

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135578/FO/2022

Date registered valid: 9 January 2023

Proposal: Erection of single storey storage building (Class B8) to be used in association with Unit 10a

Address: Land Accessed On Newton Avenue, Longsight Industrial Estate, Longsight, Manchester, M12 4EY

Ward(s): Ardwick Ward

Applicant: Tufail Ahmed, Cre8ive Design Consult Ltd

Agent (if any):

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20 June 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 4 April 2023 Expired: 18 April 2023

Neighbour notifications

Printed: 4 April 2023 Expired: 18 April 2023

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

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

This application relates to part of an existing industrial Estate. The estate has a clustered arrangement of industrial units arranged around a communal car parking area. There are a number of car repair uses within the industrial estate. The site access is taken from Newton Avenue, with housing located opposite, on the southern side of Newton Avenue, which form a cul-de-sac at its terminus with New Bank Street.

The application site is located towards the western end of the industrial estate, adjacent to the vehicular access point, with an existing unit sitting between the application site and a petrol station, to the west, which fronts onto Stockport Road.

The site is somewhat triangular in shape having a longer frontage, to Newton Avenue, and tapering away as it extends into the site. The site is currently vacant although it appears to be used as ad-hoc parking by the businesses on the estate. The site is open other than palisade fencing along the front (Newton Avenue) boundary.

It is proposed to erect a single storey storage building (Class B8) to be used in association with Unit 10a. Originally the building was indicated to be positioned right against the front (Newton Avenue) boundary of the site although it is now proposed to be set-back, from this frontage, by approximately 3 metres. The unit would have a flat roof and would be constructed in grey corrugated sheet cladding. The proposal includes the provision of 2 parking spaces, one to the rear and one to the front, between the proposed building and Newton Avenue.

The applicant states that the building would be used for overflow storage, and would not be used all the time. It would be used to house lightweight goods, which are mainly off-the shelf car

parts, and where goods need to be transported, this would be under the guidance of a banksman.

The proposed hours of operation are:

Monday to Friday - 9am to 6pm

Saturday - 9am to 2pm

Consultations & Notification Responses

Local residents/adjoining occupiers - Two objections have been received, from the occupiers of other units, on the estate, for the following reasons:

- The estate is already overdeveloped with severe car parking and servicing issues, on site and on Newton Avenue. The proposal will even further reduce the available car parking, making the current situation worse.
- The siting of the building is incongruous and will make the site access difficult.
- The proposed design is like a 'tin shed', which is not in keeping with the streetscene.
- The development will obstruct the view of other businesses in the estate.
- The visibility and safe access/egress to the estate will be severely compromised.
- The access into, and exit from, the storage unit will cause chaos to vehicular movement, due to its siting close to the estate entrance.
- It is considered that the applicant will use the unit as a repair garage, once built.
- Emergency Services vehicles access, from Newton Avenue, is already severely impaired and the erection, of the proposed storage unit, would further hinder such access.

Highway Services - Made the following original comments:

The storage building is positioned close to the main vehicle access, and they have concerns that visibility will be adversely affected.

They would also query whether the roots of the adjacent tree would be impacted by the required building foundations.

It is also not currently clear where the pedestrian access to the unit will be so they can determine whether this will impact on existing vehicle movements whilst loading is being undertaken to/from the proposed storage unit.

A revised plan was submitted, indicating that the proposed building would be set-back by approximately 3 metres from the front of the site.

Highways made the following revised comments:

Updated plans have been submitted which shows relocation of the proposed building, set back 3m from the existing fence line together with 2no. car parking spaces.

The proposed building relocation and parking bays push the overall development further into the site, in close proximity to the existing units to the rear. Highways has concerns that the proposals would affect existing deliveries/servicing associated with these units. It is therefore requested that the applicant submits a swept-path assessment for the largest delivery/servicing vehicle in order to determine whether existing servicing operations would be affected by the proposals. This should consider the context of the wider site layout/parking

The proposed unit has a loading area to its eastern elevation which fronts onto the wider site's access route. Further information on expected delivery frequencies and vehicles associated with the proposed unit is required as Highways has concerns that loading/unloading operations would impact upon the wider site access/egress operations.

The above should be supported by a swept-path assessment for the anticipated delivery vehicle associated with the proposed unit also in consideration of the context of the wider site layout/parking. Supporting swept-path assessment is also requested to demonstrate access/egress of the proposed 2no. car parking bays.

The applicant provided the required Swept Path Analysis for each parking bay, and a delivery truck. In relation to proposed deliveries, the applicant advised that larger deliveries are usually scheduled for weekends. The smaller daily parts deliveries are scheduled for mid-mornings often served via a small delivery van.

All deliveries for the proposed storage unit will be made onto site via Newton Road and into the Industrial Park. Where possible deliveries will be restricted to Off Peak hours before 9am and after 5PM. Where deliveries are made between the hours of 9am to 5pm, a competent banks man will be in attendance at all times to ensure the movement of goods from the Auto Garage to the storage unit are safely transported. The storage unit will house lightweight goods mainly off the shelf car parts, however where plant equipment is required for the transportation of goods, the operation of plant equipment will be under strict control of a banksman.

In response, Highways Services considered that the servicing at the site appears to be already constrained and managed accordingly due to internal parking. Whilst it would be better to demarcate parking bays to ensure servicing can take place, this would likely reduce on-site parking capacity. If there are no existing issues with servicing and the neighbouring units, they have no concerns and this looks acceptable

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to hours of operation, servicing hours, lighting, external equipment and contaminated land. Originally the standard contaminated land condition was recommended, but this has now been amended to a 'watching brief' type condition.

An informative is also proposed in relation to construction hours.

Flood Risk Management Unit - Makes the following comments:

Based on the provided evidence, they recommend no drainage condition for this application. The drainage of the site can be approved and they suggest the following Informative to be included within the Decision Notice:

Informative:

The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Greater Manchester Police - Made a number of suggestions, to improve security at the site, which have been provided to the applicant as an informative.

United Utilities - No objections are raised and no conditions are recommended

Issues

National Planning Policy Framework (December 2023) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

The Framework has been related to the proposed development, with particular emphasis given to the following:

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to

communities. Being clear about design expectations, and how these will be tested, is essential for achieving this (paragraph 131).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.

- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 relates to sites along radial routes, which includes Stockport Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Save policy DC26 Development and noise - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 - The Council uses the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. The effect of new development proposals which are likely to be generators of noise and
- b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

Principle - The site lies in an established industrial estate and the proposed storage unit is considered to be a compatible use.

Site layout - The unit was originally proposed to be positioned along the site boundary with Newton Avenue, but this was not deemed to be acceptable, to Highway Services, due to the potential impact upon visibility at the sites main vehicular access point. The front of the proposed building has therefore been set-back, from the back of pavement on Newton Avenue, by approximately 3 metres, which has allowed for a car parking space to be provided in front of the building, in addition to a space proposed at the rear of the building. It is considered that this has improved the relationship, of the proposed unit to Newton Avenue and the main vehicular access point, into the site, and Highways Services now have no objections to the proposal. The unit, to which the proposed storage building is related (unit 10a), is positioned approximately 60 metres away, across the servicing yard, but the applicant states that the proposed building is for overflow storage only and would not lead to significant movement of products between the two units. Ultimately the unit is proposed immediately adjacent to the main vehicular access point into the site, so it is not anticipated that it would lead to any significant increases in activity across the service yard.

The site has a triangular like shape, so the proposed building has a trapezoid type shape with the side elevations being parallel and a rear elevation that is at a 90 degree angle, with the side elevations/. The side elevation facing Newton Avenue is longer than the northern facing side, so the front elevation, which faces onto the servicing area, runs diagonally along the site boundary.

Scale/design of proposed building - The proposed building is single storey only with a flat roof and a height of approximately 3.6 metres. It is proposed that it would be constructed with grey corrugated steel cladding, with a large shuttered door, on the front elevation, that would be large enough to allow entrance into the unit by cars and vans. It is considered that the appearance, of the proposed unit, is compatible with the remainder of the buildings on the industrial estate and would not have a visually detrimental appearance, being largely seen against the backdrop of the wider industrial estate/buildings.

Residential amenity - The site is situated directly opposite some residential properties, on Newton Avenue. It is considered though that it is a relatively small addition, to the industrial estate, that is connected to an existing unit on the estate. It will operate during the normal working day, and it is not therefore anticipated that it would significantly increase any existing disturbance, from the estate, through noise and comings and goings.

Waste - No details have been provided, and an appropriate condition is proposed.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. In particular negotiations were held relating to the position of the building on site and related highways matters.

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 and documents:

Site location plan, stamped as received by the City Council, as Local Planning Authority, on 24 November 2022.

Drawings numbered 0001 rev A and 0004 rev A, and the GB Autos Ltd Storage Unit Materials Management Statement, all stamped as received by the City Council, as Local Planning Authority, on 3 April 2023.

Email from Tufail Ahmed, dated 16 October 2023 (time - 11:48) and accompanying Swept Path Analysis drawings (x3), stamped as received by the City Council, as Local Planning Authority, on 16 October 2023.

Email from Tufail Ahmed, dated 8 February 2024, which confirms the hours of operation for the site.

Drawing numbered 0004 rev C, stamped as received by the City Council, as Local Planning Authority, on 19 June 2024.

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

3) Notwithstanding any materials referenced within the application submission, prior to the commencement of any above ground works, samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

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 of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) The premises shall not operate on Sundays/Bank Holiday and, on all other days, shall only operate during the following hours:

Monday to Friday - 9am to 6pm

Saturday - 9am to 2pm

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

5) Deliveries, servicing and / or waste collections shall be undertaken outside the hours of:

Monday to Saturday - 7.30 am to 8.00 pm;

Sunday and Bank Holidays - No deliveries, servicing and / or waste collections

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

6) 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 policies SP1 and DM1 of the Manchester Core Strategy.

7) a) Before the use hereby approved commences any external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

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

8) a) Any 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. Prior to commencement 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 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 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 policies SP1 and DM1, of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

9) The car parking space indicated on the approved plans shall be surfaced and made available for use prior to the first use of the building for storage purposes. The car parking space shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

10) Prior to first operation, of the storage unit, 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. The details of the approved scheme shall be implemented as part of the development, and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1. EN19 and DM1 of the Manchester Core Strategy.

Informatives

1) All external doors (single and double leaf) must be compliant with and certified to BS PAS 24, STS 202, or LPS 1175 SR2. It is crucial that the door ironmongery to any escape-only doors is permitted under the security certification of the product. All escape-only doors should be alarmed (audible upon opening) and designed without visible external ironmongery.

If shutters are to be installed, they should be tested and certified to LPS 1175 SR2 (or SR1 if perforated laths are required) and installed in accordance with manufacturer's instructions. Ideally, shutters should have shutter-boxes and guides built into the fabric of the building - where they would be less vulnerable to attack and less visually intrusive.

A monitored alarm system should be installed, linked to contacts on all external doors/shutters and PIR detectors covering all ground floor areas with windows, with a signal terminating at a recognized Alarm Receiving Centre (ARC) or security control room.

Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors.

Any CCTV system that may be used within this proposal will require certain specifications and intelligent placement of cameras to compliment the design of the development. Designers should consider the following points when planning a CCTV strategy:

CCTV systems (and lighting that support them) require regular cleaning and maintenance to remain effective.

Where necessary cameras that are vulnerable to damage should be protected from attack either by relocation to a higher level and using a bigger lens to achieve the view required or through the fitting of a vandal resistant housing.

With regards to the retention of footage, the police prefer quality over quantity. The overall retention period should be dictated by what the system is designed to achieve, though it would be better to have good quality images over a 14-day period than poor ones over a 30-day period.

Procedures for recovery of recordings are recommended to be established (e.g. trained staff / the CCTV system instruction manual to be readily available). This is to ensure that the images produced will be of an acceptable standard that will allow for identification of an individual which will stand up to scrutiny in court.

Acceptable Standard - this generally requires a resolution of 720x576 pixels at a real time frame rate of 25 frames per second. (N.B. Both the camera and DVR must be capable of this - if the camera will only send low resolution images then it does not matter how high the resolution of the recording unit is).

Identification - One of three levels of field of view. To identify an individual, the image must capture no less than 120% of the field of view (at least from the top of the individuals head to their knees). The remaining two levels of field of view are 'Overview' and 'Recognition', which whilst effective for observational purposes, are less likely to result in the identification of a person/offender.

The intelligent placement of cameras helps to provide clear facial identification of individuals. Suitable locations would be: the entrance/s to the site, the main entrance lobby to the building, all external elevations and all service/parking areas.

Management & Maintenance - There should be a comprehensive security regime in place for the day-to-day running of the site. There should be regular reviews/exercises to ensure that it remains accurate, workable and up-to-date. All staff should understand and accept the need for security measures and it should be made easy for people to raise concerns or report observations.

The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime - a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as:

All high value equipment (e.g. computers, tools, plant/equipment etc.) should be property marked and securely fixed or stored to deter damage/theft. An accurate record should be maintained which logs all such items.

Any external bin store should be a secure, lockable and fire resistant enclosure. A strategy should be defined to ensure waste collection can take place whilst retaining a secure development and servicing activities should also not require any service doors to remain open and unattended for prolonged periods.

2) Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

3) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Police
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

6 Newton Avenue, Longsight, Manchester, M12 4EW
Unit A3, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit A2, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
4 Newton Avenue, Longsight, Manchester, M12 4EW
Unit 3B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 6A, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 2, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 2B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit C, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit D, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit E, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4HW
Store Adjacent Unit E, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4HW
Unit B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4HW
Unit 10, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 5A, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 5B, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Overton House, 2 Newton Avenue, Longsight, Manchester, M12 4EW
Flat 39, 1 Birch Lane, Manchester, M13 0NW
Flat 38, 1 Birch Lane, Manchester, M13 0NW
Flat 37, 1 Birch Lane, Manchester, M13 0NW
Flat 34, 1 Birch Lane, Manchester, M13 0NW
Flat 33, 1 Birch Lane, Manchester, M13 0NW
Flat 32, 1 Birch Lane, Manchester, M13 0NW
Unit 7, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Flat 31, 1 Birch Lane, Manchester, M13 0NW
Flat 28, 1 Birch Lane, Manchester, M13 0NW
Flat 25, 1 Birch Lane, Manchester, M13 0NW
Flat 20, 1 Birch Lane, Manchester, M13 0NW
Flat 17, 1 Birch Lane, Manchester, M13 0NW
Flat 14, 1 Birch Lane, Manchester, M13 0NW
Flat 9, 1 Birch Lane, Manchester, M13 0NW
Flat 6, 1 Birch Lane, Manchester, M13 0NW
Flat 4, 1 Birch Lane, Manchester, M13 0NW
Unit A1, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Unit 3A, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
441 Stockport Road, Manchester, M12 4JB
Unit 4, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY
Flat 30, 1 Birch Lane, Manchester, M13 0NW
Flat 29, 1 Birch Lane, Manchester, M13 0NW
Flat 27, 1 Birch Lane, Manchester, M13 0NW
Flat 26, 1 Birch Lane, Manchester, M13 0NW
Flat 22, 1 Birch Lane, Manchester, M13 0NW

Flat 21, 1 Birch Lane, Manchester, M13 0NW
Flat 19, 1 Birch Lane, Manchester, M13 0NW
Flat 18, 1 Birch Lane, Manchester, M13 0NW
Flat 16, 1 Birch Lane, Manchester, M13 0NW
Flat 15, 1 Birch Lane, Manchester, M13 0NW
Flat 13, 1 Birch Lane, Manchester, M13 0NW
Flat 10, 1 Birch Lane, Manchester, M13 0NW
Flat 8, 1 Birch Lane, Manchester, M13 0NW
Flat 7, 1 Birch Lane, Manchester, M13 0NW
Flat 5, 1 Birch Lane, Manchester, M13 0NW
Flat 3, 1 Birch Lane, Manchester, M13 0NW
Flat 2, 1 Birch Lane, Manchester, M13 0NW
Flat 1, 1 Birch Lane, Manchester, M13 0NW
Unit 12, Longsight Industrial Estate, Newton Avenue, Longsight, Manchester, M12 4EY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA