

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137932/FO/2023

Date registered valid: 18 September 2023

Proposal: Change of use from bingo hall (sui generis) to retail (Class E) in association with enlarged store, together with associated elevational alterations.

Address: Unit 16 & 18, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH

Ward(s): Harpurhey Ward

Applicant: Mr Andrew Wells B&M Retail Ltd

Agent (if any): Mr Mark Wood MWA

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20 November 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 10 October 2023

Standard consultations:

Printed: 19 September 2023 Expired: 10 October 2023

Neighbour notifications

Printed: 19 September 2023 Expired: 10 October 2023

Site notice

Posted: 10 October 2023 Expired: 31 October 2023

Press advert

Published: 26 September 2023 Expired: 10 October 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to a large, single storey, double height retail unit (unit 11), currently occupied by B & M, together with an adjoining vacant unit (comprising units 9a, 9b and 10), formerly occupied by Buzz Bingo.



Existing store

The units are constructed from a combination of masonry, metal cladding, with metal roofs and glazed shopfronts. All units are of similar appearance and incorporate dual pitched roofs.



View of vacant units beyond existing ground floor retail units.

To the side of the former Buzz Bingo unit/s is a parade of small-scale retail units immediately fronting the shopping street.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within Harpurhey district centre – a defined primary shopping area located just off the main north/south arterial route of Rochdale Road. The centre is bounded by Moston Lane to the north, Rochdale Road to the west, Church Lane to the south and Upper Conran Street to the east.

An image showing the defined boundaries of the centre is shown below.



The centre forms one of two district centres within north Manchester and is primarily anchored by Asda and Lidl supermarkets, as well as a college, leisure centre and McDonalds and KFC restaurants.

The centre comprises a number of blocks of small-scale retail and food and drink uses focused along pedestrianised streets, which also accommodate an outdoor market area. The northern bounds of the centre is flanked by an expanse of surface level car parking.

The wider area is predominantly residential in character.

The main vehicular access to the site is from a priority junction from Moston Lane. There are further access points serving physically separated car park areas off Upper Conran Street and Rochdale Road.

Description of development

Planning permission is sought to extend the existing B & M retail unit into the neighbouring units formerly occupied by Buzz Bingo. This involves a change of use from a bingo hall (sui generis) to retail (Class E). This would result in the enlargement of the store from 1,702 sqm (gross) to 3,760 sqm (gross).

As well as internal alterations to facilitate occupation, external changes are proposed. Namely, new sliding doors to allow access.

No changes are proposed to the existing car parking area.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – A condition is advised in relation to the acoustic attenuation of any external equipment.

Highway Services – Given that the proposals will increase the existing retail store floor area by more than 2,000sqm with 25no. additional staff, Highways requested the submission of a trip generation assessment as part of a Highways Technical Note (TN) in order to understand whether the proposals are likely to impact upon local highway operations and safety.

In response, the applicant has submitted further information. It is noted that the submitted TN provides further detail on parking provision, showing a total of 876 parking spaces provided across various car parks. An assessment has also been undertaken with reference to Core Strategy parking standards, providing a comparison between the existing store (1,702sqm) + bingo hall (2,058sqm) and the proposed retail store (total 3,760sqm). The assessment shows that the proposed change of use would require a maximum of 12no. additional car parking spaces.

Recent parking accumulation surveys have been undertaken on a Friday and Saturday (13th and 14th October respectively). The surveys demonstrate a high level of spare capacity available across the shopping centre complex with a minimum of 435no. and 365no. available spaces on a Friday and Saturday respectively. Based on the parking assessment and further Saturday parking accumulation assessment based on TRICS data, Highways is satisfied that sufficient capacity is available within the shopping centre complex to cater for the anticipated uplift in parking demand associated with the development proposals.

Further information has been provided with regard to cycle parking provision, with the shopping centre currently providing 24no. short-stay spaces across the site, some of which are located adjacent to the proposed store. A cycle parking assessment has been undertaken with reference to Core Strategy minimum cycle parking standards. Whilst the assessment

demonstrates that the minimum level of provision would reduce with the proposed change of use, it still shows that 19no. cycle parking spaces would be required. Whilst Highways note provision is provided across the shopping centre complex, this would provide for customers/staff associated with all units across the wider site. Based on the above, Highways request that additional short-stay and long-stay (sheltered and secure) cycle parking is conditioned with any approval, with further provision to be implemented as necessary as monitored as part of the site Travel Plan.

The TS states that the current store is serviced by three deliveries per week. Deliveries are expected to take place on a daily basis upon opening of the proposed store extension for a period of 12 - 16 weeks to allow for store replenishment. After this period, around six deliveries per week would take place. Highways request that a Delivery & Servicing Management Plan is conditioned with any approval in order to ensure efficient coordination between all units utilising the service yard.

A trip generation assessment is provided which takes into consideration extant bingo hall trips and estimates with regard to retail trip types and trip generation uplift with reference to other retail store expansions. Whilst the assessment is based on a number of assumptions, the assessment methodology is considered acceptable

Whilst Highways/TfGM note that the proposed development is also likely to generate a high level of weekday inter-peak trips (in addition to the conventional highway network AM/PM peak_periods), scaling down of such trips, utilising the applied methodology would not warrant operational assessment. It is agreed overall that the proposed store expansion would not give rise to junction operational issues.

Having reviewed the comments made by TfGM it is the view of Highways that the assessments taken forward are acceptable and further operational assessment is not necessary.

The following additional comments are made:

Site Accessibility

It is noted that the site is located within an established shopping centre which is well accessed by sustainable modes of travel with regular bus services operating in close proximity of the site along Rochdale Road, Moston Lane and Upper Conran Street.

Travel Plan

Given the scale of the proposals, it is requested that a Full Travel Plan is conditioned for any approval.

Servicing

All waste will be stored internally with refuse servicing and deliveries made via the existing service yard to the rear which is accessed from Church Lane. Highways request further detail on the anticipated uplift in delivery frequencies/vehicle types.

Construction Fit-Out

A Fit- Out Management Plan should be provided by the applicant prior to any construction/fit-out works beginning. It is requested that an appropriate condition be included.

Transport for Greater Manchester (TfGM) - Whilst it is stated within Section 4.7 of the TS that there are no available sites on TRICS for bingo halls, they have included two sites from TRICS. The two examples provided are over 10yrs old. This is the best they can do in terms of the use of TRICS data, although it cannot be considered robust. It is assumed that the bingo hall is now closed so there is no potential for surveying the trips. The trips generated are outside of the time periods which are relevant for the use of the B&M store and so their accuracy is not important.

The 2015 Parking survey results provided show that the peak occupancy of the various available car parks to be at its maximum between 11:30 – 13:30. The 2023 parking beats surveys for this site have been provided for Friday at 1230 and Saturday at 1200, they have stated that the full parking survey results are available in Appendix E, however only these two times are provided in this Appendix.

The increase in retail area is stated as being 1449sqm, with a resulting overall retail area of 2769sqm from the original 1320sqm. A 110% increase in sales area. The trip calculations are made on the increased retail area of 1449sqm when they should have been made using the original retail area of 1320sqm. This will result in higher trips.

The factor to discount trips by is calculated using Vectos previous work with Sainsburys. The highest percentage increase in retail floor area in the table is 52.9%, far lower than 110%. Although there appears to be little correlation between the increase in retail floor area and the increase in customers, they have used the average of these to calculate the percentage to discount additional customers for this larger B&M store. It may have been more prudent to simply calculate the trips for the 2769sqm retail area.

Most importantly the trip calculations for the increased retail area have been calculated for weekdays for 0800-0900 and 1700-1800 and an undefined Saturday Peak Period. The TRICS surveys for Mixed Bargain Retail Units demonstrates the highest trip rates on weekdays are between 1100-1500 with the peak hour being 1400-1500.

The calculations have been made using the 0800-0900 trip rate of 2.201. The interpeak period of 0900-1600 have higher trip rates. The busiest period is 1400-1500 with a trip rate of 9.581.

This would increase the trips generated from 32 two-way trips reported for 0800-0900 to 138 two-way trips for 1400-1500, the busiest store time. Discounting these trips using the method they employed above would add an additional 29 trips between 1400-1500.

Moston Lane and A664 Rochdale Road are busy throughout the inter peak period and the increase of trips on this section of the network during the interpeak has not therefore been addressed

Greater Manchester Police (Design for Security) – It is suggested that a Crime Impact Statement be submitted.

Policy

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

- Policies DM1, EC1, EC4, C2, C3, T2, EN16 and EN19 of the Manchester Core Strategy;
- Saved policy S1.2 of the Unitary Development Plan;
- National Planning Policy Framework (NPPF);
- NPPG 'Ensuring the vitality of town centres' (March 2014);
- Place for Everyone (consultation draft).

Issues

Principle

The principle of the proposed development is considered acceptable and would make efficient use of a previously developed site to provide increased shopping choice for the local population, whilst contributing to the local economy through the creation of jobs. In this case 25 new positions are proposed to be created.

The site lies within Harpurhey district centre for which policy confirms is one of the district centres which will be prioritised for new investment, including enhancing its overall viability and environment quality.

Consistent with the 'town centre first' approach to main town centre uses, as advocated by guidance contained within the NPPF and Core Strategy policy, the proposal would make effective and beneficial use of vacant space within the district centre and would add to the attractiveness of the centre for visitors.

On this basis, the proposal is considered to comply with the aforementioned policy and guidance. Specific issues are explored further below.

Retail Impact

Policy C3 confirms that within the Harpurhey there is capacity for approximately 1,000 sqm. of convenience and 4,000 sqm. of comparison retail space.

In this case, the proposal would result in just over 2,000 sqm of gross retail floorspace (1,149 sqm net), comprising a combination of both convenience and comparison goods, therefore aligning with this objective.

In terms of retail impact, due to the district centre of the application site and its aggregation with an existing retail use, there is no policy requirement for a retail impact assessment.

Paragraph 87 of the NPPF states that LPAs should apply a sequential test to planning applications for main town centre uses that are not in an existing centre. In this case the application site lies within the district centre boundary for Harpurhey and therefore there is no requirement to undertake a sequential assessment because the site occupies an 'in centre' location.

Similarly, Paragraph 90 of the NPPF sets out the circumstances under which an Impact Assessment should be undertaken to accompany retail development outside of town centres which are not in accordance with an up-to-date Local Plan.

Planning authorities should require an Impact Assessment if the development is over a proportionate locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sqm of gross floorspace). Again, as the site forms part of a district centre no impact assessment is necessary. The proposal is therefore appropriate in terms of its scale and function to its location.

Highway Impact

The submitted Highways Note indicates 876 spaces across the wider site. Given the parking beat survey undertaken by the applicant which demonstrates a high level of spare capacity

available across the shopping centre, it is considered that there is sufficient capacity available to serve the additional floorspace.

In term of servicing, vehicles would use the existing service yard to the rear of the building accessed via a priority junction off Church Lane. The warehouse would be reconfigured internally to make additional space for the delivery and storage of goods.

Deliveries are anticipated to increase from 3 to 6 deliveries per week following an initial increase of deliveries for 12-16 weeks after store opening as the store is occupied and shelves plenished.

Given the small uplift in deliveries in the context of existing operations, it is not believed that there would any significant impact to the operational of the local highway network. A condition is however advised in order to ensure deliveries do not any negative impact to amenity or the operation of the highway.

With regard to trip generation, Highways consider that the submitted trip generation assessment is satisfactory. Whilst the assessment is based on a number of assumptions, the assessment methodology is considered acceptable and it is not considered that the additional retail floorspace would likely generate a high-level trip generation that would give rise to junction operational issues.

The submitted information does however raise questions surrounding the adequacy of cycle parking provision

Whilst the shopping centre currently provides 24no. short-stay spaces across the site, some of which are located adjacent to the proposed store, Highways request that additional short-stay and long-stay (sheltered and secure) cycle parking is conditioned as part of the approval. It is believed that additional provision, coupled with the implementation of a Travel Plan would mitigate in part the increase in vehicular trips, whilst offering an alternative means of travel.

On the basis of the submitted information, which has been assessed by Highway Services, the impact of the proposed development is considered to have a sustainable impact to the operation of the highway.

Residential Amenity

The proposed development is situated within an established, busy district centre, adjacent to the main radial route of Rochdale Road. The site is neighboured by various commercial uses, including an outdoor market.

The immediate area is therefore already subject to a high degree of activity, vehicle movements and background noise levels. Given existing environmental conditions, it is not considered that there will be any significant impact in terms of noise and disturbance.

Account should also be taken in terms of the fallback position, as re-occupation of the existing building for an alternative commercial use and associated levels of activity is a realistic option.

On this basis, the impact to residential amenity is considered acceptable.

Visual Amenity

Minimal external changes are proposed in the form of new entrance doors. In the context of a shopping precinct and given the limited architectural merit of the existing building, the impact to

visual amenity is considered negligible. Any new signage would be subject to separate advertisement consent.

Waste Management

The application includes a waste management strategy which indicates waste management arrangements would remain as existing, albeit with an associated uplift in waste.

Waste would be stored within the warehouse. Waste is shrink wrapped and returned using delivery lorries on pallets. No storage containers are used.

Waste would be transported off site using existing the existing service yard.

It is therefore considered that there would be no material impact beyond existing waste management arrangements.

Crime and Security

Whilst GMP request that a Crime Impact Statement (CIS) be submitted based on the floorspace, it should be noted that the proposal is a change of use, rather than the creation of new floorspace.

The only external changes relate to creation of a new entrance door, anticipated to align with 'Secured by Design standards. As such, it is considered unreasonable and unnecessary to require a CIS in this case.

Climate Change

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

In this case, the site is situated within a highly sustainable location with excellent access to a range of amenities, transport services and a residential neighbourhood which the proposed use is largely intended to serve, therefore reducing the distance needed to travel.

Whilst the proposal would result in the further staff and increase vehicular movements, given the context of the floorspace within an established district centre and as many movements are likely to be part of existing or linked trips, the impact to local air quality is considered negligible.

A condition has been included requiring the submission and approval of a Travel Plan, which would contribute to reducing travel by other means than by private car.

Conclusion

The proposed development would make efficient use of a previously developed site, to provide increased shopping choice for the local population, whilst contributing to the local economy through the creation of jobs. Reoccupation of the vacant unit/s would also add to the vitality of the district centre, where there are a number of vacant units and would guard against any potential decline to the shopping function of the centre.

Due the location of the proposed retail floorspace, there is no need to assess retail impact. The proposal is therefore considered appropriate in terms of its scale and function to its location.

It is believed that that the proposal would uplift the appearance of the site and is unlikely to lead to any negative impacts in terms of the loss of residential amenity, the environment or the operation of the local highway.

On this basis, the proposal is considered acceptable.

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.

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 referenced RB-HPY-003/A and location plan, received by the City Council as Local Planning Authority on 28 August 2023 and 14 September 2023, respectively.

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) Prior to the commencement of development, a construction fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

The plan should detail the phasing and quantification / classification of vehicular activity associated with planned works. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway together with associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality.

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

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

4) a) Any externally mounted ancillary plant, equipment and servicing to be installed 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 its installation, the scheme, including any necessary mitigation, 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.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved 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 saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

5) The use hereby approved shall be implemented in accordance with the waste management details show on drawing referenced RB-HPY-003/A and within the waste management strategy, received by the City Council as Local Planning Authority on 28 August 2023 and 14 September 2023, respectively. 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.

6) Prior to occupation of the retail unit hereby approved, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and 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 extended retail floorspace, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) (a) Prior to the occupation of the retail floorspace hereby approved, details of a local labour agreement in order to demonstrate commitment to recruit local labour for the operational element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved document shall be implemented as part of the occupation of the development. Within six months of the first occupation of the development, details of the results of the scheme shall be submitted for consideration.

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

8) Notwithstanding details submitted, no part of the development shall be occupied until additional short-stay and long-stay (sheltered and secure) cycle parking is provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

9) Notwithstanding details submitted, prior to the first occupation of the retail floorspace hereby approved, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the number and frequency of deliveries/collections, vehicle sizes, delivery times, noise management, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved uses are operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the for the following purpose(s) of contained within Schedule 2, Part A, Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification):

E(a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public;

E(b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises;

E(d) for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public,

E(e)for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner.

Reason - To protect the retail and community function of the district centre and to safeguard the amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

Informative

1) Please note, any new signage may require separate advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

23 Ringley Street, Manchester, M9 5UW
25 Ringley Street, Manchester, M9 5UW
Burgess House, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
31 Ringley Street, Manchester, M9 5UW
37 Ringley Street, Manchester, M9 5UW
Sr2 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
3 Ringley Street, Manchester, M9 5UW
28 Church Lane, Lightbowne, Manchester, M9 5UQ
Unit 4, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Pharmacy At ASDA, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DJ
39 Ringley Street, Manchester, M9 5UW
Sr7 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
44 Church Lane, Lightbowne, Manchester, M9 5UQ
36 Church Lane, Lightbowne, Manchester, M9 5UQ
42 Church Lane, Lightbowne, Manchester, M9 5UQ
Harpurhey Retail Market, Harpuhey Shopping Centre, Lee Road, Manchester, M9 4DH
Market Unit 7, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 1, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 8, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 2, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
46 Church Lane, Lightbowne, Manchester, M9 5UQ
38 Church Lane, Lightbowne, Manchester, M9 5UQ
32 Church Lane, Lightbowne, Manchester, M9 5UQ
30 Church Lane, Lightbowne, Manchester, M9 5UQ
Kiosk 4A, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Kiosk 4B, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Harpurhey Health Centre, 1 Church Lane, Lightbowne, Manchester, M9 4BE
Gala Bingo, Unit 16, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
ASDA, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DJ
Flat 2, 24 Church Lane, Lightbowne, Manchester, M9 5UQ
Flat 1, 24 Church Lane, Lightbowne, Manchester, M9 5UQ
13 Ringley Street, Manchester, M9 5UW
17 Ringley Street, Manchester, M9 5UW
21 Ringley Street, Manchester, M9 5UW
5 Ringley Street, Manchester, M9 5UW
7 Ringley Street, Manchester, M9 5UW
15 Ringley Street, Manchester, M9 5UW
19 Ringley Street, Manchester, M9 5UW
Flat 1, 27 Ringley Street, Manchester, M9 5UW
Flat 2, 27 Ringley Street, Manchester, M9 5UW
11 Ringley Street, Manchester, M9 5UW
1 Ringley Street, Manchester, M9 5UW
Sr5 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr6 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH

Sr13 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr8 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr12 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr11 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr10 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr14 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr9 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Units 8 To 14, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Unit 6, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Farmfoods, Unit 10, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Unit 12, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
BrightHouse, Unit 8, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
33 Ringley Street, Manchester, M9 5UW
27 Ringley Street, Manchester, M9 5UW
35 Ringley Street, Manchester, M9 5UW
29 Ringley Street, Manchester, M9 5UW
26 Church Lane, Lightbowne, Manchester, M9 5UQ
9 Ringley Street, Manchester, M9 5UW
40 Church Lane, Lightbowne, Manchester, M9 5UQ
34 Church Lane, Lightbowne, Manchester, M9 5UQ
Sr1 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr3 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Sr4 Adjacent To Market Hall, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
AgeUK, Unit 2 Burgess House, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Unit 1 Burgess House, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Burgess House, 21 Church Lane, Lightbowne, Manchester, M9 5BG
Kiosk 5, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Kiosk 1, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Kiosks 2 And 3, Harpurhey Shopping Centre, Lee Road, Manchester, M9 4DH
Market Unit 16, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 19 And 20, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 17 And 18, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Managers Office, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4BP
Manchester Harpurhey Market, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4BP
Market Unit 15, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 10 And 11, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 5, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 3, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 6, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 12, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 4, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 13, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Unit 14, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH

Market Unit 9, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH
Market Managers Office, Harpurhey Shopping Centre, Rochdale Road, Manchester, M9 4DH

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 - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Area Team Boundary - Name: NORTH AREA