

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134666/FO/2022

Date registered valid: 11 August 2022

Proposal: Erection of a two storey extension at ground floor to extend hotel reception area and installation new entrance canopy

Address: Macdonald Manchester Hotel , 91 London Road, Manchester, Manchester, M1 2PG

Ward(s): Piccadilly Ward

Applicant: Hamilton Hotel Partners Exchange Tower, Harbour Exchange Square, London, E14 9GE

Agent (if any): Mr Darren Friston Street Design Partnership 16 Brewery Yard, Deva Centre, Trinity Way, Salford, M3 7BB

Case officer: Emily Booth
Tel: 0161 234 4193
Email: emily.booth@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 4 October 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 August 2022

Standard consultations:

Printed: 24 August 2022 Expired: 14 September 2022

Neighbour notifications

Printed: 24 August 2022 Expired: 14 September 2022

Site notice

Posted: 26 August 2022 Expired: 16 September 2022

Press advert

Published: 30 August 2022 Expired: 20 September 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

This application relates to the MacDonald Manchester Hotel, which is located at 91 London Road within the Eastern Gateway area of Manchester City Centre. The hotel is in close proximity to Piccadilly Train Station and the Inner Relief Route. The building is not within a conservation area but is near to the Whitworth Street Conservation Area and is seen from limited extent in views into and out of the conservation area. It can in certain views be seen in conjunction with - and contributes to the settings of the Grade II listed railway viaduct immediately to the north, the Grade II Listed Piccadilly Railway Station and the sculptural wall/sound buffer directly opposite the hotel on London Road.

The building is a particularly striking example of 1960's architecture with a 'Lazy L' formation and is understood to have been originally designed as a hotel but was initially put into use as office accommodation and was previously known as Telecommunications House.

In recent years the building has been sensitively refurbished for hotel use as the MacDonald Manchester Hotel in a manner that has successfully retained the original 1960's robust design as the over-riding form and character of the building (application reference 081135/FO/2006/C2). Due to its scale, massing and elevation design the proposal building is extremely prominent both on the London Road city centre gateway radial route but also in other views including from the nearby elevated Mancunian Way city centre gateway orbital route which forms a part of the Inner Relief Route.

Surrounding uses include the skate park located underneath the inner relief route, the modern student residential buildings on Berry Street, surface car parking, an electricity substation, part of the University of Manchester estate on the opposite side of London Road and Piccadilly Train Station.

A previous application referenced 108996/FO/2015/C2 allowed the two-storey extension of the ground floor coffee bar to create an executive lounge and an extension to provide two additional passenger lifts. This application was approved on 22nd March 2016.

A further application referenced 117879/FO/2017 allowed the construction of a ground floor extension to extend the existing reception area, construction of a terrace for use as an external seating area and remodelling of the existing main entrance with the addition of a new porte-cochere entrance.

A further application referenced 123095/FO/2019 allowed the construction of a full height extension to house 2no. passenger lifts, a two-storey ground floor extension to create a dedicated executive entrance and lounge with internal remodelling.

Description of development

Planning permission is now sought to construct a two-storey curved extension comprising curtain wall glazing and copper and zinc cladding to match the existing materials at ground floor level to extend the hotel reception area.

A new entrance canopy would also be installed over the existing main entrance steps.

The entrance door, internal shallow pitched ramp, and safety guards proposed would be in line with the aims and requirements of the Equalities Act 2010. The proposed entrance would be level with the footpath and would also be close to the car park.

Consultations & Notification Responses

High Speed Two (HS2) Limited - Advised that HS2 Ltd have no specific comment to make on this consultation and requested that the following informative is included on the decision notice for awareness:

The applicant is advised that the application site is located adjacent to land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester, known as High Speed Two. Powers to construct and operate High Speed Two are being sought by promoting a hybrid Bill which the government introduced into Parliament on 24 January 2022. As the HS2 project is not yet at a detailed design stage and is subject to change, the applicant is also advised to closely follow ongoing progress of the HS2 programme.

Highway Services - Recommended a condition to require the submission and agreement of a Construction Management Plan and advised that the applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Environmental Health - Recommended conditions to require the submission and agreement of contaminated land information and the implementation of the submitted risk assessment; and to restrict construction hours

Neighbourhood Team Leader (Arboriculture) - No comments received

MCC Flood Risk Management - Recommended the following informative:

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.

Greater Manchester Police - Advised that they would support the application subject to the layout issues within Section 3.3 being addressed and recommend that the physical security measures within Section 4 of the Crime Impact Statement are conditioned.

Transport For Greater Manchester - Confirmed that they have no comments in respect of the proposals.

Greater Manchester Pedestrians Society - No comments received

University Of Manchester - No comments received.

Network Rail - Confirmed that they have no comments.

Publicity - The application was advertised in the local press as being of public interest, a site notice was displayed on site and letters were sent to surrounding residents - One reply has been received as follows.

Cadent Gas - Confirmed that they have no objection to the proposals.

Issues

Issues

The main issues for consideration relate to the impact of the proposals on the impact on residential amenity, visual amenity, regeneration, crime and disorder, highway safety, the setting of nearby listed buildings and the adjacent conservation area and the availability of disabled access. The main policies that relate to the proposal are Section 1 (Building a Strong and Competitive Economy), Section 2 (Ensuring the Vitality of Town Centres) and Section 12 (Requiring Good Design) and 16 (Conserving and Enhancing the Historic Environment) of the National Planning Policy Framework (NPPF), Policies SP1 (Spatial Principles), CC1 (Primary Economic Development Focus: City Centre and Fringe), CC4 (Visitors, Tourism, Culture and Leisure), CC10 (A Place for Everyone), T1 (Sustainable Transport), EN1 (Design Principles and Strategic Character Areas) and DM1 (Development Management) of the Adopted Core Strategy for the City of Manchester and saved policy DC26 (Development and Noise) of the Unitary Development Plan for the City of Manchester.

Visual Amenity

The extension would have a positive impact on the appearance of the building as it would have a sinuous plan form and be expressed externally with full height glazing. The extension would be in keeping with the 'Lazy L' form of the existing 1960's building and would have similarities with the previous approved applications detailed above.

The extension would be constructed using materials in keeping with the existing. Full details of the materials for the extension and the canopy will be required to be agreed by condition.

The canopy and the footprint of the extension are as previously approved application referenced 108996/FO/2015/C2.

The proposals would not impact on the nearby conservation area or the nearby listed buildings.

In view of the above the proposals would be consistent with Sections 12 and 16 of the National Planning Policy Framework, Core Strategy Policies DM1, SP1, CC9, EN3 and EN1 and saved UDP policies DC18.1 and DC19.1.

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration and there is a need to build on the regeneration that has already taken place within the City Centre and the continuing investment and environmental improvements.

The proposals would improve the appearance of the building within the street scene. It is anticipated that these improvements to the external envelope along with internal refurbishment of the ground floor areas will demonstrate additional investment and success of the current hotel use and increase confidence in investing in the local area.

In view of the above the proposals would be consistent with Sections 6, 7 and 12 of the NPPF and Core Strategy Policies SP1, CC1, CC4, CC7, EN1, and DM1

Amenity

The nearest residential properties are located to the rear of the site on Berry Street and there is a need to consider the impact of the proposals on the occupier of these properties. The condition relating to contaminated land recommended by our Environmental Health Service are capable of being attached to any consent granted and compliance with these will ensure that the development does not have an adverse impact on the occupiers of adjacent buildings.

The condition recommended by our Environmental Health Service in relation to construction hours will be applied to the application as an informative.

In view of the above subject to compliance with conditions the proposals would be consistent with Section 8 of the NPPF and Core Strategy Policies EN1, SP1 and DM1 and UDP Policies DC10.1 to 10.4 and DC26

Crime and Disorder

A condition will require the implementation of appropriate measures as specified in the submitted Crime Impact Statement to secure the building.

In view of the above the proposals would be consistent with Section 8 of the NPPF and Core Strategy Policies DM1 and SP1

Disabled Access

The new entrance would be level and the internal areas of the development would be accessible by an internal ramp (1:18).

In view of the above the proposals would be consistent with Section 8 of the NPPF, policies SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Relationship to Transport Infrastructure

There are bus routes close to the site on Piccadilly and there are train and Metrolink services at Piccadilly Station and there is a bus and Metrolink interchange at Piccadilly Gardens. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links.

The condition recommended by the City Council's Highway Services will be applied to the application.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 9 of the National Planning Policy Framework, policies DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application and discussions regarding amendments to the proposals.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

The location plan referenced 7442 PS.01 Rev # received by the City Council as local planning authority on 11 August 2022

The drawings referenced:

7442 PS.13 Rev #
7442 PS.14 Rev #
7442 PS.15 Rev #
7442 PS.16 Rev #
7442 PS.17 Rev #
7442 PS.18 Rev #
7442 PS.19 Rev #
7442 PS.20 Rev #
7442 PS.21 Rev #
7442 PS.22 Rev #
7442 PS.23 Rev #
7442 PS.36 Rev A
7442 PS.37 Rev A

all received by the City Council as local planning authority on 11 August 2022

The Local Labour Agreement received by the City Council as local planning authority on 11 August 2022

The Air Quality Assessment prepared by Phlorum received by the City Council as local planning authority on 11 August 2022

The Phase 1: Preliminary Risk Assessment including appendices prepared by Phlorum received by the City Council as local planning authority on 11 August 2022

The Design and Access Statement prepared by Street Design Partnership received by the City Council as local planning authority on 11 August 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, CC1, CC4, CC10, T1, EN1 and DM1 of the Core Strategy, saved policies DC19.1 and DC26 of the Unitary Development Plan and Sections 6, 7 and 12 of the National Planning Policy Framework.

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.
- Compound locations where relevant.
- Location, removal and recycling of waste.
- Sheeting over of construction vehicles.
- 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.
- For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Development 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 SO1, SO5, 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) a) The development hereby approved shall not commence until the measures identified in the Phase 1: Preliminary Risk Assessment, Phlorum, 5 March 2018 including appendices for the investigation of the site have been completed and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Phase 1: Preliminary Risk Assessment, Phlorum, 5 March 2018 shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority before the development commences.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b) A programme for the issue of samples and specifications of all material to be used on all external elevations and rooves of the development, drawings to illustrate details of full-sized sample panels and mock-ups that will be produced (The panel to be produced shall include jointing and fixing details between all component materials and any component panels), details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management.

(c) Samples and specifications of all materials as set out in the approved programme (b) to be used on all external elevations and rooves.

(d) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle.

(e) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as agreed above.

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 ground floor extension of the reception area hereby approved shall aim to achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as local planning authority, before the extension is first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, policy DP3 of Regional Spatial Strategy for the Northwest (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

7) The proposed development shall be designed and managed in accordance with the recommendations contained within the Crime Impact Statement prepared by Greater Manchester Police Design for Security referenced 2017/0695/CIS/01 Version A received by the City Council as local planning authority on 11 August 2022.

Reason: To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

8) The access measures for disabled people to gain access into and throughout the premises as shown on the drawing referenced 7442 PS.36 Rev A as described within the Design and Access Statement prepared by Street Design Partnership received by the City Council as local planning authority on 11 August 2022 shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

9) The applicant shall 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.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN8, EN14 and EN17.

Informatives

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council's Environmental Health Service (Tel. 0161 234 5004):

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Any proposal for out of hours works shall be submitted to and approved in writing by the City Council's Environmental Health Service, the details of which shall be submitted at least 4 weeks in advance of such works commencing.

The applicant should refer to

https://secure.manchester.gov.uk/info/100006/environmental_problems/2956/noise/9 and
IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>.

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) The applicant is advised that the application site is located adjacent to land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester, known as High Speed Two. Powers to construct and operate High Speed Two are being sought by promoting a hybrid Bill which the government introduced into Parliament on 24 January 2022. As the HS2 project is not yet at a detailed design stage and is subject to change, the applicant is also advised to closely follow ongoing progress of the HS2 programme. More information can be found at: HS2 Phase 2b: High Speed Rail (Crewe - Manchester) Bill 2022 - GOV.UK (<https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.gov.uk%2F&data=05%7C01%7Cplanning%40manchester.gov.uk%7Cbb0a60aa97844df07ce808da8a6a0688%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C637974485223920373%7CUnknown%7CTWFPbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=SEjkSmVUbNbK5P5m2uvret%2FmJQkJ%2BP82i7ca32cVOfo%3D&reserved=0>)

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Pedestrians Society
University Of Manchester
Network Rail

Flat 212, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 45, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 110, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 123, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 124, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 74, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 215, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 214, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 206, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 208, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 210, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 211, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 203, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 201, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 202, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 217, Piccadilly Point, 23 Berry Street, Manchester, M1 2DH
Flat 3, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 10, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 20, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 24, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 29, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 34, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 36, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 41, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 43, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 54, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 55, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 61, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 83, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 87, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 89, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 93, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
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Flat 95, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 76, Piccadilly Point, 23 Berry Street, Manchester, M1 2AD
Flat 127, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 132, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 139, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 144, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 153, Piccadilly Point, 23 Berry Street, Manchester, M1 2BG
Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR

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Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
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Flat 15, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 9, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 7, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 101, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 123, Mill Point, 29 Berry Street, Manchester, M1 2AR
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Flat 18, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 10, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 5, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 2, Mill Point, 29 Berry Street, Manchester, M1 2AR

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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL