

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134547/FO/2022

Date registered valid: 29 July 2022

Proposal: Installation of 72 double stacked storage containers for storage and distribution (Use Class B8) together with modification to boundary treatment and other associated works for a temporary 5 year period.

Address: 22 Park Street, Manchester, M3 1ET

Ward(s): Cheetham Ward

Applicant: Views (Holding) Ltd C/o Agent

Agent (if any): Mr Joseph Smith Avison Young Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Case officer: Janine Renshaw-Livesey
Tel: 0161 234 4555
Email: janine.renshaw-livesey@manchester.gov.uk

Recommendation: Temporary approval

Date of recommendation: 25 October 2022

Application details

Type of application: Full Application Consent

Development type: Minor Industry

Date of site visit:

Standard consultations:

Printed: 11 August 2022 Expired: 1 September 2022

Neighbour notifications

Printed: 11 August 2022 Expired: 1 September 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: NO

The application site relates to number 22 Park Street in the Cheetham Hill area of Manchester and seeks to convert an existing car park into a self-storage facility with 72 containers of 20 ft length. Vehicular and pedestrian access from Park Street and bound by palisade fencing.

Aside from HMP Strangeways which dominates the area, the locality contains an array of wholesale cash and carry businesses which serves the city and the surrounding region. The proposal site sits within CC10 which is known as the Warehouse District. The area is characterised by warehouses and depots with many businesses occupying, low-rise, buildings with large floor plates within a strong grid street pattern.

Installation of 72 double stacked storage containers for storage and distribution (Use Class B8) together with modification to boundary treatment and other associated works for a temporary 5 year period.

An application has recently been approved for the adjacent site for Creation of a dark kitchen (Use Class B2) with associated car parking, cycle provision and other associated works for a temporary referenced 134548/FO/2022.

Site History

A previous application referenced 133240/FO/2022 was withdrawn for the same proposal.

Consultations & Notification Responses

The occupiers of the surrounding properties were consulted and no representations were received.

The Highways Team were consulted and raised no objection to the proposal.

Environmental Health were consulted and raised no objection to the proposal.

Greater Manchester Police were consulted and advised security measures be incorporated into the scheme the details have been added as an informative to the consent. GMP advised the perimeter fencing to be 2.5 metre in height. However, the proposal includes the retention of the extension palisade fencing that measures 1.8 metres in height. Taking into consideration the other security measures to be incorporated into the consent and the temporary nature of the development the current proposal is considered to be acceptable.

The Flood Team were consulted and requested an informative to be added to the consent advising the applicant to design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

Issues

National Planning Policy Framework

The National Planning Policy Framework (February 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 2 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

b) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

There should be a presumption in favour of sustainable development and plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

Local Development Framework Core Strategy Development Plan Document (Adopted 11 July 2012)

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should: -

Make a positive contribution to neighbourhoods of choice including: -

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document: -

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Policy T2 states that all new development should provide appropriate car parking facilities.

In addition, the following saved policy of the UDP is also considered relevant:

Policy CC10 encourages the continued high level of economic activity in Strangeways and lower Cheetham Hill Rd areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses by environmental improvements and better parking and servicing.

Permission will only be granted where proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements.

Strangeways Local Plan - The City Council document outlines aspirations for the Strangeways area and recognises the economic importance that the area plays in the wholesale trades and an important provider of employment in Manchester.

The Local Plan identifies the site as being within the 'warehouse district' and acknowledges the need to retain and improve the neighbourhood as a vibrant business location. The Plan also encourages a programme of public realm improvements and improvements to accessibility and the physical environment.

Issues

Principle

Given the overarching policy context which highlights that the site is situated within an area generally suitable for warehouse and employment generating development, it is considered that the general principle of the proposed use would be acceptable in this location.

The principal issue for consideration in this case therefore is the impact of the appearance of the containers, together with the increased comings and goings associated with the storage business.

The majority of the units business will be during the day, and, as such it is compatible with the other uses within the area which are primarily daytime uses however, the premises, is open till midnight . It creates activity in an area that has issues with night time anti-social behaviour. As such it accords with policy and is considered acceptable. Any issues that have arisen during the determination of the application can be addressed with the attachment of suitable planning conditions to be attached to any consent granted.

Residential Amenity

There is no residential accommodation within the vicinity of the application site and there is no external equipment associated with the proposal. It is not considered therefore that the proposal would have a detrimental impact upon the level of amenity currently enjoyed by the neighbouring properties. The fact that there will be a presence within the area into the evenings should be a positive move for the neighbouring properties, due to the anti-social behaviour that has become an issue resulting from the units being occupied by predominantly day time uses. Therefore, the increase of activity this proposal will bring is hoped will assist with this issue. The hours of operation are to be agreed prior to occupation.

Visual Amenity

The proposal is two-storeys high (approx. 5.2 meters high). The majority of surrounding buildings are industrial in character and the adjoining sites are used as surface car parks. External black stained timber cladding will be installed to the elevations facing surrounding streets to soften visual impact.

The site is currently covered mostly by gravel and some concrete kerbs. It is proposed the existing gravel surface of the site is retained, with hollows and depressions filled-in with new gravel. The proposed containers will sit on concrete blocks, positioned at each corner. This will

allow the containers to be levelled and allow surface water to run into the gravel under the containers.

A new electronic vehicle entry gate will be installed, set back from the roadway so vehicles can pull in off the road while opening the gate. This entrance drive will be finished in asphalt laid to fall towards gravel surfaces. The rest of the site will remain as free draining gravel.

Due to the surrounding environmental context, which is dominated by wholesale businesses and warehouse development, the visual appearance of the development are consistent with the immediate area and unlikely to have any material impact in terms of the character and appearance within this location. Therefore, the proposal is considered to be pursuant to policy DM1 and SP1 of The Manchester Core Strategy.

Construction Management Plan

A construction management plan for highways purposes have been requested detailing the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality and a condition has been added to the consent.

Layout

The containers are arranged in three rows. One row runs along Cowburn Street close to the boundary, another one along Pimblett Street and the third one is in the middle against the north-east adjacent building leaving more than a meter space in between for light and maintenance purposes.

The space in between container rows is for cars and vans to unload as close as possible to the designated container.

The north-west drive is wide enough to fit a turning circle for a transit van whereas the south-east run is shorter and vehicles that access this area will need to reverse out or in. The site will be very lightly trafficked, and items can also be walked to and from the storage containers from more accessible points within the site. There is also a vehicle entry point with an electronic pad to provide access to premises. This is set into the site to allow vehicles to wait off street prior to accessing the road or the storage facility.

4 car park spaces are shown on the ground floor underneath the proposed the containers first floor. Those are for the Commercial Kitchens use only and it will be indicated with appropriate signage.

Parking and Access

The existing site is a surface car park with capacity for c. 48 vehicles. An access point is currently in place off Park Street with a dropped kerb arrangement. The Core Strategy states that a B8 Storage and Distribution suggest that the site should provide a total of 5 spaces, with a minimum of one disabled parking space. The site will not offer any parking. The applicant states that no parking is required due to the nature of the site. Additionally, there will be space provided between the containers in order for people to unload as close as possible to the designated containers.

The Transport Note also states that there are a series of car parks surrounding the site which could be used by visitors and staff.

The north-west area is wide enough to fit a turning circle for a transit van and the southeast with a shorter run. A vehicle can access this area but will need to reverse in or out. This will occur on-site. Highways would not accept any reversing onto the adopted highway. Furthermore, the site provides space for a turning circle/reversing area for a transit van to manoeuvre. Drawing 80919 CUR XX GF D TP 05001 P02 'Swept Path Analysis - 3.5t Transit Van' demonstrates that a van can enter, manoeuvre and exit the site in forward gear.

The site provides an entry area within the site to avoid any vehicle blocking the highway when accessing or leaving the site. Drawing 80919 CUR XX GF D TP 75001 P02 demonstrates this arrangement. This is welcomed from a highway perspective.

The existing access from Park Street will be widened to 9.25m wide dropped kerb. A vehicle entry point will have an electronic pad to provide access. This is acceptable to Highways.

It is noted visibility splays have been assessed at this access and demonstrate that a 43m x 43m visibility can be achieved. Taking into account the parking and access arrangements above the proposal is considered to be acceptable in highways terms.

Cycle Parking

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles. Given the B8 use class of the building, this should accommodate 2 cycles. Therefore, a condition has been added to the consent.

Security

The proposal includes external lighting and CCTV. Listed below are a number of the security measures that will be implemented:

- o The existing palisade fence will be retained around the site and a new electronic vehicle gate will be provided
 - o A CCTV system will be fitted covering all areas within the site and the entrance gate
 - o New external lighting will be fitted providing illumination to all the internal area
 - o Each container will be secured with a CEN graded insurance approved container padlock
- Greater Manchester Police were consulted and advised security measures to be incorporated into the scheme the details have been added as an informative to the consent. GMP advised the perimeter fencing be 2.5 metre in height. However, the proposal includes the retention of the extension palisade fencing that measures 1.8 metres in height. Taking into consideration the other security measures to be incorporated into the consent and given the nature of the use and the each container has its own security the development the current proposal is considered to be acceptable.

Flood

The flood team accessed the proposal and advised the applicant to design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy. The reason being MCC records highlight that the underground River Irwell Tributary (Victoria) is located within close proximity to the site (approximately 60m to the northwest of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major

unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately. The above observations have been added to the consent as an informative.

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 / Agent in a positive and proactive manner in order to guide the Application through all stages of the Planning process and have resolved issues that have arisen whilst dealing with the Application.

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

1) The permission hereby granted is for a limited period only, expiring on 25 October 2027; and the storage containers and associated parking area and signage comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within 3 months of the expiration of this consent.

Reason - The development is of a temporary nature, and to safeguard visual and residential amenities of occupiers of adjoining properties, in accordance with policy DM1 of the emerging Core Strategy for Manchester.

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

C-2.201_Rev B
C-2.202_Rev C

C-2.203_Rev A
C-2.204_Rev A
C-2.210_Rev D
PO2 Swept Path Analysis
PO2 Swept Path 3.5 Tonne Transit Van
Location Plan
The Design and Access Statement
C-0.100 Rev B
C-2.100 Rev B
C-2.101 Rev B
C-2.102 Rev A
The Transport Statement by Curtis
The Flood Risk Assessment and Outline Drainage by Curtis, stamped as received on the 29 July 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) The development hereby approved shall be carried out in accordance with the materials as set out in drawings:

C-2.201_Rev B
C-2.202_Rev C
C-2.203_Rev A
C-2.204_Rev A
C-2.210_Rev D
C-0.100 Rev B
C-2.100 Rev B
C-2.101 Rev B
C-2.102 Rev A, stamped as received on the 29 July 2022.

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.

4) The permitted hours of operation are to be agreed with the city council as local planning authority prior to occupation.

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.

5) The premises shall only be used for storage facility purposes only and for no other purposes including any other use within Class B8 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 or re-enacting that Order with or without modification.

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 Manchester Core Strategy.

6) No part of the development shall be occupied until space and facilities for bicycle parking have been 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 Core Strategy.

7) A Construction Management Plan shall be provided prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

Informatives

1) Boundaries & Access Controls

The entrances should be in keeping with the height of adjacent boundary fencing and should incorporate either:

A pad lockable bolt to the midpoint of the internal face or,

A key operable deadlock

Gate Lock Shroud Care should also be taken to ensure there are no poles, trees or any other features immediately adjacent, on the publicly accessible side of the site boundary, that could be used as a climbing aid to scale the fencing. Any such features should be pruned or removed where possible. The site boundary treatment should also be positioned on hard standing ground. Where this is not possible, the ground conditions should be reviewed as extra measures may be required to create a secure boundary. Exposed hinges and large sliding bolt apertures/locking points to any gates should be avoided, or fitted with shrouding/protective plates (see opposite) to avoid the creation of footholds.

As the location of the proposed shipping containers will impede views over the perimeter fencing, creating hidden areas that could be exploited by offenders unseen, it is highly recommended that condition of the fencing along the perimeter of the site is regularly inspected for signs of damage/attack and is repaired immediately if any incidents are experienced.

Physical Security

The steel storage containers themselves should be constructed from robust, anti-corrosive steel to withstand damage and penetration. Any steel doors should be fitted with a high security locking system that uses a steel shroud to protect the lock from bolt-croppers, angle grinders, chisels and other methods of forced entry.

The shutters to the 20ft. containers should be tested and certified to LPS 1175 SR2. Ideally, shutter boxes and guides built into the fabric of the container where they would be less vulnerable to damage.

Sold Secure Gold rated closed-shackle padlocks should be used to secure the shipping container doors and shutters.

Lighting

All external storage areas and parking areas within the site should be lit to an adequate and uniform level (leaving no areas of pooling or shadowing), in accordance with BS 5489. The lighting systems must compliment the CCTV system installed (see below).

Fittings should produce 'white' light, as opposed to yellow/orange light. Metal halide (or bulbs with a comparable output) should be used, as these offer superior colour rendition over alternatives such as high and low pressure sodium bulbs.

Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors.

q Lighting fixtures must not be positioned to provide climbing aids over boundary treatments. Electrical and architectural layouts should be developed together to avoid this.

CCTV

The CCTV installed at the site will require certain specifications and intelligent placement of cameras to compliment the layout of the external storage/parking area. The following points should be considered when planning a CCTV strategy:

CCTV systems (and lighting that support them) require regular cleaning and maintenance to remain effective.

Where necessary cameras that are vulnerable to damage should be protected from attack either by relocation to a higher level and using a bigger lens to achieve the view required or through the fitting of a vandal resistant housing.

With regards to the retention of footage, the police prefer quality over quantity. The overall retention period should be dictated by what the system is designed to achieve, though it would be better to have good quality images over a 14-day period than poor ones over a 30-day period.

Procedures for recovery of recordings are recommended to be established (e.g. trained staff / the CCTV system instruction manual to be readily available). This is to ensure that the images produced will be of an acceptable standard that will allow for identification of an individual which will stand up to scrutiny in court.

Acceptable Standard - this generally requires a resolution of 720x576 pixels at a real time frame rate of 25 frames per second. (N.B. Both the camera and DVR must be capable of this - if the camera will only send low resolution images then it does not matter how high the resolution of the recording unit is).

Identification - One of three levels of field of view. To identify an individual, the image must capture no less than 120% of the field of view (at least from the top of the individuals head to their knees). The remaining two levels of field of view are Overview and Recognition, which whilst effective for observational purposes, are less likely to result in the identification of a person/offender.

The intelligent placement of cameras helps to provide clear facial identification of individuals. Suitable locations would be the pedestrian and vehicular entrance gates to the site, all external circulation/parking areas and all perimeter fence lines.

Other

In vulnerable locations such as around entrance gates, parking areas or fence lines, any low planting should not exceed 1000mm in height and any tree canopies should fall no lower than 2000mm from the ground. This is in order to allow unimpeded surveillance and eliminate hiding places. A maintenance agreement should stipulate that these planting dimensions would be adhered to.

Management & Maintenance

The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime - a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as:

Litter/graffiti removal and damage repair;

Repair to communal areas (perimeter fencing, lighting, signage, access controls, CCTV etc.); and

Trimming and pruning to shrubs and trees.

Adequate signage should be deployed in all areas not only to direct people throughout the site, but also to deter unauthorised access to non-public areas.

2) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

MCC records highlight that the underground River Irwell Tributary (Victoria) is located within close proximity to the site (approximately 60m to the northwest of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

3) The applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for the amendment of the proposed vehicular access and dropped kerbs on Park Street and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

16A Robert Street, Cheetham, Manchester, M3 1EY
Unit 2, 16A Robert Street, Cheetham, Manchester, M3 1EY
First Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Second Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Ground Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Marco Services, 16 Robert Street, Cheetham, Manchester, M3 1EY
Warehouse 2 Junction Robert Street, Park Street, Manchester, M3 1EU
First Floor, 51 Pimblett Street, Manchester, M3 1FU
Garage, 51 Pimblett Street, Manchester, M3 1FU
Ground Floor, 51 Pimblett Street, Manchester, M3 1FU
Edward Holt House, Pimblett Street, Manchester, M3 1FU
CURTIS FARADAY LIMITED, First Floor, 7 Park Street, Manchester, M3 1EU
Ground Floor, 7 Park Street, Manchester, M3 1EU
3A Park Place, Manchester, M4 4EZ
Christhouse Bible Church, 3 Park Place, Manchester, M4 4EZ
51 Pimblett Street, Manchester, M3 1FU
Basement, 3 Cowburn Street, Manchester, M3 1FS
Warehouse 1 Junction Robert Street, Park Street, Manchester, M3 1EU
35 Park Street, Manchester, M3 1EU
First Floor And Second Floor, 10 Robert Street, Cheetham, Manchester, M3 1EY
Ground Floor, 10 Robert Street, Cheetham, Manchester, M3 1EY
27A Park Street, Manchester, M3 1EU
9 - 11 Park Street, Manchester, M3 1EU
First Floor, 3 Cowburn Street, Manchester, M3 1FS
37 Park Street, Manchester, M3 1EU
27 Park Street, Manchester, M3 1EU
10 Robert Street, Cheetham, Manchester, M3 1EY
25 Park Street, Manchester, M3 1EU
3 Cowburn Street, Manchester, M3 1FS
7 Park Street, Manchester, M3 1EU
Basement, 25 Park Street, Manchester, M3 1EU
Second Floor, 7 Park Street, Manchester, M3 1EU
Third Floor, 12 - 14 Robert Street, Cheetham, Manchester, M3 1EY
Ground Floor, 3 Cowburn Street, Manchester, M3 1FS
12 Park Street, Manchester, M3 1ES
29 Park Street, Manchester, M3 1EU

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

