, CC1, CC10, CC8 and DM1.

2) The use and structures hereby permitted shall be discontinued no later than the 24 May 2027 and the buildings and works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use and buildings are required to cease and be removed from site within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Within two months of the expiration of the temporary period, a scheme to restore the land shall be submitted for approved in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within two month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity and to restore the recreational value of the site pursuant to policies SP1, EN9, EN10 and DM1 of the Manchester Core Strategy (2012).

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

-Drawing - Proposed SK-002 TYPICAL CONTAINER received by the City Council, as Local Planning Authority, on 30/11/2023

-Drawing - Proposed SK 001 SKETCH LAYOUT received by the City Council, as Local Planning Authority, on 10/05/2024

-Design & Access Statement DESIGN AND ACCESS STATEMENT

-Supporting Information CRIME IMPACT STATEMENT

-Supporting Information MAINTENANCE STRATEGY

-Waste Management WASTE MANAGEMENT PROFORMA

-Waste Management WASTE MANAGEMENT STRATEGY

-Flood Risk Assessment or Drainage FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY

-Transport or Travel information TRANSPORT STATEMENT & FRAMEWORK TRAVEL PLAN

All received by the City Council, as Local Planning Authority, on 30/11/2023

-Supporting Information PLANNING STATEMENT received by the City Council, as Local Planning Authority, on 01/12/2023

-Supporting Information QUALITATIVE ODOUR RISK ASSESSMENT received by the City Council, as Local Planning Authority, on 26/01/2024

-Transport or Travel information 3983-SP01 REV D SWEPT PATH ANALYSIS

-Transport or Travel information 3983-SP02 REV B SWEPT PATH ANALYSIS

-Supporting Information CAR PARKING DATA

All received by the City Council, as Local Planning Authority, on 10/05/2024

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

5) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;

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.

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

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

6) Prior to the commencement of the development hereby approved, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented and be in place prior to the first use 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 the Manchester Core Strategy (2012)

7) The cycle provision shall be carried out in accordance with drawing proposed SK 001 SKETCH LAYOUT received by the City Council, as Local Planning Authority, on 10/05/2024

and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ.

Reason: In the interest of ensuring sufficient cycle provision is put in place and air quality mitigation EN16, SP1 and DM1 of the Core Strategy.

8) Prior to the commencement of the development, a surface water drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards:

This shall include the following information:

- o A finalised drainage layout showing all components, outfalls, levels and connectivity.
- o Where re-use of existing drainage infrastructure is proposed, evidence is required that the condition and capacity is fit to serve the proposed development.
- o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- o Details of surface water attenuation that offers a restricted surface water runoff rate of 5 l/s via the existing connection.
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 30% climate change in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

The approved details shall be implemented prior to the first use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) Prior to the first use of the development, an implementation, maintenance and management scheme for the sustainable drainage scheme have been submitted to and approved by the local planning authority.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

9) Prior to the first use of the development, a Travel Plan Framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

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

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

10) Prior to the first use of the development hereby approved, a detailed proposal about how the applicant will encourage Manchester residents and businesses to use the facility shall be submitted for approval in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the first use of shipping containers for uses resulting in an unacceptable level of noise outbreak (for example film or music production, woodwork, furniture making or uses involving heavy machinery), a scheme for the acoustic insulation of the shipping containers shall be submitted to and approved in writing by the City Council as the Local Planning Authority. The approved acoustic insulation scheme shall be implemented prior to the first use of the development and thereafter retained and maintained.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for Manchester (1995).

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety. Pursuant to policy EN18 of the Manchester Core Strategy (2012).

13) Any soils imported for use in the landscaped area shall be validated as suitable for use and a minimum of 300mm subsoil and topsoil over a no dig marker layer shall be placed. Prior to first use of the development a post completion report shall be submitted to the City Council, as Local Planning Authority, for approval in writing.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety. Pursuant to policies EN18 and EN20 of the Manchester Core Strategy.

14) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 and SP1 of the Manchester Core Strategy (2012).

15) Prior to first use of the development hereby approved, a schedule of days and hours of operation for the use of external areas shall be submitted to and approved in writing by the City Council as local planning authority. The use of external areas shall only be permitted during these hours and the use of amplified sound or any music in these external areas shall be prohibited at any time.

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

16) Prior to the first use of the development hereby approved, the opening hours for the containers shall be submitted for approval in writing by the City Council as local planning authority. The approved hours shall be implemented for the lifetime of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012)

17) 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 of Sui Generis (Uses falling under Class E together with hot food takeaway, tattoo parlours, beauty parlours and performing arts) 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). The approved uses shall be implemented as part of the development.

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 approval pursuant to Core Strategy policies SP1 and DM1.

Informatives

1) the details of working safely near Metrolink can be found on the Metrolink Website at; <https://www.tfgm.com/public-transport/tram/working-safely>. Please note that Metrolink do not allow the oversailing of cranes.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Greater Manchester Ecology Unit
Network Rail

2 Shilford Drive, Manchester, M4 4JG
Sudell Street Industrial Estate, Sudell Street, Manchester, M4 4JQ
NORTHERN AUTO ELECTRICAL SERVICES, 117 - 119 Rochdale Road, Manchester, M4 4HZ
58 Sudell Street, Manchester, M4 4JF
52 Sudell Street, Manchester, M4 4JF
44 Sudell Street, Manchester, M4 4JF
Abbott School Bungalow, 11 Nobby Stiles Drive, Manchester, M40 7LU
46 Sudell Street, Manchester, M4 4JF
1 Burstock Street, Manchester, M4 4JB
42 Sudell Street, Manchester, M4 4JF
125 - 133 Rochdale Road, Manchester, M4 4HZ
3 Sudell Street, Manchester, M4 4GX
1 Sudell Street, Manchester, M4 4GX
Unit 2, Sudell Street Industrial Estate, Sudell Street, Manchester, M4 4JQ
Unit 3, Sudell Street Industrial Estate, Sudell Street, Manchester, M4 4JQ
Unit 4, Sudell Street Industrial Estate, Sudell Street, Manchester, M4 4JQ
Unit 1, Sudell Street Industrial Estate, Sudell Street, Manchester, M4 4JQ
Hollywood House, 2 Nobby Stiles Drive, Manchester, M4 4FA
Arch 47, Bromley Street, Manchester, M4 4JS
Arch 7, Bromley Street, Manchester, M4 4JS
Arch 8, Bromley Street, Manchester, M4 4JS
Arch 6, Bromley Street, Manchester, M4 4JS
Arch 2, Bromley Street, Manchester, M4 4JS
Arch 3, Bromley Street, Manchester, M4 4JS
Arch 10, Bromley Street, Manchester, M4 4JS
Arch 12, Bromley Street, Manchester, M4 4JS
Arch 11, Bromley Street, Manchester, M4 4JS
Arch 9, Bromley Street, Manchester, M4 4JS
Arch 4, Bromley Street, Manchester, M4 4JS
The Great American Car Wash, Back St Georges Road, Manchester, M4 4JD
56 Sudell Street, Manchester, M4 4JF
48 Sudell Street, Manchester, M4 4JF
50 Sudell Street, Manchester, M4 4JF
54 Sudell Street, Manchester, M4 4JF
4 Shilford Drive, Manchester, M4 4JG
Abbot Community Primary School, Livesey Street, Manchester, M40 7PR
Nova Press Ltd, Bromley Street, Manchester, M4 4JS

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: CENTRAL