

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138709/FO/2023
Date registered valid: 8 January 2024
Proposal: Change of use from motorcycle sales to educational use (F1a), and all associated works.
Address: Units 1, 3 & 4, 1121 Ashton Old Road, Manchester, M11 1AA
Ward(s): Clayton & Openshaw Ward

Applicant: UK Management College Ltd
Agent (if any): Mr James M 4D Planning
Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 5 March 2024

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit:

Standard consultations:

Printed: 9 January 2024 Expired: 30 January 2024

Neighbour notifications

Printed: 9 January 2024 Expired: 30 January 2024

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to part of a small retail/commercial complex that fronts onto a busy radial route to/from Manchester City Centre. The complex lies close to, but outside of the Higher Openshaw District Centre boundary. The area surrounding the complex contains a mixture of uses with commercial, industrial and residential units, and there is a primary school opposite the site, across Ashton Old Road.

The application relates to units 1, 3 and 4, which is a single storey building with car parking to the front and rear. Other uses, in the centre, include a decorating shop, a clothing/accessory shop and a tools/machinery shop. The premises are currently vacant, having been last used in around 2020, for motorcycle sales.

It is proposed to change the use, of the premises, into an educational establishment. The applicants (UK Management College Ltd) are a higher education institute who provide a range of University accredited courses in business, education, health and IT, for mature students. The college currently operates from nearby premises on Stanley Street, approximately 700 metres away, as well as a site in Ardwick, just over 2 miles away. It is proposed that the application site would be additional premises to operate in conjunction with the existing premises, with staff operating between sites. The applicant has confirmed that the proposed change of use relates to the ground floor only.

Extensive internal works are indicated, but no external changes are proposed other than some new identification signage, within the limits of the existing signage on site.

The proposed operating hours are:
Monday to Wednesday - 8.30am to 9.30pm
Thursday - 8.30am to 6.30pm
Friday - 8.30am to 6.00pm
Saturday and Sunday 8.30am to 5.30pm

Consultations & Notification Responses

Local residents/adjoining occupiers -

Highway services - Made the following initial comments:

TRIP GENERATION AND JUNCTION CAPACITY: Due to the anticipated number of students (120) on-site it is requested that a TRICs assessment is undertaken to understand the multi-modal trips to the site.

HIGHWAYS SAFETY: Incidents within the vicinity of the site have been reviewed for the most recent five-year period. The analysis shows that over the five-year period there has been a total of 4 incidents recorded in the study area. These incidents are clustered around Louisa Street and Ashton Old Road. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY: The site is well accessed by sustainable modes. The site is located within walking distance of bus and tram services.

PARKING AND ACCESS: MCCs Core Strategy states that the maximum number of car parking spaces for an Education Facility is 1 space per 2 staff (including parking for students). In terms of this development 8 parking spaces should be provided. The Transport Statement and appended plans states that 7 parking spaces will be retained, 2 of which will be for disabled people. The submitted Planning Statement suggests that the premises will have use of 7 parking spaces to the rear (north) of the building in addition to the spaces at the front. It is requested that clear details of the parking arrangement are provided and whether staff and students can utilise the large car park at the rear of the site. The provision of 2 disabled bays overall is acceptable to Highways. The Transport Statement confirms that access to the site from Ashton Old Road will be retained. Vehicular access to the site is gained from Ashton Old Road. It is noted that an existing vehicular crossover is present in this location in order to facilitate this access.

CYCLE PARKING: Cycle parking will be in compliance with adopted Manchester standards, on the basis of 1 space per 5 staff plus 1 space per 3 students. It is understood that the development will have 15 staff and 120 students. Therefore, a total of 3 spaces should be accommodated for staff and 40 spaces accommodated for students. It should be ensured that these cycle parking spaces are sheltered and secure.

BOUNDARY TREATMENTS: It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING: A refuse storage area is noted within the site. This is considered to be appropriate in ensuring no obstruction on the adjacent highway. The Transport Assessment

confirms that private bin collection will take place within the site boundary as per the existing arrangement. This is acceptable to Highways.

TRAVEL PLAN: Highways recommend that the College implements a Student & Staff Travel Plan in order to encourage sustainable travel with the aim of reducing car parking demand. It is noted that the applicant has an additional site within proximity of the site. The Travel Plan should aim to work with the neighbouring site and liaise with one another.

In response, the applicant submitted revised details, to address these concerns, and Highway Services commented as follows:

The submitted Planning Statement suggests that the premises will have use of 7 parking spaces to the rear (north) of the building in addition to the spaces at the front. Two updated plans have been provided. Drawing 4D07/A 'Proposed Car Parking' indicates that 6 staff car parking spaces and 6 parking spaces within the main car park will be provided. Drawing 4D05/A 'Proposed Ground Floor' indicates that 6 parking spaces will be in place within proximity of the proposed development, of which 2 will be for disabled people. This is acceptable to Highways.

A proposed Trip Generation Assessment has been undertaken. The note uses the proposed TRICS mode share and 2011 Census Data to anticipate that total trips to/from the site. The assessment indicates that a total of 11 two-way trips are anticipated in the AM network peak (08:00 - 09:00) and 7 two-way trips in the PM network peak (17:00 - 18:00). The assessment suggests that 09:00 - 10:00 will have the greatest number of AM two way trips with 13 anticipated trips, with 17 two-way trips at 12:00-13:00 and 7 two-way trips at 18:00 - 19:00.

The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

As per Highways initial comments it is recommend that the College implements a Student & Staff Travel Plan in order to encourage sustainable travel with the aim of reducing car parking demand. It is noted that the applicant has an additional site within proximity of the site. The Travel Plan should aim to work with the neighbouring site and liaise with one another. The applicant has agreed to this condition.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to hours, as applied for, deliveries and final approval of refuse arrangements, although they consider that there is sufficient space for refuse storage and the details of the waste management strategy are considered to be acceptable.

Flood Risk Management Unit - Make the following comments:

Based on the provided evidence and no increase in development footprint, they recommend no drainage condition for this application. An informative is suggested, to be included within the Decision Notice.

Greater Manchester Police - No comments received.

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

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 126).

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 EC5 relates to employment in East Manchester and states that the area is expected to provide approximately 80-85ha of employment land.

The policy states that the Council will promote development which: ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops; creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities; has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

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 Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Principle - Whilst the predominant uses, of this small commercial complex, have traditionally been retail, the centre has never been fully occupied and the premises, subject of this application, have been vacant for a prolonged period of time. An issue here has been its relationship with the nearby District Centre, where new retail uses have generally located.

In addition, the Manchester Core Strategy recognises the importance of education to the social and economic progress of the city. Policy SP1 refers to improving access to education by locating it in areas that reduce the need to travel and providing good access to sustainable transport provision. Also, the site is located in an area of mixed uses, with a primary school directly opposite the site. Given the history of uses at the site, and these particular site circumstances, it is considered that an educational establishment would be an acceptable use of this site.

Access and parking - A key issue, when assessing uses of this nature, relate to ensuring sufficient parking is available to meet the needs of the development. The applicants have previously applied to provide additional student accommodation at their nearby Stanley Street site, but this could not be supported due to the lack of any dedicated car parking at that site.

With regards to the site, subject of this application, 18 spaces are provided in total, with 6 of these spaces dedicated for staff. For a development of this size, this level of provision is considered to be acceptable to Highway Services. Also, other than the dedicated spaces it appears that there are other opportunities to park within the complex, where there is no dedication of spaces for other units in the complex.

In addition, 43 cycle stands are proposed, which are welcomed by Highway Services in what is, in any event, a very sustainable location with frequent bus services along Ashton Old Road. Overall, in relation to parking, it is considered that the site can easily accommodate the proposed development.

In accordance with the requirements of Highway services, the applicant has also confirmed agreement to a condition requiring the College to implement a Student & Staff Travel Plan in order to encourage sustainable travel with the aim of reducing car parking demand.

Vehicular access arrangements are unchanged from existing, and this is acceptable to Highway Services.

Appearance - as indicated above, no external alterations are proposed, other than changes to signage.

Operating hours/residential amenity -The site lies in an area of mixed uses including retail and commercial activities, and the proposed operating hours are in line with those operations. Also, whilst there are residential properties in the general area, these do not directly adjoin the site. It is therefore considered to be unlikely that the proposed use would have an adverse impact upon surrounding residents and no conditions are recommended, by Environmental Health, in relation to the acoustic insulation of the building.

Employment - This is a location where the City Council would promote employment generating uses. In this case it is indicated that there would be 10 full-time employees, which is considered to be comparable, to the previous use of the site, and which is considered to be acceptable for this location.

Air quality - No major construction works are involved and no conditions, relating to air quality, have been suggested by Highways Services or Environmental health.

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 to ensure that sufficient parking was provided to meet the needs of the development.

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:

Drawing numbered 4D01 and the Planning/Design and Access Statement dated November 2023, stamped as received by the City Council, as Local Planning Authority, on 1 December 2023.

Waste Management Strategy and the 4D Planning Transport statement, dated January 2024, stamped as received by the City Council, as Local Planning Authority, on 8 January 2024.

Drawings numbered 4D05 rev A and 4D07 rev A, and the letter from 4D Planning titled 'Proposed Trip Generation' and dated 16 February 2024, stamped as received by the City Council, as Local Planning Authority, on 19 February 2024.

Drawing numbered 4D06 rev A, stamped as received by the City Council, as Local Planning Authority, on 4 March 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) The premises shall only operate during the following hours:

Monday to Wednesday - 8.30am to 9.30pm

Thursday - 8.30am to 6.30pm

Friday - 8.30am to 6.00pm

Saturday and Sunday 8.30am to 5.30pm

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

4) 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.

5) 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 educational 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.

6) Before the building is first used, for educational purposes, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development 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
- vi) details of how the Travel Plan mechanisms/arrangements would work in conjunction with the college's nearby site at Stanley Street, Openshaw

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to the college, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

7) Prior to the first use of the building for educational purposes, full details of the cycle storage facilities shall to be provided on site, shall be submitted to and approved by the City Council, as Local Planning Authority. The cycle storage facilities shall be implemented, in accordance with these approved details, as part of the development and shall remain in situ whilst the use is in operation.

Reason - To ensure that adequate provision is made for bicycle parking so that staff and students have a range of options in relation to mode of transport, and to ensure that the facilities have an acceptable visual impact,, in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

8) Prior to the first use of the building for educational purposes, 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 development shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required. 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 and SP1 of the Manchester Core Strategy.

Informatives

1) 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.

Manchester City Council records highlight that the two underground culverts (Corn Brook Tributary) are located within close proximity to the site (approximately 50m to the east, and 88m to the north of the site). It is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and Manchester City Council should be contacted immediately. Any alteration to an existing ordinary watercourse would be subject to land drainage consent under the Land Drainage Act 1991

2) The applicant is advised that 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 Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

6 Southsea Street, Manchester, M11 1FE
14 Sandywell Close, Manchester, M11 1EF
38 Louisa Street, Manchester, M11 1AN
34 Louisa Street, Manchester, M11 1AN
66 Louisa Street, Manchester, M11 1AN
1119A Ashton Old Road, Manchester, M11 1AA
13 Cheadle Street, Manchester, M11 1AG
15 Old Lane, Manchester, M11 1BE
2 Old Lane, Manchester, M11 1BE
72 Louisa Street, Manchester, M11 1AN
46 Louisa Street, Manchester, M11 1AN
9 Old Lane, Manchester, M11 1BE
1 Cheadle Street, Manchester, M11 1AG
7 Cheadle Street, Manchester, M11 1AG
The Bodyline Clinic Limited, Unit 1, 1119 Ashton Old Road, Manchester, M11 1AA
16 Sandywell Close, Manchester, M11 1EF
7 Southsea Street, Manchester, M11 1BJ
70 Louisa Street, Manchester, M11 1AN
8 Old Lane, Manchester, M11 1BE
6 Old Lane, Manchester, M11 1BE
3 Cheadle Street, Manchester, M11 1AG
1047 Ashton Old Road, Manchester, M11 2NN
Flat 2, 1135A Ashton Old Road, Manchester, M11 1BU
A P C Coating, 1119 Ashton Old Road, Manchester, M11 1AA
E & M BRENNAN LTD, 1 Cornwall Street, Manchester, M11 2NR
21 Southsea Street, Manchester, M11 1FE
8 Sandywell Close, Manchester, M11 1EF
Unit 4, 1121 Ashton Old Road, Manchester, M11 1AA
Unit 3A, 1119 Ashton Old Road, Manchester, M11 1AA
74 Louisa Street, Manchester, M11 1AN
68 Louisa Street, Manchester, M11 1AN
64 Louisa Street, Manchester, M11 1AN
11 Cheadle Street, Manchester, M11 1AG
54 Louisa Street, Manchester, M11 1AN
42 Louisa Street, Manchester, M11 1AN
10 Old Lane, Manchester, M11 1BE
7 Old Lane, Manchester, M11 1BE
Unit 3, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 2, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 4, 1119 Ashton Old Road, Manchester, M11 1AA
6 Sandywell Close, Manchester, M11 1EF
12 Sandywell Close, Manchester, M11 1EF
11 Southsea Street, Manchester, M11 1BJ
3 Southsea Street, Manchester, M11 1BJ
Unit 3, 1121 Ashton Old Road, Manchester, M11 1AA
76 Louisa Street, Manchester, M11 1AN
9 Cheadle Street, Manchester, M11 1AG

13 Old Lane, Manchester, M11 1BE
3 Old Lane, Manchester, M11 1BE
Matalan, Ashton Old Road, Manchester, M11 2NN
Scrap Yard, 1119 Ashton Old Road, Manchester, M11 1AA
1121 Ashton Old Road, Manchester, M11 1AA
4 Southsea Street, Manchester, M11 1FE
15 Southsea Street, Manchester, M11 1BJ
58 Louisa Street, Manchester, M11 1AN
56 Louisa Street, Manchester, M11 1AN
52 Louisa Street, Manchester, M11 1AN
50 Louisa Street, Manchester, M11 1AN
48 Louisa Street, Manchester, M11 1AN
40 Louisa Street, Manchester, M11 1AN
4 Old Lane, Manchester, M11 1BE
1 Old Lane, Manchester, M11 1BE
5 Cheadle Street, Manchester, M11 1AG
Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Ground Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
80 Louisa Street, Manchester, M11 1AN
Unit 5, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 5, 1121 Ashton Old Road, Manchester, M11 1AA
9 Southsea Street, Manchester, M11 1BJ
Unit 2, 1121 Ashton Old Road, Manchester, M11 1AA
60 Louisa Street, Manchester, M11 1AN
11 Old Lane, Manchester, M11 1BE
5 Old Lane, Manchester, M11 1BE
First Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Flat 1, 1135A Ashton Old Road, Manchester, M11 1BU
Varna Community Primary School, Chisholm Street, Manchester, M11 2LE
19 Southsea Street, Manchester, M11 1FE
10 Sandywell Close, Manchester, M11 1EF
18 Sandywell Close, Manchester, M11 1EF
36 Louisa Street, Manchester, M11 1AN
5 Southsea Street, Manchester, M11 1BJ
2 Southsea Street, Manchester, M11 1FE
62 Louisa Street, Manchester, M11 1AN
44 Louisa Street, Manchester, M11 1AN
78 Louisa Street, Manchester, M11 1AN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA