

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130405/FO/2021

Date registered valid: 28 June 2021

Proposal: Retrospective application for elevational alterations to existing building to facilitate the sub-division to create 5 shop units with front extension and covering of yard area to form additional shop unit

Address: 618 Stockport Road, Manchester, M13 0RQ

Ward(s): Longsight Ward

Applicant: Mr M Chaudry 2 Carrill Grove East, Manchester, M19 3BT

Agent (if any): David Ormesher Holborow and Ormesher Via Email

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 27 June 2022

Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 1 August 2021

Standard consultations:

Printed: 1 July 2021 Expired: 22 July 2021

Neighbour notifications

Printed: 5 July 2021 Expired: 26 July 2021

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

Description of area

This planning application relates to the sub-division of a two-storey building situated at the junction of Stockport Road and Stamford Road. It also relates to the retention of adjoining single storey units along Stamford Road, including the provision of an in-fill unit. The development involves a total of 6 units. Beyond the application site on the northern-side of Stamford Road further retail units have been formed before the street transitions into 2-storey red-brick terraced houses. The application site is within Longsight District Centre.



Fig.1 – Views of the application site

Description of development

The development involves the formation of six Class E units, involving:

- i. The retention of the existing restaurant ;
- ii. The formation of two travel agents at the intersection of Stockport Road and Stamford Road;
- iii. The formation of a café also within the main building;
- iv. The formation of a barber and butchers shops following the in-filling of a service yard;
- v. The butcher shop would direct access to the bin store via an internal doorway.

Consultations & Notification Responses

Local residents – An email has been received that neither supports nor objects to the development but notes that the detail of the application are considered to be unclear regarding whether encroachment on to a neighbouring business may have occurred. However, the applicant has indicated that the land comprising the development is solely in his ownership. As the development in retrospective, it would be apparent to a neighbouring occupier if encroachment had occurred and such an incidence would need to be addressed through civil legislation.

Highway Services – The following comments have been received:

- i. The existing vehicular access on Stamford Road will no longer be required following the development and the adjacent footway should be reinstated through a Section 278/184 agreements.
- ii. The existing waste management strategy will remain in place with on site storage. Continued monitoring of the waste management system is requested to ensure there is no obstruction on the highway.
- iii. For the avoidance of doubt, all servicing requirements, including both refuse collection and deliveries should be taken from the loading bay in order to prevent disruption to traffic flow along Stamford Road.
- iv. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

Environmental Health – The following comments have been received:

- i. The waste management arrangements are considered to be acceptable following confirmation of existing waste contracts to demonstrate their appropriate operation.
- ii. The development should operate in accordance with agreed opening hours.
- iii. Deliveries should not be undertaken outside the hours of Monday to Saturday, 7.30 am and 8.00 pm with not deliveries / waste collection on Sundays and Bank Holidays.
- iv. Any required externally mounted equipment should be related to a noise insulation condition.

Greater Manchester Police Design for Security – The following recommendations have been made:

- Any new external fittings to be installed should be certified to Secured by Design standards.
- If cash is to be kept within the property overnight, an appropriately certified time delay safe should be installed within a secure room accessible only by the members of staff.
- Any staff areas should be access controlled and restricted to members of staff only.

- An intruder alarm should be installed with contacts on all external doors and with movement detectors and monitored by an appropriate body.

High Speed Two (HS2) Limited – No comments.

Issues

National Planning Policy Framework (NPPF) - National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- i. Chapter 7: Ensuring the vitality of town centres - Paragraph 86 states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. It also recognises that residential development can play an important role in ensuring the vitality of centres and encourage residential development on appropriate sites. It is considered that the proposed mix of uses would contribute positively to these objectives.
- ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the street to maximise natural surveillance. The comments of GMP Design for Security have been related to the development as an informative. It is considered that the development would accord with chapter 8.
- v. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment. The development would lead to the reconfiguration the existing building and the provision of limited additional space to facilitate the more functional use and occupation of the related building. On balance, it is considered that the development would be satisfactorily related to Chapter 11.
- vi. Chapter 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 126). Paragraph 130 further states that planning decisions should ensure that development:
 - a. Will function well and add to the overall quality of the area (over the lifetime of the development);
 - b. Is visually attractive and related to good architecture, layout and landscaping;

- c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;
- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The development with the main building would be appropriately related to its internal space. The remaining additional floorspace would be related to single with a limited visual impact.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG, which have been satisfactorily appropriately responded to:

- i. Consultation and pre-decision matters
- ii. Design
- iv. Health and well-being
- v. Noise

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The development has been satisfactorily related to its context and constraints of the application site and would involve the use of previously developed land. It would provide small scale employment opportunities. However, the constraints of the site have prevented the formation of inclusive access. On balance, policy SP1 would be satisfactorily responded to.

Policy C 1 (Centre Hierarchy) - States that the development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:

- i. Manchester City Centre;
- ii. District Centres;
- iii. Local Centres.

Policy C1 states that district centres, such as Longsight, have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. It also states that these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres. It is considered that the development would support these objectives through its positive contribution to the retail offer in Longsight District Centre.

Policy C2 (District Centres) - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. It is considered that the Class E uses forming part of the development would secure an on-going, albeit limited, contribution to Longsight District Centre and thereby be appropriately related to policy C2.

Policy C 5 (Central Manchester District Centres - Hulme, Longsight and Rusholme) – Amongst other things, policy C5 states that the improvement to the quality of the environment Longsight is a priority to help retain and attract shoppers and visitors. It is considered that the development makes a contribution to this objective.

Policy EN1 (Design Principles and Strategic Character Areas) -States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to Stockport Road. The development would be related to its context through the coherent use of materials. It is therefore considered that policy EN1 would be accorded with.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are acceptable in terms of capacity, with issues relating to the transfer of waste containers to collection points addressed through condition. Policy EN19 would thereby be complied with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development is located in a district centre, and along a sustainable public transportation route. On this basis, it is considered that the development responds positively to policy T1.

Policy DM1 (Development Management) - 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. Relevant considerations in this case are:

- 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 to ensure that development has regard to the character of the surrounding area;
- Effects on amenity;
- Accessibility;
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity would not be significant and could be managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

Unitary Development Plan (Saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 1

Policy S1.2 (Shopping) - States that, the Council in partnership with the private sector will encourage, the appropriate improvement and re-development of existing district centres to ensure that they remain the focus for both shopping and a full range of community facilities. Policy S1.2 identifies Longsight as a centre that would benefit from improvement to safety, enhanced environmental quality, measure to address traffic problems and increased economic viability. The development would contribute to the retail offer of the district centre with conditions to secure the effective management of the site in relation to waste management and servicing. On balance, policy S1.2 would be accorded.

Part 2

Policy DC26 (Development and noise) - The following elements of policy DC26 are considered to be relevant:

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the potential noise generated along Stockport Road.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

Given the magnitude of the development, it is considered that noise associated with the development would not be significant and capable of being absorbed into the local noise climate. A condition has been included to ensure that any external plant and equipment is appropriately insulated against noise. It is considered that policy DC26 would be complied with.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning

permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, 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. In this case negotiation were undertaken with the applicants' agent to ensure that appropriate details relating to the operational of the development, including opening hours and waste management for the respective units, have been provided. The detail of the originally submitted and supplementary details have facilitated the comprehensive assessment of the development.

Principle of the development – The units have been related to a section of Stamford Road that has an established retail and commercial character and make a proportionate contribution the retail offer in the district centre. As retail units are located beyond the application site to the west, the development would not, in itself, lead to a further intrusion to the residential part of Stamford Road. The operational capacity of the units would be limited by the available floorspace. On balance, the proposed waste and recycling management arrangements would be satisfactory. The introduction of operation conditions, as set out below, would improve the future management of the development. The principle of the development is therefore considered to be acceptable.

Use – A condition has been included to ensure that the use of the units comprising the development is restricted to retail, commercial and restaurant activities within Class E of the use classes order.

In-fill development – The introduction of an additional unit has allowed the formation of a continuous and coherent retail street frontage. It has been appropriately related the constraints of the site.

Height, scale and massing – Beyond the main building the additional built form is single storey with some variance in height attributable to the positioning of unauthorised signage (which will need to be addressed separately). On balance, development presents single storey units of appropriate height and proportions informed by the constraints of the site.

Siting – The new in-fill development has been appropriately to the constraints of the site including the back of footpath.

Design – The elevational detailing of the main building has been appropriately maintained including the incorporation of the integrated perforated roller shutters within the shopfront. The quality of the shopfront detail is considered to be satisfactory.

Railings to roof – A condition has been included to ensure that unauthorised railings to the roof of the unit at 2A Stamford Road are removed within an agreed timescale and the roof reinstated and maintained thereafter.

Waste and recycling management – The arrangements for the storage of waste and recycling have been related to the nature of specific uses and the limited space within the individual units. In response, bespoke arrangements have been brought forward that would facilitate appropriate lockable bin storage within a communal bin store. It is understood that these arrangements are in place and supported with collection contracts, including contracts for food waste collection.

Opening hours – The following opening hours have been agreed in respect of each individual unit:

618 - 09.00 – 23.00 Monday – Sunday,
618A - 09.00 – 18.00 Monday – Saturday, Closed Sunday
618B - 09.00 – 18.00 Monday – Saturday, Closed Sunday
618C - 09.00 – 20.00 Monday – Saturday, Closed Sunday
618D - 09.00 – 20.00 Monday – Saturday, Closed Sunday
2A Stamford Road – 09.00 18.00 Monday – Saturday, Closed Sunday

These hours are considered to be acceptable in the context of a district centre.

Servicing hours - The following servicing hours have been condition in relation to the operation of each unit.

Monday to Saturday 7:30am to 8:00pm
No deliveries/waste collections on Sunday / Bank Holidays.

Noise – It is not considered the development comprising the development would have particular noise generating activity beyond pedestrian movement. A condition has been included, however, to ensure that any externally mounted equipment required in support of the development is related to and implemented in accordance with approved details, including a verification statement (relating to achieved insulation levels).

Crime reduction and security – The comments of GMP Design for Security are included as an informative.

Highways – An off-site highways condition has been included in relation to highway reinstatement and an appropriate informative has been included.

Access – The constraints of the site and changes to external ground and internal floor levels would prevent the formation of inclusive access.

Conclusion – On balance, the development is considered to be acceptable subject to conditions to secure its appropriate.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case negotiation were undertaken with the applicants' agent to ensure that appropriate details relating to the operational of the development, including opening hours and waste management for the respective units, have been provided. The detail of the originally submitted and supplementary details have facilitated the comprehensive assessment of the development.

Condition(s) to be attached to decision for approval

1) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 25 May 2021, 18 June 2021, 25 June 2021 and 1 March 2022:

Planning application forms
Location plan with red edge
Existing plans and elevations Ref: 2103/220/01
Proposed shop floor units Ref: 2103/20/02 Rev D.

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.

2) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises (identified as 618A, 618B, 618C, 618D Stockport Road and 2a Stamford Road) shall be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification other than retail, commercial and restaurant use.

Reason - To safeguard the amenities of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

3) The development shall be implemented at all times in accordance with the waste and recycling arrangements detailed on drawing referenced: Proposed shop floor units Ref: 2103/20/02 Rev D.

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.

4) a) Before its installation, any externally mounted ancillary plant, equipment and servicing required in support of any of the units comprising the authorised development, shall be selected and / or acoustically treated in accordance with a scheme designed so as to achieve a satisfactory noise rating level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to operation of the installed equipment, a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in

the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

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

618 Stockport Road - 09.00 – 23.00 Monday – Sunday
618A Stockport Road - 09.00 – 18.00 Monday – Saturday, Closed Sunday
618B Stockport Road - 09.00 – 18.00 Monday – Saturday, Closed Sunday
618C Stockport Road - 09.00 – 20.00 Monday – Saturday, Closed Sunday
618D Stockport Road - 09.00 – 20.00 Monday – Saturday, Closed Sunday
2A Stamford Road – 09.00 18.00 Monday – Saturday, Closed Sunday

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.

6) Deliveries, servicing and collections, including waste collections, to the units comprising the development shall not take place outside the following hours: 7:30 am to 8:00 pm, Monday to Saturday. No deliveries / waste collections shall take place on Sundays / Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to 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.

7) Within two months of the date of the planning permission hereby granted, a scheme shall be submitted to and approved by the City Council as local planning authority confirming arrangements of the removal of railings to the roof of 2A Stamford Road and the reinstatement of the roof. The scheme shall be implemented to an agreed timescale after which the reinstated roof shall be maintained in an accordance with the approved details at all times thereafter.

Reason – In the interests of the visual amenity of the area, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

8) Within 3 months of the date of the planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing approved reinstatement works to the footpath on Stamford Road (adjacent to 618D) as shown on drawing referenced Proposed shop floor units Ref: 2103/20/02 Rev D. The scheme shall include a timescale for the implementation of works, which shall remain in situ at all times thereafter.

Reason – In the interests of pedestrian and highway safety pursuant to policy SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) The development hereby approved does not confer consent for the display of advertisements, including illuminated fascia signage.

Reason – For the avoidance of doubt and the interests of the visual amenity of the area, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Informative

1. Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2. It is recommended that consideration is given to the inclusion of the following security measures:

- i. If any new external fittings are to be installed (i.e. shutters, windows or doors) then they should be certified to Secured by Design standards.
- ii. If cash is to be kept within the property overnight then a time delay safe certified to LPS 1183 should be installed and kept within a secure room that is only accessible by the members of staff.
- iii. Any staff areas that are to be included within the property should be access controlled and restricted to members of staff only.
- iv. An intruder alarm should be installed with contacts on all external doors and with movement detectors. The alarm should be monitored by an appropriate body.

3. As the existing vehicular access on Stamford Road will no longer be required as a result of the development, the adjacent footway on Stamford Road should be reinstated through a Section 278/184 agreements. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

4. The applicant is advised that any requirements for licensing, hoarding / scaffolding 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 - highwayapplications@manchester.gov.uk).

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highway Services
Environmental Health
Greater Manchester Police

Stylish Cut Hut , 2A Stamford Road , Manchester , M13 0RQ
Muhammed Halal Meat, 2B Stamford Road, Manchester , M13 0RQ
Bukhari Travel , 618 Stockport Road, Manchester , M13 0RQ
Bhalli Travel , 618B Stockport Road Manchester , M13 0RQ
Desi Chaaiwala & Shakes , 618C Stockport Road Manchester,, M13 0RQ
608 Stockport Road, Manchester, M13 0RQ
5 Stamford Road, Manchester, M13 0SE
1 Stamford Road, Manchester, M13 0SE
2B Stamford Road, Manchester, M13 0SF
First Floor, 618 Stockport Road, Manchester, M12 0RQ
6 Stamford Road, Manchester, M13 0SF

8 Stamford Road, Manchester, M13 0SF
4 Stamford Road, Manchester, M13 0SF
591B Stockport Road, Manchester, M13 0RX
1A Stamford Road, Manchester, M13 0SE
Unit 4, 1B Stamford Road, Manchester, M13 0SE
Unit 3, 1B Stamford Road, Manchester, M13 0SE
Unit 2, 1B Stamford Road, Manchester, M13 0SE
Unit 1, 1B Stamford Road, Manchester, M13 0SE
1B Stamford Road, Manchester, M13 0SE
Flat 1, 1A Stamford Road, Manchester, M13 0SE
Flat 2, 1A Stamford Road, Manchester, M13 0SE
Flat 3, 1A Stamford Road, Manchester, M13 0SE
Flat 4, 1A Stamford Road, Manchester, M13 0SE
Flat Above, 608 Stockport Road, Manchester, M13 0RQ
591A Stockport Road, Manchester, M13 0RX
591 Stockport Road, Manchester, M13 0RX
Ground Floor, 620 - 622 Stockport Road, Manchester, M12 0SH
Store Rear Of 612, Stockport Road, Manchester, M12 0RQ
Ground Floor, 595C Stockport Road, Manchester, M13 0RX
First Floor And Second Floor, 620 - 622 Stockport Road, Manchester, M12 0SH
First Floor, 612A Stockport Road, Manchester, M13 0RQ
First Floor Office 3, 618 Stockport Road, Manchester, M12 0RQ
595C Stockport Road, Manchester, M13 0RX
595D Stockport Road, Manchester, M13 0RX
612A Stockport Road, Manchester, M13 0RQ
620 - 622 Stockport Road, Manchester, M12 0SH
595C - 595D Stockport Road, Manchester, M13 0RX
593 Stockport Road, Manchester, M13 0RX
595E Stockport Road, Manchester, M13 0RX
595A Stockport Road, Manchester, M13 0RX
614 Stockport Road, Manchester, M13 0RQ
595B Stockport Road, Manchester, M13 0RX
624 Stockport Road, Manchester, M13 0SH
595F Stockport Road, Manchester, M13 0RX
First Floor, 595C - 595D Stockport Road, Manchester, M13 0RX
616 Stockport Road, Manchester, M13 0RQ
9 Stamford Road, Manchester, M13 0SE
7 Stamford Road, Manchester, M13 0SE
3 Stamford Road, Manchester, M13 0SE
610 Stockport Road, Manchester, M13 0RQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2