

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135440/FO/2022 & 135441/LO/2022

Date registered valid: 28 November 2022

Proposal: Creation of holiday accommodation and external alterations to existing building including new rear wheelchair access door, alterations to boundary treatment, replacement and installation of new windows, new rainwater pipe and remodelling of part of existing roof.

Address: 48 Liverpool Road, Manchester, M3 4JH

Ward(s): Deansgate Ward

Applicant: Mrs Linda Lockett The Landmark Trust

Agent (if any): Mr Andrew Wiles Wiles and Maguire

Case officer: Max Gibson
Tel: 0161 219 6359
Email: maximillian.gibson@manchester.gov.uk

Recommendation: 135440/FO/2022 Approve
135441/LO/2022 Approve

Date of recommendation: 10/03/2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 2 December 2022

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 2 December 2022 Expired: 23 December 2022

Site notice

Posted: 2 December 2023 Expired: 23 December 2023

Press advert

Published: 13 December 2022 Expired: 3 January 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Castlefield Conservation Area 1979

Tree Preservation Order: n/a

Description of area

The area relates to Castlefield, which is covered by the Castlefield Conservation Area. Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell. The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character. Within the area there are a number of different uses, including residential, commercial, cultural and entertainment.

The site relates to the Old Stationmaster's House at 48 Liverpool Road. The building is designated at Grade I and described as former station agent's residence, attached to the Liverpool Road Station Master's House that forms the core part of the designation. It was constructed in 1808, predating the development of the Liverpool Road Station - the oldest surviving passenger railway station in the world. The building has important group value with the attached Grade II listed Railway Viaduct, the Grade I listed Old Warehouse and other neighbouring asset related to the site's transportation and warehousing past. These are all located in the Castlefield Conservation Area, to which the designated asset makes an important contribution. Although the building was built in the early 19th century, it was altered at later

dates. It is understood that the current interior was remodelled in 1980. As a result of past alterations, the interior present eclectic architectural features dating to the 19th and 20th century.

Description of development

The development relates to the renovation of SMH to become a small luxury hotel of four bedrooms, bathrooms and living spaces to suit up to eight occupants. The works will include the provision of a new wheelchair accessible entranceway to the rear of the property. New double glazed window units will be installed to make the building more energy efficient. New guttering and roof layout will be installed to improve drainage. Internally new lifts will be installed to improve accessibility. The 1980s partitions and other additions will be stripped out and new lime plaster finishes, wooden skirting and cornices and hard wood floors installed.

Consultations & Notification Responses

Publicity

A notice was displayed on site to inform passers-by of the development. An advert was placed in the local newspaper publicising the proposed development as one affecting a Grade I listed building. Letters were sent to surrounding occupiers informing them of the development.

One representation was received as a result of this publicity:

-Sees installation of lifts for disabled access as positive. However, feels on site disabled parking bay should be included in plans to further improve accessibility.

Consultations

Highways - CMP and cycles conditions requested

Environmental Health - Noise and waste conditions requested

Flood Risk Management - No objection, informative requested

Historic England - No advice offered, not comment on merits of application

Issues

The main policies that relate to this application are policies CC4 (Visitors - Tourism, Culture and Leisure), CC5 (Transport), CC9 (Design and Heritage), CC10 (A Place for Everyone), EN3 (Heritage), EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development), T1 (Sustainable Transport), DM1 (Development Management) and SP1 (Spatial Principles) of the Manchester Core Strategy (2012), policies DC18 (Conservation Areas) and DC19 (Listed Buildings) of the Unitary Development Plan (1995) and sections 12 (Achieving well-designed places) and 16 (Conserving and enhancing the historic environment) of the National Planning Policy Framework.

Principle of development

The proposed development would see the conversion of Station Master's House from offices into a small-scale holiday accommodation. The site has served as offices for the Science and Industry Museum staff in recent years. Lately, the Museum had relocated these functions to alternative sites and the need for a new use for the site had become necessary. Policy CC4 states that hotel developments that contribute to quality of the city centre offer. The proposed development will create high-quality holiday accommodation and therefore the principle of the development is considered acceptable.

Heritage and Conservation

The main considerations regarding heritage and conservation are ensuring that harm caused to the historic fabric and character of the building caused by the proposed development is minimised, whilst preserving and enhancing the listed asset and its setting. Any harm that will

be caused by the development must have a clear and convincing justification based on public benefits the development would create.

Paragraph 197 of the NPPF states that the benefits of bringing heritage assets into economically viable use must be considered. In this instance, the refurbishment and conversion of the building into holiday accommodation secure the continued viability of the building. Furthermore, the works undertaken to secure this continued use will reinstate historic elements of the floor plan and remove the 20thC additions to the building. This is compliant with UDP policy DC19, which states that development to listed buildings that involve change of use should preserve or enhance the character and setting of listed assets.

However, consideration must be given to the extent of the works and how sympathetic any repairs, alterations and additions are to historic character of the building. Works that are considered to positively enhance the character of the building include the removal of the modern chipboard flooring and its replacement with hardwood flooring, the removal of all modern doors and screens on the first and second floors and the repair or reinstatement of the existing architraves and skirting. This is compliant with policy CC9 of the MCS and saved policy DC19 of the UDP, which states that development should preserve or enhance the heritage assets.

The greatest degree of less than substantial harm will come from the access-related works, which will involve creating new openings in exterior walls, the lowering of part of the existing floor and the installation of the platform lift, which will require a new opening through the first floor. However, the public benefit of improving access is considered to be a clear justification for the harm caused to historic fabric. This is considered acceptable to policy CC10 of the MCS which states that development must create high standards of accessibility to buildings and across spaces in the City Centre and Paragraph 202 of the NPPF, which states that harm to listed buildings must be outweighed by clear public benefits.

The 2no. new openings for the proposed WC window are accepted as they are on an elevation not visible from the street or other buildings, meaning there will be minimal impact on the appreciation of the listed building

There will be some dry lining to the ground floor walls, which will create a low level of less than substantial harm to the historic fabric. On balance, this is considered acceptable to provide necessary acoustic insulation to these rooms to bring them in to a lettable state, pursuant to Paragraph 202 of the NPPF that allows harm to listed buildings to be balanced against bringing the building into optimum viable use.

The rest of the finishes will be done in lime based, insulated plaster that is breathable and will allow for the original proportions of the rooms to be fully expressed. The damaged timber abatjour will be replaced with a new, heritage-style, aluminium rooflight. These finishes are to be fully and finally agreed through condition to ensure that their acceptability on heritage grounds.

The main elevation on Liverpool Road should remain visually unchanged provided the new windows, to be approved by condition, do not cause a material change to the appearance of the building. The side elevations will not be altered in a manner that is visible from the street. The proposed new access door, due to its location in the rear yard behind a tall wall and gates, will not be visible from the street. Therefore, the development is not expected to have neutral impact on the setting of the building or the character of the wider Castlefield Conservation Area. Therefore, the development is considered acceptable pursuant to policy DC18 of the UDP, which states that development will only be granted where it can be shown that they will not harm the appearance or character of the area.

Given the above, the principle of the development is supported pursuant to policies CC9 and CC10 of the Manchester Core Strategy (2012) Saved Policies DC18 and DC19 of the Unitary Development Plan (1995) and Paragraph 197 and 202 of the NPPF.

Visual Amenity

The proposed changes to the external elevations are limited to the enclosed rear yard, where the new accessible entrance is to be created, two further new doors with glazed sections will be installed, new fencing and the air source heat pumps are to be installed. Otherwise, the proposed works to the elevations will be repairs or like-for-like replacements that should not materially affecting the appearance of the building.

Any potential harm to visual amenity from the installation of the new accessible entrance is greatly outweighed by providing level access to the building. Therefore, this aspect of development is considered to be acceptable pursuant to policy CC10 of the MCS which states that development must create high standards of accessibility to buildings.

Furthermore, the new door for the accessible entrance, as well as the two new doors to be installed in the existing courtyard entranceways, will materially affect the external appearance. The glazed panels in the two of the new doors are an alteration to the existing, non-original doors. However, it is considered that all the new doors are sympathetic in style and materials to the historic character of the building.

Therefore, these changes to the rear elevation should not create any obtrusive or incongruous features that would detrimentally affect the appearance of the building. This is considered acceptable pursuant to policy DM1, that states that development should be of appropriate siting, layout, scale, form, massing, materials and detail and have the impact on the surrounding areas in terms of the design, scale and appearance of the proposed development should be minimal and have regard to the character of the surrounding area.

The new air source heat pumps, whilst not screened in any way, are placed in a location that will not be visible from the street or any overlooking buildings. Hence, whilst the modern, utilitarian nature of their appearance will be incongruous, it should not have any great impact on visual amenity.

The new railings will copy a design from those previously approved on the other side of the parade of buildings which make up the listing for Liverpool Road station. Whilst not of an original design, the reproduction of the existing design will create a level of consistency across the wider listed building.

Given the above, the development is considered acceptable pursuant to policies DM1, CC10 and SP1 of the Manchester Core Strategy and Section 12 of the NPPF.

Cycles

The provision of 2no. Sheffield bicycle racks is a welcome addition to the development site which will promote active travel and help reduce reliance on public and GHG-emitting private transport to access the site. As the racks will be in an enclosed rear yard with private access only, the racks should be appropriately secure. A condition attached to this approval will ensure the racks are installed prior to the operation of the new use.

Given the above, the proposed development is considered acceptable pursuant to Manchester Core Strategy policies T1, that promotes sustainable transport and job creation that is easily accessible by public transport, and CC5, which supports development easily accessible by sustainable transport modes.

Waste

A waste management strategy was submitted in support of the application. This has been assessed and deemed acceptable by Environmental Health. A condition attached this approval requires that this approved strategy be adhered to once the building is in operation.

Energy Efficiency

The proposed works to the building should improve its energy efficiency significantly. The air source heat pumps will reduce its reliance on GHG-emitting energy sources.

The existing chipboard floor will be stripped, underfloor heating laid down and a new hardwood floor installed over the top. The roof space will be insulated to improve energy efficiency.

New cork-based plaster will be used on the internal walls, which should have a slightly improved U factor on the current situation without significantly altering the internal proportions.

The window units are to be replaced with new double-glazed units that should be a like-for-like match visually. Conditions are attached to this approval to ensure samples are approved prior the removal and replacement of all windows.

Given the above, the development is considered acceptable pursuant to policy EN4 of the Manchester Core Strategy, which supports development that retrofit buildings to improve energy efficiency and provide low or zero carbon energy supplies.

Accessibility

The works will significantly improve wheelchair accessibility across the whole building compared to the current accessibility arrangements. Whilst these will access improvements will create a degree of less than substantial harm, this is considered to be justified in the interest of improving accessibility.

The new entrance in the rear yard will create level access into the building. Other options to create level access via the Liverpool Road entrance were considered and discounted with a view to limiting the impact on this facade, from which the listed building draws much of its significance. A ramp in the service yard was also discounted owing to its small size and competing servicing demands for this space.

Therefore, the creation of this new entranceway on a rear, less visible elevation is supported to ensure the scheme is viable, minimal impact is made on the significance of the building and level access is secured.

Once inside, a stairlift will allow access from this entrance way into the rest of the building. A compact platform lift in the main lobby will allow access from the ground to first floors. Whilst this will not allow wheelchair access to the entire building, it will ensure half of the guest rooms (those on the ground floor) and the first-floor communal living room and kitchen/dining area will be accessible. The structural impact is considered to be justified in the interest of improving access.

The development will not include the inclusion of any new car-parking spaces, owing to the relatively small footprint of the external space contained within the site. This issue was raised by a local resident, who feels that dedicated parking space should be provided in the interest of improving access and that public transport access referred to in the design and access statement is insufficient. However, there is no policy requirement for on-site car parking spaces.

Given the above, the development is considered acceptable pursuant to policies CC10, that supports development that creates high standards of accessibility and DM1, which requires buildings and neighbourhoods to be fully accessible to disabled people, of the Manchester Core Strategy

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: 135440/FO/2022 Approve

135441/LO/2022 Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, some negotiations were necessary, and the scheme is considered acceptable and appropriate conditions have been attached to the end of this report. The scheme is considered to be in accordance with the guidance contained within saved policy DC1 of the Manchester Unitary Development Plan, policies SP1 and DM1 of the Core Strategy and the National Planning Policy Framework.

Condition(s) to be attached to decision for approval for application reference 135440/FO/2022

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:

- STAT 4115 demolition plan showing skirting retention Rv P1 230218
- STAT 4311 GA plans proposed Rv P2 230221
- STAT 4312 Elevations proposed Rv P1 230218
- STAT 4313 GA sections proposed Rv P2 230221
- STAT 4315 North extension bathrooms proposed Rv P2 230221
- STAT 4317 Rear entrance details proposed Rv P2 230221
- STAT 4320 Window and shutter details proposed Rv P2 230221
- STAT 4326 Joinery details proposed Rv P2 230221
- STAT 4335 Rear railings and heat pump details proposed Rv P1 230218

received by the city council, on LPA, on 21/02/2023

- Noise assessment or information - ACOUSTIC ASSESSMENT
- Waste Management - WASTE PROFORMA

received by the city council on 28/11/2022

- Noise assessment or information - ENVIRONMENTAL NOISE ASSESSMENT REV A

received by the city council, as LPA, on 15/12/2023

- Flood Risk Assessment or Drainage - FLOOD RISK ASSESSMENT
- Heritage Statement - HERITAGE STATEMENT

received by the city council, as LPA, on 11/11/2022

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

3) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- The details of pedestrian management

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The construction and demolition works shall be carried out in accordance with the approved construction management plan.

Reason: To ensure that the development is acceptable in the interests of the highway safety and the amenity of the locality, pursuant to policies SP1, DM1, CC5, CC10, T1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

4) 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 purpose of Hotels C1 of the Schedule to 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).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1.

5) The cycle parking indicated on the approved plan drawings 'STAT 4335 Rear railings and heat pump details proposed Rv P1 230218' shall be made available for use prior to the building hereby approved being occupied.

The cycle parking 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 policy DM1 of the Manchester Core Strategy.

6) Prior to commencement, samples and specifications of the materials to be used on the building shall be submitted for approval in writing by the City Council as Local Planning Authority. This includes any of the external materials, including:

- a) brick
- b) slate
- c) mortar
- d) rooflight
- e) rainwater goods
- f) proposed finishes of the original/historic features
- g) new joinery

The approved materials shall be implemented as part of the development.

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 and DM1 of the Core Strategy.

7) Prior to the occupation of the development, a details shall be submitted for approval by the City Council, as Local Planning Authority, for any CCTV systems, alarms and access control. The approved details shall be implemented as part of the development and thereafter retained and maintained in situ.

Reason - in the interest of public safety pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) a) Externally mounted ancillary plant, equipment and servicing shall be installed and acoustically treated in accordance with the ENVIRONMENTAL NOISE ASSESSMENT REF: ENA001_1038_JH_REV A received by the city council, as local planning authority, on 15/12/2023 and accepted by Environmental Health in an email dated 10/01/2023

The scheme shall be implemented in full before the first occupation of the development.

b) Prior to the first occupation of the development, 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. These mitigation measures will be implemented in full prior to first occupation.

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 UDP policy DC26 and Core Strategy policy DM1.

9) The waste management arrangements shall be carried out in accordance with the Waste Management - WASTE PROFORMA received by the city council on 28/11/2022. The waste management arrangements shall be implemented prior to the first occupation of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012)

10) The development hereby approved shall provide for full disabled access for users and occupiers of the building to via an appropriate accessible entrance and to all the above ground floors of the building via the proposed lifts.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policies CC10 and DM1

Condition(s) to be attached to decision for approval for application reference 135441/LO/2022

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- STAT 4115 demolition plan showing skirting retention Rv P1 230218
- STAT 4311 GA plans proposed Rv P2 230221
- STAT 4312 Elevations proposed Rv P1 230218
- STAT 4313 GA sections proposed Rv P2 230221
- STAT 4315 North extension bathrooms proposed Rv P2 230221
- STAT 4317 Rear entrance details proposed Rv P2 230221
- STAT 4320 Window and shutter details proposed Rv P2 230221
- STAT 4326 Joinery details proposed Rv P2 230221
- STAT 4335 Rear railings and heat pump details proposed Rv P1 230218

received by the city council, on LPA, on 21/02/2023

-Heritage Statement - HERITAGE STATEMENT

received by the city council, as LPA, on 11/11/2022

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

3) Prior to commencement, specifications and details (including scaled cross sections, floor plans, ceiling plans and elevations of the location, appearance and method of installation) of any additional M&E services, not specified in the drawings and documents covered in Condition 2 (Approved Drawings), shall be submitted for approval in writing by the City Council as Local Planning Authority.

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - To ensure that the development is acceptable in the interest conservation and heritage pursuant to policies SP1, DM1, CC9 and EN3 of the Manchester Core Strategy (2012)

4) Notwithstanding the details shown in the approved documents as detailed in Condition 2 (Approved Drawings) of this consent, no removal of existing windows shall commence unless and until a full-scale sample window is installed to the south (Liverpool Road) elevation and approved in writing by the Local Planning Authority. The approved windows shall be implemented as part of the development and completed prior to the first occupation of the development.

Reason - The proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest so careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

5) Prior to commencement, samples and specifications of the materials to be used on the building shall be submitted for approval in writing by the City Council as Local Planning Authority. This includes any of the internal & external materials, including:

- a) brick
- b) slate
- c) mortar
- d) rooflight (including sections)
- e) rainwater goods
- f) floor finishes
- g) paintwork & redecoration of original/historic features and joinery (including windows, doors, shutters and timber work (architraves and skirting) (existing and proposed)

The approved materials shall be implemented as part of the development

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 and DM1 of the Core Strategy.

6) The internal insulation shall be carried out in accordance with drawing STAT:01/4311 REVISION: P2 received on the 21 February 2023.

Reason – in the interest of ensuring that the internal insulation minimises the impact on the listed fabric pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995)

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) For the avoidance of doubt, the installation of any new signage related to the development will require listed building and advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)

133F Liverpool Road, Manchester, M3 4JN
133C Liverpool Road, Manchester, M3 4JN
131F Liverpool Road, Manchester, M3 4JN
133E Liverpool Road, Manchester, M3 4JN
133D Liverpool Road, Manchester, M3 4JN
133B Liverpool Road, Manchester, M3 4JN
133A Liverpool Road, Manchester, M3 4JN
131E Liverpool Road, Manchester, M3 4JN
131D Liverpool Road, Manchester, M3 4JN
131C Liverpool Road, Manchester, M3 4JN
131B Liverpool Road, Manchester, M3 4JN
131A Liverpool Road, Manchester, M3 4JN

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Castlefield Conservation Area 1979
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: CENTRAL