

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136056/FO/2023

Date registered valid: 24 January 2023

Proposal: Continuation of the Temporary Use for a two-storey building (Use Class E(a), E(c), E(d)E(g), B2, F2(c) and Sui Generis at ground floor and first floor and related access, street art/ free wall for a further period of 3 years until July 2026.

Address: 50 Red Bank, Manchester, M4 4HF

Ward(s): Cheetham Ward

Applicant: Mr Jason Bailey

Agent (if any): Paul Shuker Lambert Smith Hampton

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

Recommendation: Temporary approval

Date of recommendation: 16/03/2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 3 February 2023 Expired: 24 February 2023

Neighbour notifications

Printed: 3 February 2023 Expired: 24 February 2023

Site notice

Posted: Expired:

Press advert

Published: 7 February 2023 Expired: 28 February 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: n/a

Tree Preservation Order: n/a

Description of area

The proposed development site comprises a two-storey former industrial building and a service yard area with access to Red Bank. The building sits within the Red Bank area of Manchester, on the edge of the City Centre. To the south-west of the site is the Green Quarter and to the immediate south-west are residential apartments. To the west is a training centre and low-rise industrial/commercial buildings. To the north and the north-west are largely industrial uses between Red Bank and Cheetham Hill Road. The south-eastern boundary of the site is marked by the Red Bank Viaduct, which was formerly a railway viaduct but is no longer operational and now has a significant tree cover (mainly self-seeded).

Description of development

Continuation of temporary use of a two-storey building as 'creative hub' including flexible commercial uses (Use Class E(a), E(c), E(d)E(g), B2, F2(c) and Sui Generis at ground and first floor for a further period of 3 years until July 2026 with related access, street art/free wall and other external associated building works.

Consultations & Notification Responses

Publicity

A notice was displayed on site to inform passers-by of the development. Letters were sent to surrounding occupiers informing them of the development. An advertisement was placed in the local press as a development of public interest. No responses have been received as a result of this publicity.

Consultations

Highways Services – no objections, conditions recommended

Environmental Health – no objections, conditions recommended

Greater Manchester House – no objections

Issues

Policies

The main policies that relate to this application are DM1 (Development Management), SP1 (Spatial Principles), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), EN19 (Waste) and T2 (Sustainable Development) of the Manchester Core Strategy and saved policy DC26 (Development and Noise) of the Unitary Development Plan. The Northern Gateway SRF is also relevant here.

Planning History

The current use in place at 50 Red Bank was granted temporary permission under 125636/FO/2019. Appropriate conditions were attached at the time to ensure impacts to visual and residential amenity and on the highways network were minimised. Several post-completion conditions (8 (Management of external yard), 12 (Travel Plan), 13 (Highways works), 14 (Cycle Storage)) were discharged under app. ref. CDN/20/0548.

Principle of development

The application seeks to extend the temporary planning permission to operate 50 Red Bank as a meanwhile-use arts and events space. This use is established, having operated in the current form for three years. No issues have been flagged by Highways or Environmental Health during this initial period of use. The site is in a sustainable city-centre fringe location, nearby to a variety of transport options and contributes to the local economy.

The Northern Gateway SRF states that within Red Bank there are opportunities for a varied mix of uses and to incorporate a variety of social and community infrastructure, particularly at ground level. The proposal site is located in the southern end of Red Bank which the SRF states is an area suitable for residential and commercial development to reflect its position immediately adjacent to the city centre and Victoria Station.

The use established at 50 Red Bank, which operates as both a commercial and community enterprise, accords with the principles and vision of the SRF. The development is central to the leisure and entertainment offer of the area and provides a destination of interest beyond the city centre proper. It contributes to the economy and vibrancy of New Islington, increasing the attractiveness of the residents and visitors. Furthermore, the temporary nature of the planning permission means that the development would not preclude future redevelopment of the site.

The city fringe location of the use, the mixed-use nature of the area and its busy context, it is not considered that the scale and nature of the use would pose any significant detrimental impact upon the living conditions of nearby occupiers. There is no evidence of complaints that have been received regarding harm to residential amenity. Highways have confirmed that there have been no negative impacts on the local highway network caused by the development thus far.

Given the above, the proposal accords with policies DM1, SP1, CC5, CC6, CC7 and T2 of the Manchester Core Strategy, saved policies DC10 and DC26 of the UDP, Northern Gateway Strategic Regeneration Framework (2019) and the NPPF.

Residential amenity

Whilst there are residential occupiers situated nearby including the high-density apartments on the opposite side of Red Bank, the site is situated within a busy, mixed-use area on the fringe of the city centre. Therefore, due to the semi-commercial context of the area, the similarity of other neighbouring operations, including a restaurants and bars on the Red Bank arches, as well as the bespoke nature of the proposed use, it is not considered that there would be a significant impact in terms of background noise levels and levels of activity

Although there is some potential for some loss of amenity from the comings and goings and noise associated with the use, it is considered that this is mitigated by the conditions controlling a) opening and servicing hours b) external amplified noise. The opening hours of premises are limited to 16:00-22:00 Monday to Friday, 12:00-22:00 Saturday and 12:00-18:00 Sunday/Bank Holidays. Furthermore, opening hours for external areas are limited to 12:00pm to 21:00pm Sunday to Thursday and 12:00pm to 22:00pm Friday and Saturday. The external yard area is to be conditioned to not exceed 150 persons at any one time and an acceptable management scheme has been submitted which includes details on how this capacity will be managed.

Furthermore, the application is to renew planning permission for an established use, with the use operational on the site for a significant amount of time. No representations in response to the consultation for the application from local residents have been made, and the LPA has not been made aware of any complaints or issues raised with regards to noise generated by the development.

On balance, given the nature of the proposed use and the location of the premises at the city-centre fringe, it is considered that the amenity of residents would not be so adversely affected as to justify refusing permission.

Noise

The approved noise assessment (ref 297772-RSK-RP-01-(00)) attached to planning permission 125636/FO/2019 has been resubmitted by the applicant with a new addendum which concludes that:

The original acoustic report carried out by RSK Acoustics (ref 297772-RSK-RP-01-(00) - appended to this note for reference) is still considered representative of the scheme in its current form, based on the following principles,:

- There are no proposed changes to building massing of the development;
- There are no proposed changes to occupancy numbers within the development;
- There are no proposed changes to operational hours of the businesses within the development, and;
- There are no consented developments in the vicinity of the site which would require further assessment.

As previously stated, the LPA has not been made aware of any complaints or issues raised with regards to noise generated by the development. On this basis, it is considered that the use of the site is acceptable for planning approval with respect to noise.

Several conditions attached to 125636/FO/2019, originally recommended by Environmental Health officers in order to control noise levels to an acceptable level to ensure there are no adverse impacts on surrounding residents, will remain in place for this new temporary approval. It is on the basis that these remain in place that the EHO has stated the application can be supported.

Given the above, the application is supported pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Visual Amenity

The siting, scale and massing of the development is not proposed to change as part of the new permission. The site is not in a conservation area nor in the setting of any listed heritage assets. A condition will remain in place to control the appearance of any new artwork on the 'free wall' at the site. Therefore, the impact of the development on visual amenity is considered to be neutral, as no plans have been submitted that would materially alter the appearance of 50 Red Bank.

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

Travel

A travel plan for the site was approved under app. ref. CDN/20/0548 attached to the original temporary permission app. ref. 125636/FO/2019. The applicant has submitted an addendum as part of app. ref. 136056/FO/2023 (Transport or Travel information TRANSPORT ASSESSMENT received by the city council, as LPA, on 24/01/2023) confirming that the approved travel plan will remain in place as part of the new permission. Highways and Environmental Health have confirmed this acceptable, and the application is supported provided the travel plan continues to be implemented. An appropriate condition is attached to this approval.

A condition attached to the original temporary permission app. ref. 125636/FO/2019 required the applicant to submit details of on-site cycle storage. This condition was discharge under app. ref. CDN/20/0548, which confirmed that 20no. bicycle parking space would be made available. Highways were consulted regarding app. ref. 136056/FO/2023 who confirmed this quantity remains acceptable. The applicant has confirmed the same number of cycles stands are proposed under app. ref. 136056/FO/2023. Therefore, the application is supported provided the approved cycle storage remains in situ and an appropriate condition is attached to this approval to ensure this is the cycle storage remain implemented for the new temporary period.

Given the above, the development is considered acceptable pursuant to policies T1 and CC5 of the Manchester Core Strategy.

Waste Management

The development will continue to operate according to the waste management arrangements put in place as part of the original temporary permission (app. ref. 125636/FO/2019). Highways and Environmental Health have been consulted regarding app. ref. 136056/FO/2023 and have stated the application is supported provided these waste management arrangements remain in place. An appropriate condition is attached to this approval.

Given the above, the development is considered acceptable pursuant to policies DM1, SP1 and EN19 of the Manchester Core Strategy.

Crime and Security

Greater Manchester Police were consulted as part of application 125636/FO/2019 and made a number of recommendations with regards to the security of the site and external areas. These include lighting, CCTV and window and doors specifications and management and maintenance of the site. The applicant confirmed a number of security measures were in place at the site and an informative was applied to advise the applicant of these recommendations. GMP were consulted as part of app. ref. 136056/FO/2023. No new concerns have been raised regarding the continued use of the site and, hence, GMP have confirmed the application is supported.

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

Servicing

The development will continue to operate according to the servicing arrangements put in place as part of the original temporary permission (125636/FO/2019). Furthermore, a condition attached to the approval of app. ref. 125636/FO/2019 required the applicant to implement painted markings within the rear courtyard to define the rear service area and identify where vehicles should turn. This condition was discharged under app. ref. CDN/20/0548. Highways have been consulted regarding app. ref. 136056/FO/2023 and have stated the application is supported provided these servicing arrangements remain in place. An appropriate condition has been attached to this approval.

Given the above, the development is considered acceptable pursuant to policies DM1 and SP1 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: Temporary approval

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The permission hereby granted is for 3 years only, expiring on 24 July 2026, and the use comprising the development for which permission is hereby temporarily granted is required to be discontinued on that date.

Reason - The site and wider area are expected to undergo significant changes as a result of regeneration being promoted by the City Council and it will be necessary to reconsider the suitability and acceptability of the use of this site following this temporary period. This temporary permission will allow the City Council to reconsider the consequences of development on the site which are not foreseeable beyond the expiry of this temporary permission, pursuant to the Manchester Core Strategy policies SP1, CC1, CC10, CC8 and DM1.

2) The use hereby permitted shall be discontinued no later than the 24 July 2026 and the buildings and works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use and buildings are required to cease and be removed from site within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Three months prior to the expiration of the temporary period, a scheme to restore the land shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity and to restore the recreational value of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

- Noise assessment or information - NOISE IMPACT ASSESSMENT
- Waste Management - SITE WASTE MANAGEMENT PLAN
- Transport or Travel information - TRANSPORT ASSESSMENT
- Transport or Travel information - TRAVEL PLAN
- Environmental Statement - ENVIRONMENTAL STATEMENT
- Environmental Statement - ENVIRONMENTAL STATEMENT
- Supporting Information - REVISED OPERATION & EVENTS STRATEGY

received by the city council, as LPA, on 24/01/2023

-Supporting Information - PHASE 1 SURVEY LETTER ISSUE
received by the city council, as LPA, on 08/02/2023

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 for the City of Manchester.

5) The premises shall not be open outside the following hours -

16:00-22:00 Monday to Friday
12:00-22:00 Saturday
12:00-18:00 Sunday/Bank Holiday

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

6) The outside area of the development hereby approved shall not operate outside the following hours:

12:00pm to 21:00pm Sunday to Thursday

12:00pm to 22:00pm Friday and Saturday

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

7) The development is to be undertaken in accordance with the waste management strategy comprising documents referenced:

-Waste Management - SITE WASTE MANAGEMENT PLAN received by the city council, as local planning authority, on 24/01/2023

The agreed arrangement including the associated bin storage structures shall be prior to the first use of the premises and thereafter retained for as long as the development remains in use.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

8) The outside area of the development hereby approved shall not exceed a capacity 150 persons at any one time

Reason - To secure a reduction in noise from noise generating uses in order to protect surrounding residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy

9) The development hereby approved shall operate according to the management strategy comprising documents referenced:

-Supporting Information - REVISED OPERATION & EVENTS STRATEGY, prepared by Lambert Smith Hampton, received by the city council, as LPA, on 24/01/2023

The approved details shall be fully implemented upon approval and remain in place whilst it remains in operation.

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.

10) Prior to the installation of any externally mounted ancillary equipment, a scheme to secure a reduction in the level of noise emanating for the equipment shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first use of the equipment, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part

(a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

11) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

12) There will be no playing of background, live or amplified music in the external area of the development at any time.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1, C10 and DM1 of the Core Strategy and saved Unitary Development Plan policies DC10 and DC26.

13) The development hereby approved shall operate according to the travel plan (Supporting Information - TRAVEL PLAN (ref.J324663) received by the city council, as LPA, on 24/08/2020) approved under app. ref CDN/20/0548, as per the document referenced:

-Transport or Travel information - TRANSPORT ASSESSMENT, prepared by mode transport planning, received by the city council, as LPA, on 24/01/2023

The approved details shall be fully implemented upon approval and remain in place whilst it remains in operation.

Reason - To minimise the level of vehicular traffic generated by the development, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and the provisions contained within Planning Policy Guidance 13.

14) The development hereby approved shall provide cycle parking according to the document (Supporting Information - TECHNICAL NOTE received by the city council, as LPA, on 24/08/2020) approved under app. ref. CDN/20/0548. The approved cycle storage shall continue to 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.

15) Notwithstanding the details submitted and before any free wall or street art is installed, final details of the following shall be submitted to and approved in writing by the City Council as Local Planning Authority:

-The design of any street art/free wall including the extent of the area.

The works shall then be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies EN1, EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC14.1, DC18.1 and DC19.1 of the Unitary Development Plan.

Informatives

1) The site benefits from approval for site works to allow delivery of future residential development (Application Ref. 133143/VO/2022) which may impact on the continued on-site operations associated with the proposals.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

Apartment 214, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 314, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 102, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 101, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 703, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 705, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 701, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
43 Red Bank, Manchester, M4 4HF
Apartment 602, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 511, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 406, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 610, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 311, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 303, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 14, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 11, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 108, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 2, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 113, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 9, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 804, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 706, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 702, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 611, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 608, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 603, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 6, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 505, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 414, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 403, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 209, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 204, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 15, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 609, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 607, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 413, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 707, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 7, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 512, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 504, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 412, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 313, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 304, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 210, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 803, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 107, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 806, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD

[illegible]

Apartment 405, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 3, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 212, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 206, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 802, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 709, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 704, Lincoln Gate, 39 Red Bank, Manchester, M4 4AD
Apartment 201, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 112, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB
Apartment 1, Lincoln Gate, 39 Red Bank, Manchester, M4 4AB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL