

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139686/FO/2024

Date registered valid: 17 April 2024

Proposal: Temporary change of use for a padel facility and supporting facilities for a period of 3 years.

Address: 24 Dutton Street, Manchester, M3 1LE

Ward(s): Cheetham Ward

Applicant: Mr Fraser Higson Pure Padel Clubs Ltd

Agent (if any): Mr Oliver Eves NJL Consulting

Case officer: Jack Naven
Tel: 0161 219 2095
Email: jack.naven@manchester.gov.uk

Recommendation: **Approve**

Date of recommendation: **12 June 2026**

Application Details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 8 May 2024

Standard consultations:

Printed: 28 May 2024 Expired: 18 June 2024

Neighbour notifications

Printed: 19 April 2024 Expired: 11 May 2024

Site notice

Posted: 8 May 2024 Expired: 30 May 2024

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of Site/Area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The site is situated at 24 Dutton Street within the Cheetham Ward. It does not sit within a conservation area.

The site currently consists of existing warehouse vacant unit, which measures approximately 2,493sqm, with associated car parking site. The site is currently secured by 2.4m high palisade fencing, whilst the building is secured by a monitored security alarm.

The wider site context comprises predominantly industrial and storage warehouse uses, within an approximate 200m radius of the site, there are examples of leisure-related facilities, such as Rover Over Climbing, Kickair, and Manchester Leisure Academy.

The site is located with Flood Zone 1; land assessed as having the lowest probability of flooding.

There are numerous Grade II heritage assets located nearby to the site, all associated with Strangeways Prison, including the Gatehouse of HMP Manchester, Former Synagogue, Block of HMP Manchester, the Tower of HMP Manchester, and Prison Block of HMP Manchester.

Description of Development

The proposal seeks the temporary change of use for a padel facility and supporting facilities for a period of 3 years.

The use of the building is currently in use as a warehouse (Use Class B8) building, and the change of use will provide 6no. padel courts and associated amenities (Use Class E(d)).

Consultations & Notification Responses

Highway Services – Require a Construction Management Plan.

Environmental Health - Requested that conditions be added to control hours of operation, delivery hours, noise, fumes, and waste.

MCR Active - Are supportive of the proposals and have confirmed that the proposal is in line with the padel strategy that Manchester Active have developed alongside the Lawn Tennis Association.

Greater Manchester Police - Have no concerns with the proposal.

Publicity - Neighbour notification letters were sent to surrounding properties. A site notice was also produced. At the time of writing this report, no representations have been received because of this publicity.

Policy

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

SP1 (Spatial Principles) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety, and well-being of residents, consider the needs of all members of the community, and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

EN1 (Design Principles and Strategic Character Areas) - advises that development provide opportunities for good design to enhance the overall image of the City should be fully realised and both reinforce and enhance the local character. It also advises that developers will be expected to consider the City's heritage, including its listed buildings, conservation areas, archaeological remains and historic street pattern.

DM1 (Development Management) - which states that all development should have regard to a number of specific issues the following of which are relevant to this application and for which more detailed guidance may be given within a supplementary planning document:

- 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.

- Refuse storage and collection.
- Vehicular access and car parking.

The **National Design Guide** (January 2021) illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

- Context - enhances the surroundings
- Identity - attractive and distinctive
- Built form - a coherent pattern of development
- Movement - accessible and easy to move around
- Nature - enhanced and optimised
- Public Spaces - safe, social, and inclusive
- Uses - mixed and integrated
- Homes and buildings - functional, healthy, and sustainable
- Resources - efficient and resilient
- Lifespan - made to last

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Paragraph 2.7 states that Chapter 2 'Design' - outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment, and encourages "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The following policies are considered relevant to this application.

Policy JP-J 1 (Supporting Long-Term Economic Growth) states that a thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on maintaining a very high level of economic diversity, facilitating the development of high value clusters in prime sectors, making the most of major assets of the sub-region, grasping the economic opportunities from the global transition to a low carbon economy, providing the high-quality, sustainable living environments that will help to attract and retain skilled workers, supporting local job growth, maximising the potential of the key growth locations whilst also securing investment that raises the competitiveness of our northern boroughs to deliver inclusive growth across the sub-region.

Policy JP-J 2 (Employment Sites and Premises) aims to make a diverse range of both new and second-hand employment sites and accessible premises available across the Plan area in terms of location, scale, type, and cost to offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities. Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive, and their accessibility improved where necessary.

Policy JP-P3 (Cultural Facilities) states that cultural businesses and attractions in our cities and towns will be proactively developed and supported through a range of measures including protecting existing heritage, cultural and community facilities, supporting the development of new cultural venues in town centres and places with good public transport connectivity, promoting new, or enhanced existing, locally-distinct clusters of cultural facilities, identifying protecting and enhancing strategic clusters of cultural attractions, considering the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities; maximising opportunities for redundant heritage assets; considering the designation of 'Creative Improvement Districts' and supporting a mix of uses which derive mutual benefits. If development would potentially result in conflict between a cultural activity and another use, especially in terms of noise, then the development responsible for the change must secure the implementation of appropriate mitigation before it is completed.

Policy JP-P7 (Sport and Recreation) states that a network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by requiring new development to support the achievement of strategic and local plan standards by providing new and/or improving existing facilities commensurate with the demand they would generate, ensuring that they meet accessibility standards and locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity.

Policy JP-S1 (Sustainable Development) aims to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Preference will be given to using previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

Former Boddington's Brewery Site Strategic Regeneration Framework (SRF) (2015)

The SRF was adopted by the City Council's Executive Committee in November 2015. The documents' purpose is to provide a framework to guide future investment in the area which it envisages will be through the delivery of a mix of commercial and residential uses.

Whilst the site in question does not sit directly within the boundaries of the Former Boddington's Brewery Site, it is adjacent to the boundaries that this SRF effect, and is situated within the boundaries of the Great Ducie Street SRF (see below), which is linked to this SRF.

Great Ducie Street Strategic Regeneration Framework (SRF) (2018)

The Great Ducie Street SRF wraps around the former Boddingtons Brewery SRF. The focus of this SRF is on the surrounding area but underpins the same principles regarding the regeneration of the area into a new, missed use neighbourhood. The SRF advocates the opportunity to facilitate greater synergies between existing businesses in the framework area and emerging development. The vision is to develop a strong sense of place and community, which reflects the principles of the Boddingtons SRF, to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

National Policy

Decisions should accord with the requirements of the **National Planning Policy Framework (2023)**, in particular to **Section 12 (Achieving Well-Designed Places)**, which states that:

"Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Developments should help to raise the standard of design more generally in an area and fit in with the overall form and layout of their surroundings" (NPPF paragraph 139).

Issues

Principle of Development

On a temporary basis, the use of this premises as a leisure nature is considered to be acceptable. The application site is located in the Great Ducie Street Strategic Regeneration Framework (SRF) area. There is a long term aspiration to support residential and commercial led developments in the area as part of the implementation of the SRF. A number of developments are underway as the area transitions from its current employment use.

This proposal would provide an alternative non employment use in an area subject to change and would support the growth of the new residential community.

Visual Amenity

The proposals include the relocation of the fire exit on the eastern elevation to align with internal court layouts, and a new pedestrian gate by the eastern elevation. There will be no other external alterations associated with the proposal.

Residential Amenity

A noise impact assessment has been submitted alongside the application. A condition should be included within any permission to ensure there is no unacceptable noise outbreak to the satisfaction of Environmental Health.

There will be no proposed plant equipment for ventilation or for any other purposes installed as a result of this development.

Access

Access to the facility will be from Dutton Street, as shown in the Location Plan. This access arrangement is utilised by the existing use.

The proposed car park will be accessed through a new sliding gate, offering x18 car parking space (one of which for disabled access) and cycle parking.

The building will be accessed via steps or an inclusive ramp to the main entrance.

Plans show that a cycle store will be in place near the entrance to the site, with a total of 9 cycle parking spaces. This provides a provision of 1 space per 140sqm which is similar to cycle parking standards for leisure use outside the city centre.

Sport Facility Provision

The courts will be located within the existing warehouse and will not affect any existing sports provision.

Demand modelling undertaken by the Lawn Tennis Association (LTA), who oversees Padel development, identify a conservative need for 42 Padel Courts across the city. This development will assist with meeting this demand.

Transport

A Travel Plan has been provided as part of the application. The Travel Plan includes objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and a monitoring and an action plan. The TP is aimed at the visitors and staff will access the development.

The Travel Plan will be managed by a Travel Plan Coordinator (TPC) The TPC will be appointed prior to the development being occupied. The TPC will monitor the usage of the car park and the cycle parking, produce travel pages on the website and produce a staff travel pack.

A condition has been added to ensure that the submitted travel plan is adhered to.

Construction Management

A Construction Method and Management Plan (CMP) has been produced and details the day to day management of the site. The CMP states that although there is limited space on site and first come first service parking will operate, discussions are in place with Portland Car and Van Sales who may offer additional parking spaces (at cost). The CMP confirms that gatesmen and banksmen will be in place. Dust, Noise and Vibration are to be managed and monitored via a CMP. A Waste Management Strategy will be in place and deliveries managed.

MCC's Events and Network Management Team have reviewed the submitted CMP information and have stated that a road closure is in place on Dutton Street between Robert Street and Julia Street. It is noted in the CMP that the developer has already been in contact with DOMIS regarding these works. An informative has been added to request that the applicant continue to work proactively with MCC's Events and Network Management Team and DOMIS through the construction period.

Waste Management

A refuse storage area is noted within the site. There will be no obstruction on the adjacent highway caused by refuse storage.

Refuse collection will be undertaken from by a private contractor. Refuse collection and deliveries will be undertaken from Robert Street as per the existing site arrangements.

The numbers of containers proposed for each waste stream is in line with MCC guidelines.

Crime Impact

A Crime Impact Statement has been provided, and following consultation with Greater Manchester Police, there are no concerns that the proposed development would lead to an increase in crime on the premises or in the surrounding area.

The building is currently secured by a monitored security alarm.

Conclusion

Given the above, it is considered that the proposal is in accordance with the above policies and should be approved.

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 based on seeking solutions to problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval

1) The permission hereby granted is for a limited period only, expiring on 12th June 2027; and the use comprising the development for which permission is hereby granted is required to be discontinued on that date.

Reason - The use hereby approved is of a temporary nature, in order to allow the preparation of the a more balanced interim use strategy that would support the proper planning and regeneration of the area and to allow the City Council the opportunity to reconsider the appropriateness of this use and its impact of the use on policies aimed at reducing reliance on travel by private car the consequences of which have not been considered beyond the 12th June 2024 pursuant to Core Strategy Policies SP1, CC1, CC4, EN1, and DM1.

2) The structures hereby permitted shall be discontinued no later than the 12th June 2027 and the fixings 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 one month 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 one 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:

Received by the City Council as Local Planning Authority on 02 April 2024:

- Location Plan
- Construction Method and Management Plan
- Observations - Visible Hazards
- Transport Statement and Travel Plan
- Site Waste Management Plan
- Schedule of Works
- Planning Statement

Received by the City Council as Local Planning Authority on 08 April 2024:

- Crime Impact Statement

Received by the City Council as Local Planning Authority on 17 April 2024:

- Proposed Plans and Elevations PL-04E

Received by the City Council as Local Planning Authority on 31 May 2024:

- Noise Impact Assessment 50-161-R1-3

Received by the City Council as Local Planning Authority on 06 June 2024:

- Proposed Site Plan PL-03F
- Construction Management Plan PL-05B

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) a) Prior to the first use of the development, a revised scheme of acoustic treatment outlining how the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises, shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the first use of the building. Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to first use 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 acoustic 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 agreed noise criteria.

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 and saved policies DC10.1 and DC26 of the Unitary Development Plan for the City of Manchester.

6) The development shall be carried out in accordance with the Construction Method and Management Plan received by the City Council as the Local Planning Authority on 02 April 2024.

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

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

07:00 to 22:00 Monday to Saturday

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

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

07:30 to 20:00 Monday to Saturday

There will be no deliveries or waste collections on Sunday and Bank Holidays

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

9) The development hereby approved shall be carried out in accordance with the Transport Statement and Travel Plan, received by the City Council, as Local Planning Authority on the 02 April 2024.

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 visiting and working at the development;
- ii) a commitment to surveying the travel patterns of spectators and 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 building, a Travel Plan 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 spectators, staff and visitors, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

10) The waste management arrangements for this development hereby approved shall be carried out in accordance with the Site Waste Management Strategy, received by the City Council as Local Planning Authority on the 02 April 2024, and drawing 'Proposed Site Plan PL-03F', received by the City Council as Local Planning Authority on the 06 June 2024. The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

11) Prior to the first occupation of the development, layout of the car park, and the single disabled parking bay, as indicated on drawing 'Proposed Site Plan PL-03F', received by the City Council as Local Planning Authority on the 06 June 2024, shall be implemented prior to the first occupation of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the first occupation of the development, the provision of 9 cycle spaces as indicated on drawing 'Proposed Site Plan PL-03F', received by the City Council as Local Planning Authority on the 06 June 2024, shall be implemented prior to the first occupation of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

13) Notwithstanding the details as set out in condition 2 above, prior to the works to the new pedestrian gate and fire exit, the full and final details of these works, including the existing and proposed elevation drawings of these boundary changes, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall then be implemented prior to the first use of the development.

Reason - To ensure that a satisfactory boundary treatment for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

Informatives

1) Construction of the padel courts should be aligned with Sports and Play Construction Association (SAPCA) code of practice and access to the courts should comply with the Equality Act 2010.

Please see <https://sapca.org.uk/guide/codes-of-practice/> for further details.

2) Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk

3) MCC's Events and Network Management Team have reviewed the submitted CMP information and have stated that a road closure is in place on Dutton Street between Robert Street and Julia Street. It is noted in the CMP that the developer has already been in contact with DOMIS regarding these works.

It is requested that the developers continue to work proactively with one another during the construction periods. MCCs Event and Network Management Team have stated that they can advise on any queries on the work and it is recommended that the applicant engage with the team via email at highwaylicences@manchester.gov.uk to discuss any concerns / queries or to organise meetings between MCC, DOMIS, and the proposed contractors at the proposed site.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
MCR Active

Rock Over Climbing, Unit 1, 1 Cheviot Street, Manchester, M3 1LW
Basement, 45 Julia Street, Manchester, M3 1LN
16A Robert Street, Cheetham, Manchester, M3 1EY
Flat 31, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 19, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 1, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 11, Globe House, 30 Southall Street, Manchester, M3 1LP
Ground Floor, 10 Robert Street, Cheetham, Manchester, M3 1EY
Ground Floor, 3 Cowburn Street, Manchester, M3 1FS
First Floor, 3 Cowburn Street, Manchester, M3 1FS
Unit 3, Dixylon House, Cheviot Street, Manchester, M3 1LW
Unit 1, Dixylon House, Cheviot Street, Manchester, M3 1LW
Ground Floor, 6 Cheviot Street, Manchester, M3 1LW
First Floor, 51 Pimblett Street, Manchester, M3 1FU
Marco Services, 16 Robert Street, Cheetham, Manchester, M3 1EY
Second Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Unit 1, 43 Carnarvon Street, Manchester, M3 1EZ
8 Cheviot Street, Manchester, M3 1LW
Shipton House, 41 Carnarvon Street, Manchester, M3 1EZ
Flat 9, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 25, Globe House, 30 Southall Street, Manchester, M3 1LP
24 Park Street, Manchester, M3 1ET
Unit 3, 1 Cheviot Street, Manchester, M3 1LW
10 Robert Street, Cheetham, Manchester, M3 1EY
First Floor And Second Floor, 10 Robert Street, Cheetham, Manchester, M3 1EY
21 - 23 Carnarvon Street, Manchester, M3 1EZ
Garage, 51 Pimblett Street, Manchester, M3 1FU
Ground Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Basement, 47 - 49 Carnarvon Street, Manchester, M3 1LQ
Flat 18, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 27, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 30, Globe House, 30 Southall Street, Manchester, M3 1LP
29 Park Street, Manchester, M3 1EU
Warehouse 2 Junction Robert Street, Park Street, Manchester, M3 1EU
Ground Floor, 45 Julia Street, Manchester, M3 1LN
Ground Floor, 51 Pimblett Street, Manchester, M3 1FU
Flat 17, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 14, Globe House, 30 Southall Street, Manchester, M3 1LP
Basement, 3 Cowburn Street, Manchester, M3 1FS
William Lindop Limited, Warehouse Junction Dutton Street, Julia Street, Manchester, M3 1DQ
17A Carnarvon Street, Manchester, M3 1EZ
20 Robert Street, Cheetham, Manchester, M3 1EY
Globe House, 30 Southall Street, Manchester, M3 1LG
47 - 49 Carnarvon Street, Manchester, M3 1LQ
Ground Floor, 47 - 49 Carnarvon Street, Manchester, M3 1EZ
Flat 10, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 24, Globe House, 30 Southall Street, Manchester, M3 1LP

Flat 4, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 16, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 23, Globe House, 30 Southall Street, Manchester, M3 1LP
Warehouse 1 Junction Robert Street, Park Street, Manchester, M3 1EU
25 Park Street, Manchester, M3 1EU
Unit 2, 1 Cheviot Street, Manchester, M3 1LW
Unit 2, Dixylon House, Cheviot Street, Manchester, M3 1LW
Youthstar, 27 Robert Street, Cheetham, Manchester, M3 1EX
Unit 1, 16A Robert Street, Cheetham, Manchester, M3 1EY
First Floor, 47 - 49 Carnarvon Street, Manchester, M3 1LQ
Flat 13, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 2, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 20, Globe House, 30 Southall Street, Manchester, M3 1LP
2 - 16 Charter Street, Manchester, M3 1LY
45 Julia Street, Manchester, M3 1LN
AA Printers, 16B Robert Street, Cheetham, Manchester, M3 1EY
Unit 2, 16A Robert Street, Cheetham, Manchester, M3 1EY
First Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Third Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
45 Carnarvon Street, Manchester, M3 1EZ
1 Cheviot Street, Manchester, M3 1LW
Flat 26, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 6, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 8, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 7, Globe House, 30 Southall Street, Manchester, M3 1LP
35 Park Street, Manchester, M3 1EU
37 Park Street, Manchester, M3 1EU
Edward Holt House, Pimblett Street, Manchester, M3 1FU
27 Park Street, Manchester, M3 1EU
27A Park Street, Manchester, M3 1EU
Basement, 25 Park Street, Manchester, M3 1EU
First Floor, 45 Julia Street, Manchester, M3 1LN
17B Carnarvon Street, Manchester, M3 1EZ
51 Pimblett Street, Manchester, M3 1FU
18 Robert Street, Cheetham, Manchester, M3 1EY
43 Carnarvon Street, Manchester, M3 1EZ
Flat 15, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 21, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 3, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 28, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 12, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 29, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 22, Globe House, 30 Southall Street, Manchester, M3 1LP
Flat 5, Globe House, 30 Southall Street, Manchester, M3 1LP
3 Cowburn Street, Manchester, M3 1FS

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
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL