

Planning**Growth & Development****Delegated officer report for planning application**

Application no. 132958/FO/2022

Date registered valid: 16 May 2022

Proposal: Installation of stacked shipping container accommodation (maximum of four containers high) to form flexible workspace (Class E) with associated covered cycle storage and parking

Address: Land Bounded By Cakebread Street And Manor Street, Manchester, M12 6HF

Ward(s): Ardwick Ward

Applicant: Mr Ian Malyan FOB D (UK) Ltd (Architects) 72A Water Lane, SK9 5BB

Agent (if any):

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 7 July 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 18 May 2022 Expired: 8 June 2022

Neighbour notifications

Printed: 18 May 2022 Expired: 8 June 2022

Site notice

Posted: 1 June 2022 Expired: 22 June 2022

Press advert

Published: 24 May 2022 Expired: 14 June 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to a cleared site with two large internally illuminated advertisement displays, one display located at each end of the site. The site is located directly adjacent to the Mancunian Way which is a major radial route around the City Centre. The site is linear in nature bounded by Cakebread Street to the west and Manor Street to the east, and covers an area of 1,419sq.m. The site has been previously used as a contract car park, and has a 5m high black painted close boarded fencing forming the boundary adjacent to the gable of the premises to the rear of the site. The perimeter of the site to Manor Street, Cakebread Street and the Mancunian Way is bounded by 1.8m high wooden close boarded Fencing with 3no. pairs of double gates to the Mancunian Way frontage, and a vehicular access/ egress point on both Cakebread Street and Manor Street. There are traffic regulation orders adjacent to the site on Manor Street, Cakebread Street and the Mancunian Way adjacent to this site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Planning History

099795/AOH/2012/N2 - Replacement of two existing portrait panels and one landscaped panel from rear illuminated poster displays to illuminated electronic LED displays.
Land adjacent to Mancunian Way between Manor Street and Cakebread Street

Refused on 16th April 2013, on the basis that the proposed conversion of the 3no. rear illuminated PVC advertisement displays to remotely operated digital LED advertisement displays would have a detrimental impact on highway safety along a section of the Mancunian Way. This is due to their proposed design and location in that they would display changing

images and the cumulative impact of 2no. signs being simultaneously visible to eastbound traffic approaching a change in speed limit and adjacent a merging slip road from Baring Street and the shorter presentation time for westbound traffic approaching the A6 slip road and Manor Street. It is considered that the proposed conversion of the 3no. displays would present a major distraction in this location and cause driver confusion, to the detriment of public safety. For these reasons, the proposed conversion to digital LED displays is unacceptable and inconsistent with planning policy in the National Planning Policy Framework, policies SP1, T1 and DM1 of the Manchester Core Strategy, saved policies DC15.1 and DC15.2 of the Manchester Unitary Development Plan and to the advice given in Annex B of Circular 03/2007.

098579/AOH/2012/S1- Application for the retention of existing 2 no. internally illuminated advertisement display panels for a further period of 5 years.
Land adjacent to Mancunian Way bounded by Manor Street & Cakebread Street
Approved subject to conditions 11th April 2012.

082134/AO/2007/N2 - Installation of 2 freestanding internally illuminated portrait boards to replace existing
Land at Mancunian Way/Cakebread St/Manor Street Ardwick
Approved subject to conditions 29th March 2007.

067139/AOH/NORTH2/03 - Internally illuminated 96 sheet panel mounted on a curved sculptural tubular support and one internally illuminated double sided 48 sheet panel pole mounted scrolling display and removal of existing hoardings and associated fencing.
Mancunian Way between Manor Road and Cakebread Street, Ardwick
Approved subject to conditions 26th March 2003.

Description of area

The site is located on the fringe of the City Centre, with industrial units to the west of Cakebread Street (Downing Street Industrial Estate), and industrial uses in the premises to the rear. To the east of the site is an area of landscaping (grassed with trees), with residential properties further to the east on Paddock Street, and a mix of offices and training and employment uses on Manor Street. Numbers 21-27 Manor Street are Grade II listed buildings. The premises at the junction of commercial premises at the junction of Paddock Street are two storeys in height. With the premises directly to the rear of the site fronting onto Manor Street and Cakebread Street being comprised of single storey double height structures at the northern end of the premises directly adjacent the site comprising this above application. The industrial units to the east of the site are two storeys in height. Further to the south east of the site is a traditional 4 storey brick building, which wraps around the junction of Cakebread Street and Ardwick Green North.

To the north of the site across the Mancunian Way planning approval has been granted at Mayfield Depot and Temperance Street Arches for a temporary change of use for a 5 year period for the Mayfield Depot from Use Class B8 to Sui Generis Use Class, comprising theatre, music, dance, performance-related activities (Sui Generis), cinema and conferencing (Use Class D2), food and drink festivals including external food and drink operators (Use Class A3 and A4), art exhibitions and markets (Use Class A1/D2), marketing suites and offices (Use Class B1), with associated demolition, external alterations, landscaping, servicing and access. Consent was granted on 2nd August 2019 subject to conditions.

A further application in relation to Mayfield Phase 1 to vary conditions 2 (Approved Dwgs), 3 (Highways Works), 5 (Wayfinding), 6a (UXB), 7 (Contam), 8 (Archaeology), 9 (Coach drop off), 10 (Programme and Phasing), 11 (Park Levels), 12 (Japanese Knotweed), 13 (Remediation EA), 16 (SUDS 1), 18 (Local Economic and Social Benefit Plan), 21 (Phase A CMP), 22 (Phase

A Hydrological Modelling), 23 (Bat Licence), 65 (a and b) (Materials Phases F, G, H and I), 66 (Phase F Medlock re-sectioning), 67 (Phase F Landscape and Ecology Management Plan), 71 (Phase F Circularity Management), 72 (Phase F Bird Nesting), 73 (Phase F Lighting), 74a-h (Phase F Landscape Programme and Details), 75 (Phase F Lighting Levels), 77(a and b) (Phase H Circularity Management), 78 (Phase H Lighting), 79 (a-h) (Phase H Landscape Programme and Details), 80 (Phase H Lighting Levels), 81 (Phase H Glare), 82 (Phase I Circularity Management), 83(a-i) (Phase I Landscape Programme and Details), 84 (Phase I Lighting), 85 (Phase I Glare), 86 (Safeguarding Bat Roost) attached to application ref no 124972 /FO/2019 and to discharge conditions 8 (Archaeology) and 19 (Flood Evacuation) (approval for Public Park, 9 storey office development above basement with mezzanine and plant level and 11 storey Multi-Storey Car Park with associated landscaping; highways and infrastructure works alongside enabling works) to agree changes to the final design of the park, including changes to park levels, flood compensation areas, tree planting, drainage, remediation and phasing of the development, to reflect the information discharged against 124972/FO/2019 between October 2020 and October 2021 and to add new conditions to allow for the timely submission of further details where areas are being retained on a temporary basis, such as Freight Island (Phase X) and to allow for the submission of detailed information relating to an Art Strategy for the Park; is currently under consideration (ref: 132255/JO/2021).

Description of development

Consent is sought for the installation of stacked shipping container accommodation (maximum of four containers high) to form flexible workspace (Class E) with associated covered cycle storage and parking. The proposed development would involve the stacking of shipping containers up to a maximum of four stacked vertically, in a linear arrangement sited along the rear of the site. The containers would be accessed via 2m wide walkways accessed from a centrally located staircase. Self contained toilet facilities would be located in bespoke containers towards the western end of the site at ground and second floor level, with a management suite located at second floor. Other facilities include two containers for communal use, a conference room for hire and a container to be used to provide hot desks for hire. A roof terrace is proposed at third floor level at each end of the linear row of containers. In total it is proposed to locate 66 freight containers on the site on a 200mm deep concrete raft plinth, with level access for the ground floor accommodation.

The original scheme included the retention of 14 car parking spaces within the site, which has subsequently been increased to 24. 70 cycle spaces were originally proposed on the site to serve the proposed development. With the subsequent increase in off street parking spaces, the cycle storage provision has been reduced to 24.

The proposals seek to introduce a one-way system with entry off Cakebread Street to the west and exit onto Manor Street to the east via the existing access points

Bin storage would be located in proximity to Manor Street within a fenced enclosure to match the perimeter fence.

The scheme proposes new below ground drainage to connection to the existing manhole in the pavement outside the Cakebread Street.

The existing internally illuminated advertisement hoardings would be retained.

Consultations & Notification Responses

The application was advertised on the site on 1st June 2022, and in the press on 29th May 2022.

Local Residents and Local Businesses - 3 objections have been received on the following grounds:

- Impact on the character of the area

The three/four storey height of development would be at odds with the surrounding area and existing buildings which are two/three storeys high. The design of the modular containers along with the materials used are not sympathetic with the materials and design of the existing redbrick traditional buildings and other commercial, industrial and residential buildings within the surrounding area. The character and design of the proposal would form a dominant and incongruous form of development within the street scene and along the A635.

The three/four storey height mass and bulk would block all views of buildings along Manor Street and Cakebread Street along the A635. This would impact on the historic character of the area and local identity of the area. The proposed development does not fit in to the character of the area, the proposed use of materials, scale and design are unusual and would look like an eyesore and incongruous form of development within the area and along the A635.

The proposed office site is located in an industrial/commercial area which is secluded and has a small amount of amenities to serve workers for lunch and dinner breaks. The current amenities could not accommodate a larger amount of office workers given there are only three cafes/takeaways in the area. The offices would be more suited to spaces closer to the city centre as there are several amenities which can meet the needs of a large amount of office workers from morning, lunch and dinner times. The proposal would not be able to facilitate the needs of workers and it would impact on the amenities of the local businesses in the area.

- Parking

The proposal would result in a large loss of off street parking. The proposal would only retain 14 car parking spaces, which is a very low amount to accommodate the large amount of containers and people which would use the site. This would impact on the existing on street parking which is used for local business, factories and garages. Currently Manor Street and Cakebread Street only has enough parking for the existing business and parking spaces for the proposed development cannot be accommodated on Manor Street and Cakebread Street and the streets in the surrounding area.

They believe that this development would cause a major problem for off street parking and currently does not demonstrate how they would accommodate parking facilities for all the container office spaces. The cycle storage would not help the situation because there is no guarantee that each office worker would use a bike. The lack of on site parking to facilitate the offices would cause congestion and on street parking problems and this would disrupt the current parking provision for existing business, warehouses, factories and residents within the area.

Furthermore, the proposed development doesn't specify office opening and closing times, so it is not clear when there would be footfall to and from the proposal, or when the most likely cause congestion and impact on the off street parking provision would occur. The development would detrimentally harm parking provision for local businesses and the local area.

There are existing issues with parking in the local area. They feel that the development of more offices in the area will significantly increase the issues they already have with parking and congestion.

The provision for car parking is not realistic as it is likely each unit will generate at least one car, at present car parking on Cakebread Street is compromised by Parcel Force vehicles which are not regulated by traffic wardens, this leads to other drivers believing they can park on the street as well, they are regularly ticketed and towed away. It is likely that the tenants of the site will park on Cakebread and Manor Street and move their vehicles when traffic wardens turn up then put them back when the wardens have gone, this is a regular

occurrence now. They believe the lack of parking in the application would cause a nuisance to the present tenants of the nearby properties .

There is car parking available next to Ardwick Green park, but this used up by 7 am for the whole day by people who work in the city centre . In the application it is stated that there is a supermarket in walking distance to the site that could be used by the tenants so car use would not be needed . This is false there is no supermarket within close walking distance . There is a cash and carry on Stockport Road, but this is not open to the public .

- Impact on the highway

The development at a four storey height should be set back from the highway much more than the plans indicate. Given the development is along the highway, the motorway sounds would create too much noise for an office use. The proposal has not proposed any buffer screening to mitigate the tall development from the highways and to buffer the noise from the A635. The existing developments along the highway are set substantially back from the highway at least 20m away to reduce noise impacts from the highway and most have greenery planting to screen development. The proposed development has not demonstrated how they would mitigate noise levels from the highway and screen development from views along the highway.

The four-story mass and bulk of the proposal being so close to the front boundary would be highly visible along the A635 creating a dominant and distracting feature along the motorway. Given each unit has signage, there would be too many signs for one development and this would create visual clutter and distract drivers' attention from the road and would detrimentally harm the safety of vehicles driving along the motorway.

- A company who previously rented this site from the applicant has advised during that time they experienced constant theft and vandalism, and that if approval is granted the boundary fence (which at present is totally inadequate) , should be replaced as per the police recommendation with 2m high metal fencing ,CCTV and a security guard at night. Whilst the compound was used as drinking area these provisions were put in place. The boundary between the site in the application and the adjoining buildings is not defined in the plans .There have been issues in the past about where the boundary between the properties actually is , this should be clarified in the application. |

Highway Services - It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

In relation to on-site car parking provision, for similar developments they have considered 40% per unit an appropriate amount. Therefore, they would require 26 on-site car parking spaces to be provided for the 66 containers.

20% of on-street parking bays should be provisioned with electric vehicle charging (minimum 7kW) with ducting provided to the other bays for future conversion, and that 5% of parking bays should be for disabled use. Standard parking bays should be 2.4 x 4.8m and disabled bays 3.6 x 6m. They also advise that the bays laid out longitudinally should be 6m long to allow for in/out vehicle movements.

They are not clear from the layout where servicing will take place, and in this regard further details are sought. In addition, it is understood that it is intended to retain the existing advert structures on the site. As such vehicle tracking is requested to provide verification of vehicle movements to/from the car parking spaces, for servicing movements and to demonstrate that the advert structures do not impact on internal vehicle movements.

Commented [SW1]:

70 secure and sheltered cycle parking spaces are being provided which is acceptable. Waste management arrangements are acceptable from a highway perspective.

Environmental Health – recommend that any approval be subject to conditions relating to construction hours, hours of working, delivery/servicing hours of the proposed premises, the incorporation of electric charging points and other considerations to secure a reduction in air pollution from traffic and other sources, together with an air quality impact/exposure assessment. Furthermore, that the submitted waste management strategy be implemented.

Design for Security - 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.

Greater Manchester Ecological Unit – Have advised that there are unlikely to be any ecological issues associated with this development proposal.

Bats

Bats could theoretically roost in the adjacent buildings, with the proposed container accommodation, impeding access to any roost. They note, however, that there is already a fence installed that obscures most of the adjacent buildings and the gables of the adjacent buildings are clad, and are therefore satisfied that it is very unlikely that there would be any negative impact on bats.

Other Species Issues

The site appears to be 100% hardstanding. It is very unlikely that there would be any other protected species or nesting bird issues. No further information or measures are required.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. As the site appears to have no vegetated habitats or species interest, no mitigation is required. Any soft landscaping or provision of bird boxes would achieve enhancement. It should be noted that the government is minded to exclude development on hardstanding from biodiversity net gain once it becomes mandatory. Any enhancement that may be required can be dealt with via condition.

Flood Risk Management - A soakaway is shown on existing & proposed layout; application form states intention to drain via soakaway. It should be noted that soakaways should not be installed within 5m of roads. This existing soakaway is estimated in their GIS tools to be <5m from the A-road. They also advise they have no information on its capacity or evidence that it was installed after recognised testing on percolation, groundwater level, contamination etc. No further information on the soakaway has been provided. Based solely on the information submitted, they would not be able to accept use of the existing soakaway for the proposed new development. They recommend testing for infiltration suitability is undertaken onsite to determine if infiltration is viable; in which case a new soakaway could be designed for the new development.

In view of the above comments a condition is recommended that requires that development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Soakaways shall not be positioned less than 5m away from roads in line with Building Regulations Part H. Proposal of the attenuation that is achieving half emptying

time within 24 hours. Investigations should consider all ground conditions relevant to infiltration viability. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes in adherence to the Drainage Hierarchy is required.

- Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including 40% climate change allowance).
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

Reason - 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.

Policy Context

NPPF

The NPPF sets out the Government's planning policies and how these are expected to be applied. At Paragraph 7 it confirms that the purpose of the planning system is to contribute to sustainable development.

At Paragraph 8, it identifies three overarching objectives to sustainable development:

- Economic: building a strong, responsive and competitive economy;
- Social: supporting strong, vibrant and healthy communities; and
- Environmental: protecting and enhancing the natural environment and built and historic environment.

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework.

Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to-date development plan without delay."

Of particular relevance to this application is Section 6 of the NPPF - Building a strong, competitive economy. Paragraph 81 sets out how;

"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Paragraph 83 of the NPPF also goes on to explain that planning policies and decisions should acknowledge "specific location requirements of different sectors."

Section 7 of the NPPF relating to ensuring the vitality of town centres. Paragraph 88 says that when considering edge of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of

development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 111 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 119 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 120 states that planning decisions should promote and support the development of under-utilised land and buildings.

Section 12 of the NPPF relates to achieving well designed places. Paragraph 126 states that the creation of high quality, beautiful and sustainable building and places is fundamental to what the planning and development process should seek to achieve. It goes on to say that good design is a key aspect of sustainable development, creates better places in which to live and work and helps to make development acceptable to communities.

Section 15 and Paragraph 174 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policies SP1 (Spatial Principles) , EC1 (Employment and Economic Growth in Manchester), EC2(Existing Employment Space), EC8 (Central Manchester), T2(Accessible Areas of Opportunity and Need) , EN 14(Flood Risk) , EN15 (Biodiversity and Geological Conservation), EN19 (Waste) and DM1 (Development Management).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Saved Policies within the Unitary Development Plan for the City of Manchester (1995)

The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. The policies that are of relevance to this proposal include the following:

Policy E3.3

Policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises ; encouraging new development of the highest quality , and ensuring that landscape schemes are designed to minimise litter problems.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high

quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Ardwick Green – Neighbourhood Development Framework

The site lies within the City Gateway sub area of the Ardwick Green Neighbourhood Development Framework. The Framework states that a mix of uses at a higher density to elsewhere in the Neighbourhood area may be appropriate in the City Gateway sub area location , to reflect the scale of development proposed at Mayfield and within the Innovation District (former UMIST campus). It goes on to state that the scale of development within this sub area could increase adjacent to the Mancunian Way to reflect the scale of development at Mayfield and within the Innovation District (former UMIST campus). Furthermore, the Framework advises that the scale of any development proposal must be carefully considered in relation to its potential impact on the setting of designated heritage assets.

Issues

Principle of Use

The site is situated in a predominantly commercial/industrial area to the south of the Mancunian Way in Ardwick . As the area to the west and south is dominated by commercial and industrial uses it is considered that the principle of the site being used for Class E office purposes is acceptable this area. Furthermore, Core Strategy policy EC8 indicates that in Central Manchester development will be promoted which has regard to ensuring employment within Central Manchester complements those uses within the City Centre , and that design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway , Stockport Road and Hyde Road . The Mancunian Way is not reference in policy EC8 as it forms the boundary with the City Centre. As such the matter of design opportunity on a busy radial route would be relevant to the consideration of this application which is set out in detail below .

Therefore, whilst it is considered that the principal of the proposed use is acceptable in this location and accords with that aspect of policy EC8 of the Manchester Core Strategy, this would be outweighed by the visual impacts which would be contrary to policy EC8 in terms of the design opportunity on a radial route.

Siting , Design and Scale

The proposed development would involve the stacking of shipping containers up to a maximum of four stacked vertically, in a linear arrangement sited along the rear of the site . The containers would be accessed via 2m wide walkways accessed from a centrally located staircase . Self contained toilet facilities would be located in bespoke containers towards the western end of the site at ground and second floor level, with a management suite located at second floor . Other facilities include two containers proposed for communal use, a conference room for hire and a container to be used to provide hot desks for hire . A roof terrace is proposed at third floor level at each end of the linear row of containers . In total it is proposed to locate 66 freight containers on the site on a 200mm deep concrete raft plinth, with level access for the ground floor accommodation.

The scheme would also include provision within the design for the location of signage to be incorporated above the entrance to each of the storage containers.

The proposed height of the development would not be in keeping with the character of the locality and existing buildings in proximity to the site. The site lies within the City Gateway sub area of the Ardwick Green Neighbourhood Development Framework, which states that a mix of uses at a higher density to elsewhere in the Neighbourhood area may be appropriate in the City Gateway sub area location, to reflect the scale of development proposed at Mayfield and within the Innovation District (former UMIST campus). Furthermore, the Framework advises that the scale of any development proposal must be carefully considered in relation to its potential impact on the setting of designated heritage assets. As such any scheme on this site would be designed to take account of the building directly to the rear of the site, which is identified in the Ardwick Green Neighbourhood Development Framework as being a building which contributes to the character of the area.

It is not considered that the design and form of the proposed containers with the materials used would be sympathetic to the character and design of the existing redbrick traditional buildings and other commercial, industrial and residential buildings within the surrounding area. Furthermore, the stacked arrangement of the proposed containers would be taller than the existing building to the rear. It is considered that the character and design of the proposal would form a dominant and incongruous form of development within the street scene and along the Mancunian Way, and would not lead to a high quality of built form in this location.

The planning agent has suggested that the proposed development would provide effective screening to the building to the rear. Whilst the close boarded high wooden fencing currently screening the building to the rear may not be the most appropriate solution in terms of design, it is considered that any benefits gained from the screening of the building to the rear by the proposed development would be outweighed by the adverse visual impacts created by the height and mass of the stacked arrangement of shipping containers shown on the submitted plans.

Furthermore, given the depth of the site, the height of the proposed stacked containers would give rise to a cramped, intrusive development.

It is also noted that the applicant has indicated that they would be prepared to time-limit the current application commensurately with the payback period for the current proposal of around 10 years. From a planning perspective, however, 10 years is not considered to be a temporary period in respect of the proposed development. The nature and quality of the proposed development is not considered to give rise to quality-built form in a gate way location into the City.

The planning agent has referred to the 'Hatch development' on Oxford Road in Manchester, which is a small commercial development utilising containers to form the accommodation, as a comparable scheme which has been supported. However, this development has a very limited frontage to Oxford Road and is set under an elevated section of the Mancunian Way. Furthermore, the scale of the development is small and the height of stacked containers is limited to 2, which is significantly less than the current levels proposed at the site at Cakebread Street. As such the impact of 'Hatch' in visual terms is limited in the streetscene. It is not considered that a direct comparison can be made with the scheme at 'Hatch', given the scheme under consideration at Cakebread Street relates to 66 containers, with a section of the scheme comprising 4 vertically stacked containers on a highly visible site, with no significant built form interrupting the vista from vehicles travelling in either direction on the Mancunian Way.

Employment

The planning submission suggests that the proposed development has the potential to lead to the creation of 60-100 jobs with a focus on those living locally who don't need to drive. Whilst local job creation is welcomed, this would not outweigh the other issues which have been raised above.

Parking and Servicing

The proposals seek to introduce a one-way system with entry off Cakebread Street to the west and exit onto Manor Street to the east via the existing access points, and retain 24 car parking spaces within the site.

Manchester Council's maximum car parking and minimum cycle parking standards are set out in

Appendix B of the Manchester Core Strategy 2021 to 2027 with their relevant parking standards summarised below:

- Standalone Offices: 1 space per 30sqm.
- Cycle Parking: 1 space per 200sqm minimum of 2 spaces.

Applying these standards to proposed floor area results in a recommended provision of 28 spaces. The 24 spaces now proposed is still lower than the recommended provision. However, given the location of the site in proximity to sustainable transport options and the levels of cycle storage proposed on the site, it is considered that potential for significant levels of on street parking to occur in the locality would not be so significant to warrant the refusal permission on these grounds.

Confirmation from the planning agent has been received advising that servicing would generally be out of hours and be one way (from Cakebread Street through to Manor Street). Goods deliveries would access the site at the Cakebread Street end and progress to the central staircase in the centre of the row of containers. Furthermore, that this staircase can only be accessed from either end since the slope of the site has necessitated the staggering of the two halves with a single storey step in the ground slab (meaning limited headroom to access the stair directly from the front).

Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network. The traffic impact of the scheme is therefore acceptable in planning terms

Cycle Storage

Due to the revision of the parking arrangement within the proposed scheme to increase the numbers of parking spaces on the site, the provision of cycle storage on the site has been reduced from 70 cycle storage spaces to 24. It is acknowledged that National Cycle Route (NCR) 6 runs to the west of the site with NCR 60 and 66 running to the north and east, and that these routes would facilitate access to any future occupiers at the site.

The level of proposed cycle storage is considered to be an alternative sustainable travel to private car use for future staff at the site. This aspect of the scheme could be conditioned.

Waste storage

The scheme includes the provision of 2 x 360 litre bins for general waste; 1 x 360 litre bin for pulpable recycling ; 2 x 360 litre bins for mixed recycling and 1x360litre bin of food waste. The level of provision has been calculated on the basis of 2600lites per 1000m2 of office floor space. The gross internal floor area is 844m2 which would equate to 2200 litres of storage in the form of 6 no.360 litre bins .

Tenants would be responsible for transporting waste to the bin enclosure in the northern eastern area of the site. This aspect of the scheme could be conditioned.

Boundary treatment

It is proposed to replace the existing 1.8m high close boarded fencing to the back of pavement to the Mancunian Way, Cakebread Street and Manor Street with 2.4m black weldmesh fencing. Whilst the proposed boundary treatment has been relates to the form of the proposed development on the site . It is considered the visual impacts of the proposed vertically stacked containers would outweigh any benefits derived from the replacement of the existing boundary treatment at the site.

Security

The application is accompanied by a submitted Crime Impact Statement . This report suggests that the proposals are likely to result in an increase footfall, activity, and passive surveillance of the surrounding public realm of the Mancunian Way footpath, Cakebread Street and Manor Street. Measures are recommended to be incorporated in the proposed development relating to the installation of appropriate secure shutters and glazing , limiting access to staff-only areas and access to the site outside of business hours; preparing a management plan for the premises that includes security provision; introducing CCTV and intruder alarm systems. It is considered that these measures could be conditioned.

Conclusion

Generally the overall impression is that this proposal is a form of development which is not in keeping with its surroundings, due the proposed introduction of 66 vertical stacked containers in a highly visible location on a main radial route around the City Centre. It is considered that the development would be incongruous in the street scene and would detract from the visual amenity of the area.

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: Refuse

Article 35 Declaration

Officers have attempted to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, but these concerns have not been overcome. The proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

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

1. The proposed development would result in an inappropriate and overly intensive form of development that would be out of character with the surrounding area, and which does not take into account the context of surrounding properties. It is therefore considered to represent an inappropriate form of development that is not informed by the local character, which creates an incongruous feature in the street scene, contrary to policies SP1 and DM1 of the Manchester Core Strategy and guidance contained within the Guide to Development Supplementary Planning Document and National Planning Policy Framework.
2. The development by virtue of its siting, scale and appearance together with being located on a currently open area of hardstanding adjacent to the Mancunian Way, would create an intrusive and over-dominant feature in the street-scene along one of the City's main radial routes and, accordingly, would form an incongruous feature within the street scene. The proposed development would thereby appear out of context with its location on a key orbital route and key radial route, to and from the city centre, which would undermine local regeneration. The proposal would therefore have an unacceptable and detrimental impact on the visual amenity of the area contrary to Government Guidance contained in the National Planning Policy Framework, policies EN1, SP1 and DM1 of the Manchester Core Strategy and saved policy E3.3 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance and guidance contained in the National Planning Policy Framework

Plan ref: PI01 rev.D location plan

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Strategic Development Team
Greater Manchester Police
MCC Flood Risk Management
Greater Manchester Ecology Unit

Ground Floor, 48 Cakebread Street, Manchester, M12 6HF
1 - 3 Ardwick Green North, Manchester, M12 6ZZ
Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Block D Second Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6HS
Unit 12, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 37, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 47, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 41, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 14, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 34, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 17, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 36, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 43, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 6, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 11, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 10, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 25, Progress Centre, Charlton Place, Manchester, M12 6HS
1 Charlton Place, Manchester, M12 6HS
Unit 24, Progress Centre, Charlton Place, Manchester, M12 6HS
65 - 69 Downing Street, Manchester, M1 7JE
Unit 9, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 18, Progress Centre, Charlton Place, Manchester, M12 6HS
Room 6 Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 56, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
First Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
31 Paddock Street, Manchester, M12 6HT
Room 3 Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 2, Manor Street, Manchester, M12 6HE
Victoria House, 21 Manor Street, Manchester, M12 6HE
29 Paddock Street, Manchester, M12 6HT
Unit 19, Progress Centre, Charlton Place, Manchester, M12 6HS

Room 4 Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Star Suite Next Unit 1, Manor Street, Manchester, M12 6HE
Vehicle Repair Workshop Junction Back Downing Street, Braley Street, Manchester, M12 1ZZ
10 Nether Street, Manchester, M12 6HY
Ground Floor, 17 - 19 Manor Street, Manchester, M12 6HE
Units 1 To 3, Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Second Floor, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
Basement, 27 Ardwick Green North, Manchester, M12 6FZ
Block A Second Floor Rear, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
Ground Floor, 27 Manor Street, Manchester, M12 6HE
Room 4 Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 2B, 1 Charlton Place, Manchester, M12 6HS
Unit 8, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 3, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 2F, 1 Charlton Place, Manchester, M12 6HS
Unit 2E, 1 Charlton Place, Manchester, M12 6HS
Unit 2D, 1 Charlton Place, Manchester, M12 6HS
Unit 2A, 1 Charlton Place, Manchester, M12 6HS
Unit 2C, 1 Charlton Place, Manchester, M12 6HS
Block A Second Floor Front, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6JU
St Thomas Parish Rooms, Randerson Street, Manchester, M12 6FY
Room 4 Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 49, Progress Centre, Charlton Place, Manchester, M12 6HS
29 Ardwick Green North, Manchester, M12 6DL
Unit 22, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 40, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 39, Progress Centre, Charlton Place, Manchester, M12 6HS
Cake Bread Cafe, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 5, Progress Centre, Charlton Place, Manchester, M12 6HS

27 Ardwick Green North, Manchester, M12 6DL

Room 2 Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 3 Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 6 Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 6 Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 69, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 56, Mill Point, 29 Berry Street, Manchester, M1 2AR

Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR

First Floor, 17 - 19 Manor Street, Manchester, M12 6HE

Unit 38, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 46, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 44, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 20, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 13, Progress Centre, Charlton Place, Manchester, M12 6HS

Unit 23, Progress Centre, Charlton Place, Manchester, M12 6HS

27 Manor Street, Manchester, M12 6HE

Room 2 Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 3 Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 6 Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 2 Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 1 Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 4 Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 88, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 54, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 48, Progress Centre, Charlton Place, Manchester, M12 6HS
First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6JH
Unit 26, Progress Centre, Charlton Place, Manchester, M12 6HS
Tanzaro House Block D First Floor Front, The Mews, Charlton Place, Manchester, M12 6HS
Unit 35, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 50, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 45, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 15, Progress Centre, Charlton Place, Manchester, M12 6HS
Second Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Room 3 Flat 86, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 53, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 52, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 51, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 81, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 72, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 58, Mill Point, 29 Berry Street, Manchester, M1 2AR
Rear Ground Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Graphite House, Paddock Street, Manchester, M12 6HT
Tanzaro House Block D First Floor Rear, The Mews, Charlton Place, Manchester, M12 6HS
Unit 16, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 42, Progress Centre, Charlton Place, Manchester, M12 6HS
Circuit PM, Unit 31, Progress Centre, Charlton Place, Manchester, M12 6HS
Unit 21, Progress Centre, Charlton Place, Manchester, M12 6HS
Second Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6FZ
Army Reserve Centre, Ardwick Green North, Manchester, M12 6HD
27 Paddock Street, Manchester, M12 6HT
21 Thirsk Street, Manchester, M12 6FW
Room 4 Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 83, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 82, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 78, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 75, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 70, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 73, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 71, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 5 Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 2 Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 68, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 67, Mill Point, 29 Berry Street, Manchester, M1 2AR

Room 5 Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 66, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 65, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 4 Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 1 Flat 63, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 62, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 6 Flat 60, Mill Point, 29 Berry Street, Manchester, M1 2AR
Room 3 Flat 55, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 85, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 61, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 59, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 57, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 1C, Manor Street, Manchester, M12 6HE
Units 32 And 33, Progress Centre, Charlton Place, Manchester, M12 6HS
Units 27-30, Progress Centre, Charlton Place, Manchester, M12 6HS
Ground Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Top Flat, 27 Manor Street, Manchester, M12 6HE
Seventy7, The Old School House, Thirsk Street, Manchester, M12 6FW
First Floor, 27 Ardwick Green North, Manchester, M12 6FZ
17 Manor Street, Manchester, M12 6HE
Unit 4, Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Caretakers Flat, Territorial Army Centre, Ardwick Green North, Manchester, M12 6HD
Ground Floor, Tanzaro House, 9 - 19 Ardwick Green North, Manchester, M12 6HS
Basement To First Floor, Tanzaro House, Ardwick Green North, Manchester, M12 6FZ
Margaret House, 23 Manor Street, Manchester, M12 6HE
25 Paddock Street, Manchester, M12 6HT
25 Manor Street, Manchester, M12 6HE
Units 5 To 8, Downing Street Industrial Estate, Charlton Place, Manchester, M12 6HH
Flat 84, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 79, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 76, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 74, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 87, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 80, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 77, Mill Point, 29 Berry Street, Manchester, M1 2AR
Flat 64, Mill Point, 29 Berry Street, Manchester, M1 2AR
Unit 1B, Manor Street, Manchester, M12 6HE
Unit 1A, Manor Street, Manchester, M12 6HE
48 Cakebread Street, Manchester, M12 6HF

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH