

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136040/FO/2023

Date registered valid: 4 April 2023

Proposal: Erection of single storey, double height extension to the existing warehouse (sui generis use)

Address: 14 Birch Lane, Manchester, M13 0NN

Ward(s): Rusholme Ward

Applicant: Mr. Yin Wan Li, Wing On Ltd

Agent (if any): Mr. Craig Welsh, Studio KMA

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

Recommendation: Approve

Date of recommendation: 9 February 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 9 May 2023 Expired: 30 May 2023

Neighbour notifications

Printed: 9 May 2023 Expired: 30 May 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 an existing food processing/warehouse unit, which sits between Birch Lane and Clarence Road, in an otherwise mostly residential area of Longsight. The main two storey element, of the building, faces onto Birch Lane, which is used as offices, with a long single storey (double height) element behind, which is used as warehousing/food processing, and a servicing yard, on the Clarence Road side of the site, surrounded by a brick wall and vehicular access gates, which are approximately 1.8 metres high. The service yard is independent of the staff/visitor parking area, which is located on the Birch Lane frontage of the site. Also, there are presently 3 single storey shipping containers, within the service yard, that do not have the benefit of planning permission.

It is proposed to erect a single storey (double height) extension to the existing warehouse (sui generis use) within the service yard. The extension would be towards the northern side, of the Clarence Road elevation of the existing building, and would cover approximately 20% of this elevation, with a width of approximately 5 metres. It would project approximately 15 metres, from this Clarence Road elevation and would have a pitched roof with dimensions of approximately 4 metres to eaves and 4.5 metres to the roof apex. The overall internal floorspace that would be created is indicated to be approximately 70 square metres.

It is indicated that the proposed extension is needed to provide the necessary additional floorspace and storage for a growing business.

The proposed extension would be a portal frame structure with a grey profiled metal cladding finish.

As part of the proposal, it is indicated that the 3 shipping containers on site will be removed.

The existing use operates by virtue of the following permission:

049853/FU/CENTL2/96 - Change of use from offices and cash and carry warehouse to offices, food processing and wholesale distribution - Approved 12 June 1996

This permission was subject to conditions, which included the following:

4. All work and other activity shall be confined to the following hours:-

7.30 a.m.	to	6.00 p.m.	Mondays to Fridays.
7.30 a.m.	to	1.00 p.m.	Saturdays.
10.00 a.m.	to	1.00 p.m.	Sundays.

The applicant has confirmed that the proposed extension would also operate to these hours.

Consultations & Notification Responses

Local residents - One objection has been received, for the following reasons:

- The double height extension to the existing warehouse means more deliveries, more noise and more disruption for the neighbouring area. Already they put crates on the road, blocking all parking in the vicinity to make space for large trucks delivering goods.
- Deliveries arrive 4am or 5am in the morning causing a lot of noise in unsociable hours, disrupting neighbours sleep.
- The warehouse emits a continuous noise 24 hours, 7 days a week. Residents cannot open their windows during summer because of the noise.
- The extension will be unsightly and does not fit in with houses around it. There should not be a factory in a residential area with high noise levels.
- There is a school next door and traffic is horrendous on this road as it is. Extra deliveries, increased activity due to more storage because of the extension would make traffic and noise levels worse. It will be a hazard to school children.
- Expanding this warehouse means more disruption, noise and misery for locals.

Highways Services - Makes the following comments:

TRIP GENERATION:

Highways has no concerns in relation to highway operations and junction capacity.

PARKING AND ACCESS:

The existing staff parking area located to the east of the site (accessed from Birch Lane) will not be affected by the development proposals.

ACCESS:

The existing vehicular access into the service yard (from Clarence Road) and access to the Birch Lane car park would not be affected by the development proposals.

REFUSE AND SERVICING:

Submitted plans indicate that additional space would be provided within the service yard as part of the development proposals which would require the removal of existing shipping containers. As such, whilst it is anticipated that the proposals would not give rise to any

internal vehicle manoeuvring difficulties, Highways request that the construction of the extension is only approved on the basis that the existing shipping containers are removed from the service yard.

It is understood that internal waste storage areas would not be affected by the proposals and on-street servicing from Clarence Road would continue as existing. Highways consider this to be acceptable.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management, lighting, acoustic controls, external equipment, refuse and contaminated land, are attached to any permission.

Flood Risk Management Unit - Originally it was proposed that the building would be de-commissioned, after 25 years and no objections were raised. In planning terms this was not considered to be an appropriate way forward and the building needed to be assessed as a permanent structure. A revised flood risk assessment was therefore submitted, with improved safeguards, FRMU have confirmed that this report is acceptable, subject to a drainage condition being attached to any planning permission

Greater Manchester Police - They have no significant objections to the proposal. They would recommend that the new shutter and escape door are certified to a burglary resistant standard.

Issues

National Planning Policy Framework (September 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

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 127).

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.

With regards to development and noise Development Control policy DC26 states that the council intends to use 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 the effect of the new development proposals, which are likely to be generators of noise.

Impact of works - The site sits between Birch Lane, and Clarence Road, with the main entrance to the premises being from Birch Lane. The Clarence Road side, of the site, constitutes the rear servicing yard, but with a vehicular access, onto Clarence Road, this could also be viewed as a site frontage. At present the service yard contains a number of cabins, giving it a haphazard appearance. As part of the proposal, these cabins would be removed, and would be replaced by a single extension, set-back from the road, so this, in itself, would represent an improvement in the appearance of the site.

The extension itself has been amended, compared to the original submission, so that the proposed extension is now no higher, than the existing building. It would have a shallow pitched roof and would be constructed in grey profiled metal cladding. This is generally considered to be in keeping, with the existing building, although a condition is proposed regarding final materials. The extension would be approximately 6 metres, from the Clarence Road frontage of the site

and, overall, it is considered that the proposed works would give this part of the site an improved visual appearance.

Residential amenity - The existing premises currently operate from 7.30am to 6.00pm, on weekdays, with shorter hours on weekends and the proposed extension will be utilised in connection with the existing building, with no changes to these hours. Whilst Birch Lane, and Clarence Road, contain a significant number of residential properties, the area does also contain a number of commercial uses which co-exist with these residential properties. In this case it is not considered that the proposed extension would significantly impact upon the operation of the site, whilst approving its visual appearance.

An objection has been received, from a local resident which references activity outside the allowed hours of operation of the premises and this can potentially be investigated as a separate matter, but an extension operating during the existing allowed hours is not expected to significantly impact upon how the site operates. Also there is a loading bay door that would be created, in the extension, but there are existing loading bays in this service yard, and no significant changes are expected.

Highways - No highways objections are raised and Highways Services are satisfied with the proposal subject to a condition requiring the removal of the existing cabins on site.

Flood Risk - The applicant has provided satisfactory details that allow this structure to be allowed as a permanent addition to the site, rather than the temporary (25 year) structure originally proposed.

Air quality - The proposal does not directly involve the creation of any additional vehicle parking or will necessarily lead to any additional vehicular movements at the site. The construction management plan condition will ensure that controls are in place over matters such as fumes and dust, during the construction process and a subsequent air quality control condition is not felt to be needed, in this case.

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. In particular, negotiations took place regarding the buildings design. The applicant has also been advised of a number of pre-development conditions, which have been agreed.

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:

Drawings numbered LCR-KMA-XX-XX-DR-A-7000 and LCR-KMA-XX-XX-DR-A-7002
Design and Access Statement dated 15 December 2022

All stamped as received by the City Council, as Local Planning Authority on 23 January 2023.

Drawings numbered 46024MCLS-02 and LCR-KMA-XX-XX-DR-A-7004 P2, stamped as received by the City Council, as Local Planning Authority on 18 March 2023.

Drawing numbered LCR-KMA-XX-XX-DR-A-7101, dated 13 July 2023 and the letter from Wing On Ltd, dated 13 July 2023, which confirms that the building will be decommissioned within the 25-year period set out within the Flood Risk Assessment, stamped as received by the City Council, as Local Planning Authority on 13 July 2023

PG Consulting Drainage Strategy Report ref: PGC 656 Issue 3, dated 1 February 2024 and stamped as received by the City Council, as Local Planning Authority on 6 February 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 erection of the above ground structure, 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 development shall not be operational outside the hours of:

7.30 a.m. to 6.00 p.m. - Mondays to Fridays.

7.30 a.m. to 1.00 p.m. - Saturdays.

10.00 a.m. to 1.00 p.m. - Sundays.

Reason -To safeguard the amenities of the occupiers of nearby residential accommodation once the development is operational, 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.

5) The extension shall not become operational until all existing temporary structures/storage units on site have been removed, as indicated on drawing numbered LCR-KMA-XX-XX-DR-A-7004 P2, stamped as received by the City Council, as Local Planning Authority on 18 March 2023. The land shall thereafter be maintained in this condition.

Reason - In order to secure the satisfactory development of the site and to allow access to the proposed extension, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

6) Prior to the commencement of development, a demolition/construction (delete as appropriate) management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

Hours of working

Measures to control noise and vibration;

Dust suppression measures;

Compound locations where relevant;

Phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence of satisfactory routeing both within the site and on the adjacent highway. Details of contractor parking in the locality and management measures associated with any temporary impacts on existing business servicing operations due to construction activities within the service yard area.

Details of an emergency contact telephone number;

A community consultation plan with commentary on the potential impacts and associated management measures given the site's proximity to the adjacent school; and

Sheeting of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy

7) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 DM1 and SP1 of Manchester's

8) Before the development commences 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 DM1, EN19 and SP1 of the Manchester Core Strategy.

9) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.

Surface water should be restricted to a rate of up to 5 l/s.

Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.

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 45% climate change in any part of a building;

Hydraulic calculations to support the drainage proposal.

Details of how the scheme shall be maintained and managed after completion.

Reason: 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 policies EN14 and EN17 of the Manchester Core Strategy.

10) a) Before the use hereby approved commences 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 DM1 and SP1 of the Manchester Core Strategy.

11) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority

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 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 - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, 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.

12) 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 pre-existing 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.

Informatives

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk.

2) The new shutter and escape door should be certified to a burglary resistant standard.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Flat 13, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
Flat 15, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
St Johns CE Primary School, Clarence Road, Manchester, M13 0YE
21 Brightstone Walk, Manchester, M13 0YB
15 Brightstone Walk, Manchester, M13 0YB
9 Brightstone Walk, Manchester, M13 0YB
3 Brightstone Walk, Manchester, M13 0YB
Flat 21, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
Flat 11, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
30 Clarence Road, Manchester, M13 0YE
23 Brightstone Walk, Manchester, M13 0YB
19 Brightstone Walk, Manchester, M13 0YB
17 Brightstone Walk, Manchester, M13 0YB
13 Brightstone Walk, Manchester, M13 0YB
11 Brightstone Walk, Manchester, M13 0YB
7 Brightstone Walk, Manchester, M13 0YB
5 Brightstone Walk, Manchester, M13 0YB
1 Brightstone Walk, Manchester, M13 0YB
Flat 23, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
Flat 19, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
Flat 17, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
Flat 9, Tatton Place, 13 - 15 Clarence Road, Manchester, M13 0YF
28 Clarence Road, Manchester, M13 0YE

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA