

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143749/FO/2025

Date registered valid: 30 October 2025

Proposal: Retrospective application for use of land as a self-storage facility comprising of siting of shipping containers and associated works.

Address: Pink Self Storage, Gorton Road, Manchester, M11 2DZ

Ward(s): Ancoats & Beswick Ward

Applicant: Mr Scott Evans Pink Self Storage Ltd

Agent (if any): Mr Jon Wilks Amity Planning

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 17 February 2026

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 16 December 2025

Expired: 9 January 2026

Neighbour notifications

Printed: 16 December 2025

Expired: 9 January 2026

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

This application, for retrospective planning permission, relates to a site on Gorton Road, close to the junction with Ashton Old Road. The site lies in a predominantly industrial area, with a high level railway line to the South, and appears to have been last used for scrap metal processing. The applicant has indicated that they have been present on site since May 2024. The site operates 24 hours a day. Access to the site is from Gorton Road

The site is fully enclosed and secured, with a single access point, from Gorton Lane, with electronic gates. The site uses automated technology to enable self-storage, and there are 222 single stacked shipping containers located on the site, each of which have dimensions of approximately 2.4 metres x 6 metres, giving an internal storage floorspace of approximately 14 square metres. All the containers are approximately 2.6 metres in height. The containers are set in rows, with, in most cases, space in between to allow a motor vehicle to access any unit for temporary loading/unloading, although no parking spaces are provided on site.

As these are self-storage containers, there are no employees on site, although the site is equipped with lighting, and security cameras, enabling monitoring of the site remotely, and there are visits from staff for maintenance purposes. Access is available to customers, on a 24/7 basis.

The application was accompanied by two applications for advertisement consent, which have been determined as follows:

144749/AO/2025 - Retrospective application for Advertisement Consent for Pink Storage logo (non-illuminated) - Corner of Ashton Old Road and Gorton Road - Refused 3 February 2026

144750/AO/2025 -Retrospective application for Advertisement Consent for (a) Non-illuminated Pink Storage logo affixed to storage unit within site at main entrance area; (b) Non-illuminated Pink Storage gorilla logo affixed to storage unit adjacent to main site entrance gates; (c) Non-illuminated 'Sign up Now' panel sign affixed to boundary wall facing Gorton Road; and (d) Non-illuminated 'Pink Storage' panel sign affixed to boundary wall facing Gorton Road

Split decision - Determined 3 February 2026 - Adverts (a) and (b) - Approved. Adverts (c) and (d) - Refused

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway services - Makes the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

The trip information provided sets out the typical numbers that can be expected to visit the site, this information is provided by the Self-Storage Association (SSA) United Kingdom. For this site, the daily average can be 53 vehicles on a weekday, with less trips per day over the weekends. Over a day, these additional trips on the highway network can be considered to be acceptable.

ACCESS AND PARKING:

Access

Should the planning application be approved, the applicant will be required to enter into a retrospective Section 184 agreement to confirm the existing new construction details of the vehicular access and the dropped kerbs on Gorton Road or require a crossing licence/agreement. This is a matter for agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This is provided as an informative.

Parking

The site offers no formal parking spaces for its employees, although space is seen as available onsite for the occasional parking for typically two cars on the site close to the access point with Gorton Road.

Vehicular tracking plans show that vehicles can access right up to most containers. This tracking evidence shows that vehicles can appropriately manoeuvre around the site and access the units utilising the current one-way system.

It is evident that a parked vehicle would obstruct another moving vehicle, however, it is understood that the drivers would be present and this problem would be resolved locally at the time by both drivers.

As this is a retrospective application, with the containers already in place, tracking of a HGV capable of carrying a container and a crane vehicle capable of lifting them in place is considered unnecessary, as clearly it was possible.

CYCLE PARKING:

To encourage the use of sustainable transport (a cycle), with a maximum of up to three employees, it is recommended that a minimum of one secure and sheltered cycle storage unit should be provided. No welfare facility information is available.

BOUNDARY TREATMENTS:

No boundary works are proposed; access has already been gained from Gorton Road.

REFUSE AND SERVICING:

No information has been provided in regard to waste storage or collection. The business is not expected to generate an unacceptable number of regular refuse or serviceable trips.

The applicant has provided a revised layout, indicating the provision of cycle storage on site, which is considered to be satisfactory by Highways Services.

Strategic Area and Citywide Support Manager - No objections

Neighbourhood Officer (Trees) - No objections

Flood Risk Management Unit - Require the applicant to provide an existing (pre-development) and proposed drainage layout so the LLFA can understand how the site is drained.

Coal Mining Remediation Authority - Confirm that the site lies within the Coal Authority's defined Development Low Risk Area, and they therefore have no comments to make.

Greater Manchester Ecological Unit - Makes the following comments:

The applicant has submitted an Ecological Appraisal document.

The application is a retrospective planning permission made under section 73A and is therefore exempt from the mandatory Biodiversity Gain Condition. The Ecological Appraisal states that the site has been degraded since 2020, but the extent to the degradation is unknown.

Net gains for biodiversity should still be delivered through the planning system in line with the NPPF, which should include the installation of an 85m green wall using wildlife-friendly green climbers, as per the Ecological Appraisal (page 13 and 14). This should be secured via a condition.

Network Rail - No comments received.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

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

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

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

Draft National Planning Policy Framework - On 16th December 2025 the government has published a consultation National Planning Policy Framework.

Of relevance to this application, the draft NPPF makes it clear that local planning authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
- Decisions on development proposals should apply a presumption in favour of sustainable development.
- In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists,
- Substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community, taking into account any up-to-date local housing need assessment, and other relevant evidence.
- Design quality should be considered throughout the evolution, assessment and delivery of development proposals.

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

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

Make a positive contribution to neighbourhoods of choice including:-

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

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

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

Policy EC2 relates to existing employment space and states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- i. The existing use is un-viable in terms of business operations, building age and format;
- ii. The existing use is incompatible with adjacent uses;
- iii. The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- iv. On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.'

The Council wishes to ensure there is provision of a wide selection of business space, types, sizes, quality and cost. Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses, either because:

- Employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or,
- An alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use. Judgements on the net value of such benefits will be based on the key strategic objectives in the Core Strategy.

Policy EN15 relates to Biodiversity and Geological Conservation. It states that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

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.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

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

Unitary Development Plan - The site is unallocated in the plan.

Saved Policy E3.3 relates to sites along radial and orbital routes, which includes Ashton Old Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Saved Policy DC26 relates to noise and states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The site lies in the Ardwick Yards and Kay Street Sub Area13, as identified in the UDP, which is identified as an industrial area comprising uses which require large sites, such as car dealerships, maintenance depots and recycling facilities.

Saved policy EM17 states that, within the Ardwick and Kay Street area development will be permitted which includes:

- i. Class B2 General Industrial development and Class B8 Storage and Distribution uses;
- ii. Relocation of "bad neighbour" uses to Ardwick West;
- iii. Environmental improvement to the Kay Street industrial area;
- iv. Provision of a high quality frontage along Pottery Lane to form a gateway to Beswick and Sportcity;
- v. Employment uses, which would take advantage of the existing rail infrastructure;
- vi. Provision of visual enhancement measures, such as landscape buffers and boundary treatments;
- vii. Provision of new local roads to open up sites for use;

viii. Improved permeability within the area including access to Ardwick and Ashburys railway stations, West Gorton, Beswick, and Sportcity.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

Principle of use - The proposed use is a storage use (generally classed as B8), which is in an area, which consists of other industrial, warehousing, storage and commercial uses, and which is therefore considered to be acceptable in principle.

Permanent/temporary nature of use - Cabins of this type are generally viewed as temporary units, rather than permanent additions to the site, although the application primarily relates to the use of the site and, other than the top of a small number of containers, at the front of the site, the containers are not easily visible, from Gorton Lane, and the industrial estate, and are not visible from Ashton Old Road. As this is a use, which is considered to be appropriate in this location, consideration has therefore been given to the visual impact of the development, including the visual appearance of surrounding sites, and it is not considered that there would be an adverse visual impact upon the surrounding area. In this instance, it is therefore considered that a permanent permission can be granted, with a condition proposed to ensure that the site is only used for single stacked units, and to prevent any future stacking of cabins.

Employment - It needs to be noted that there are no employees who work on site full/part time, although management and maintenance of the site is needed, so there are employees who maintain operations remotely and who need to visit the site when required.

Highways - On-street parking, on Gorton Road, does not appear to be an issue, other than when events take place at the nearby Etihad stadium. Given the likely low level of activity at the site, with vehicles able to access and manoeuvre within the site, and the lack of permanent on-site employees, so there should be no need for any vehicles, associated with the operation of the site, to park on Gorton Road. Any nearby streets, for any sustained periods and Highways Services have no objections to the proposal.

Cycle parking - Although there are no employees that work regularly on site, there are occasional visits, by staff, for maintenance. In accordance with the requirements, of Highway Services, cycle storage has been indicated on site, by way of 7 cycle stands under a covered area. This is considered to be acceptable, subject to a condition to secure its implementation.

Residential amenity - The nearest residential properties are located approximately 90 metres from the site and separated from it by the busy Ashton Old Road. Given the indicated low level of activity, at the site, and the likelihood of people mainly visiting during the daytime/early evening it is not considered that there would be any adverse impact on local residents. In addition, the use has operated on site with no apparent residential amenity issues. Environmental Health Officers have reviewed the application, and no conditions are

recommended. Allowing this use to operate permanently is not therefore considered to have a detrimental impact upon the amenity of local residents.

Relationship with railway land - There is a railway land, to the rear of the site, but this is at a raised level, and the site level, and height of the containers, therefore sits well below the level of the railway line.

Drainage - The application form indicates that the applicant is not proposing to connect into an existing drainage system, and the site does not lie in flood zone 2 or 3, and the areas in between the containers appear to have a gravel type ground covering. However, there is hardstanding at the entrance into the site, which may be new and a high percentage of the site is now covered by containers, so there could be additional surface water that forms on site. A condition relation to drainage matters, in line with the comments of the Flood Risk Management Unit, is therefore proposed.

Ecology - As this is for retrospective planning permission, it is therefore exempt from the mandatory Biodiversity Gain Condition. The applicant has, however, submitted an Ecological Appraisal, and an 85m green wall is proposed, using wildlife-friendly green climbers, which is a welcome addition. A condition is therefore proposed in this respect.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation: 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. Discussions

have taken place with the applicant through the course of the application, particularly in respect of highways matters and biodiversity. The current proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

Drawings numbered 4305 (23) 110 and 4305 (23) 190, all stamped as received by the City Council, as Local Planning Authority, on 15 August 2025

Amity Planning Consultants Planning and Transport Statement, dated October 2025, and the Ostara Ecological Services Ecological Appraisal, both stamped as received by the City Council, as Local Planning Authority, on 28 October 2025.

Drawing numbered 25234-SK-001-0, stamped as received by the City Council, as Local Planning Authority, on 30 October 2025

Drawing numbered 4305 (23) 100A, stamped as received by the City Council, as Local Planning Authority, on 5 February 2026

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

2) Within 3 months, of the date of this permission, an 85 metre green wall shall be installed at the site, in accordance with the recommendations of the Ostara Ecological Services Ecological Appraisal, both stamped as received by the City Council, as Local Planning Authority, on 28 October 2025, and details that shall be submitted to, and approved in writing by the City Council, as Local Planning Authority prior to its installation. The green wall shall be thereafter maintained as a biodiversity enhancement measure, whilst the use is operational.

Reason - To provide and ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) The site shall only be used for self-storage facility purposes only and for no other purposes including any other use within Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification.

Reason - In interests of highway safety and residential amenity, in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, T2 and DM1 of the Manchester Core Strategy.

4) The development hereby approved shall comprise of single stacked containers only as indicated on the approved drawings listed in condition 1 of this decision notice, no additional cabins shall be installed above the existing single stacked cabins.

Reason - In the interests of visual amenity and to ensure the satisfactory development of the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy, and saved policy E3.3 of the Unitary Development Plan for the City of Manchester.

5) Within 3 months of the date of this permission cycle storage facilities, on site, shall be provided on site in accordance with the details indicated on drawing numbered 4305 (23) 100A, stamped as received by the City Council, as Local Planning Authority, on 5 February 2026. The approved facilities shall thereafter retained and maintained for as long as the development remains in use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

6) Within 3 months of the date of this permission details of the existing (pre-development) and proposed (current) drainage arrangements at the site shall be submitted to, and approved in writing by the City Council, as Local Authority, and any required changes implemented. The site shall thereafter be maintained in accordance with these approved details.

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 Manchester Core Strategy.

Informatives

1) The applicant will be required to enter into a retrospective Section 184 agreement to confirm the existing new construction details of the vehicular access and the dropped kerbs on Gorton Road or require a crossing licence/agreement. This is a matter for agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) This permission relates to the use of the site only and does not authorise any advertisements on site, which should be subject of an application for advertisement consent.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Mining Remediation Authority
Greater Manchester Ecology Unit
Network Rail

HUTCHISON MAN13296, Communication Station At Junction With Gable Street, Gorton Road, Manchester, M11 3UA

292 - 298 Ashton Old Road, Manchester, M11 2EA

Ashbury Service Station, Ashton Old Road, Manchester, M11 3LW

21 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

29 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

28 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

27 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

15 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

14 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

13 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

12 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

11 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

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5 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

4 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

3 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

2 Campbell House, 403 Ashton Old Road, Manchester, M11 2DJ

29 Radcliffe House, 401 Ashton Old Road, Manchester, M11 2DJ

28 Radcliffe House, 401 Ashton Old Road, Manchester, M11 2DJ

27 Radcliffe House, 401 Ashton Old Road, Manchester, M11 2DJ

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Appendix 2 – Planning constraints

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