

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143576/LE/2025
Date registered valid: 28 July 2025
Proposal: Use of basement carpark by both residents and non-residents
Address: 15 Dyche Street, Manchester, M4 4DS
Ward(s): Piccadilly Ward

Applicant: Peter Grant Anderson, Brickpaper Limited
Agent (if any): Mr Peter Grant Anderson, Hill Dickinson
Case officer: Robert Tyrer
Tel: 0161 234 4068
Email: robert.tyrer@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 2 January 2026

Application details

Type of application: Certificate Lawful Development Existing

Development type: Certificates of lawfulness

Date of site visit: Not Required

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

Printed: 1 August 2025 Expired: 22 August 2025

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

The application site relates to the basement car park of a 6-storey apartment building, occupying an almost rectangular plot of land bounded by Dyche Street, Simpson Street, Sharp Street and Ludgate Street

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The surrounding area forms part of the City Centre and is a mixture of residential and commercial developments.

Description of development

The applicant is seeking a Certificates of lawfulness to confirm the use of basement carpark by both residents and non-residents.

Consultations & Notification Responses

Publicity – Notification letters were sent to nearby residential properties (see appendix 1 for the list of properties).

Local Residents/Public Comments – A total of 74 representations were received all raising objections to the certificate of lawful development certificate.

A summary of main themes raised from the representations are as follows:

- Applicant does not acknowledge the reason for condition 8 to ensure adequate residents car parking.
- Original planning permission stipulated 108 car parking spaces should be made available for residents within the building.
- Would allow the sale of car parking spaces or prevent future owners from purchasing them.
- The use of the car parking by non-residents is a clear breach of the original permission.
- Apartments originally sold on the basis that they would have designated parking spaces made available to all residents. Granting the certificate would deem that a mixed-use building is lawful. Such a change is a material change of use requiring planning permission.
- Approving the application poses a risk to health and safety and would increase traffic.

Nearly half of the representations received also endorsed the comments and objection sent in by Northern Angel Management Company Limited.

Northern Angel Management Company Limited (NAMC) – Objected to the application for the following reasons:

- The building was designed to provide 100% car parking
- Building was not designed to provide a safe pedestrian exit from the car parking area by non-residents of the building and this issue remains unresolved.
- The applicant has breached condition 8 of 2004 planning permission by not allocating a space to each apartment.
- The statutory declaration contains inaccuracies and provides no evidence to support the statement made.
- The applicant has not provided evidence to show that:
 - o The spaces have been rented out since 2010,
 - o That the vast majority of parking spaces were rented out to non-residents.
- The application contains significant inconsistencies, which are demonstrated by the fact that a previous application (reference 140868/LE/2024) was refused.
- The previous legal positions presented on behalf of the applicant is that the use by non-residents is a breach of condition 8.
- Even if condition 8 does not restrict use by non-residents, operating a commercial car park would create a mixed use of the building, which constitutes a material change of use requiring planning permission.

Additional comments were submitted by JMW Solicitors on behalf of NAMC, which expand upon the concerns raised in NAMC's original objection letter. In summary, the letter from JMW Solicitors raises the following key issues:

- **Breach of Condition 8:** The applicant is alleged to have breached Condition 8 of the original planning permission, which relates to the allocation and use of car parking spaces.
- **Inconsistency with Previous Application:** Concerns are raised that the applicant has altered their position compared to a previously refused certificate of lawfulness.
- **Material Change of Use:** It is argued that the use of car parking spaces by non-residents constitutes a material change of use, which amounts to development and therefore requires planning permission.
- **Precedent and Integrity:** The letter expresses concern about the potential precedent this case could set, warning that it may encourage future applicants to misrepresent facts or circumvent planning controls.

Planning History

- **Application Reference: 140868/LE/2024**

Proposal: Use of basement car park by non-residents (up to 39 spaces)

Decision: Refused – 13 December 2024

This application sought a Certificate of Lawful Use for up to 39 car parking spaces within the basement car park of *The Northern Angel*, Dyche Street, Manchester, M4 4BU.

The application was refused on the grounds that:

"The applicant has failed to demonstrate that the up to 39 car parking spaces within the basement car park of The Northern Angel have been used for a continuous 10-year period up to the date of the application."

- **Application Reference: 068647/MO/2003/N1 (068647/FO/2003/N1 on Decision Notice)**

The discrepancy between the reference numbers was noted during the assessment of this application for the granting of a certificate, where it was determined that the "MO" reference was an earlier incarnation of the application intended to be considered as a "Reserved Matters" submission; this related to an earlier outline permission for a lesser number of units.

On 17 October 2003, the application form was replaced, and the application proceeded as a "Full Application" for 108 units; the application was validated from this date. The application reference number has now been updated on the Planning Register to reflect the decision notice and the contents of the legal agreement. The planning permission granted is therefore referenced **068647/FO/2003/N1**.

Proposal: Residential development comprising 108 units

Decision: Approved 8 April 2004

Planning permission was granted for the residential development, subject to several conditions, including:

Condition 2, which relates to the approved plans of the development and states:

"The development hereby approved shall be carried out in accordance with the drawings numbered 0094/DD/101A, 0094/DD/102A, 0094/DD/103A, 0094/DD/104A, 0094/DD/105A, 0094/DD/106A, 0094/DD/107A, 0094/DD/108, 0094/DD/109, 0094/DD/110, 0094/DD/111, 0094/DD/112, 0094/DD/113, 0094/DD/114, 0094/DD/115, unless otherwise agreed in writing by the City Council as Local Planning Authority."

Reason -To ensure that the development is carried out in accordance with the approved plans and to conform with policies H1.2, H2.1, H2.2, H2.7 and H2.8 of the Manchester UDP"

Condition 8 which specifically relates to the car park states:

"The car parking provision indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason: To ensure adequate car parking provision for the development upon occupation, in accordance with Policies H1.2, H2.1, H2.2, H2.7 and H2.8 of the Manchester UDP."

For the avoidance of doubt, the approved plans referenced in Condition 8, are those as referenced in Condition 2, namely 0094/DD/103A as there has been no s.73 application to secure a permission to carry out the development and not comply with Condition 2, i.e. not to deliver the scheme in accordance with plan 0094/DD/103A in relation to car parking layout.

Legislative Issues

Sections 191 and 192 of the Town and Country Planning Act 1990 provide for anyone (not just a person with a legal interest in the land) to apply to the local planning authority (LPA) for a lawful development certificate (LDC). A certificate is a statutory document certifying:

- (1) in the case of an application under section 191, the lawfulness, for planning purposes, of existing operations on, or use of land, or some activity being carried out in breach of a planning condition; or
- (2) in the case of an application under section 192, the lawfulness of proposed operations on, or use of land.

The onus of proof in regard to (1) is firmly on the applicant and the issue of a certificate will depend on the on factual evidence provided about the history and planning status of the building or other land and the interpretation of any relevant planning law or judicial authority. The relevant test of the evidence in this matter is "the balance of probability" and the applicants own evidence does not need to be corroborated by independent evidence. If the LPA have no evidence to contradict the applicants version of events or make them less then probable, there is no good reason to refuse the issue of a certificate.

In regard to (2), this provides that, if the LPA are supplied with information satisfying them that the use or operations described in the application would be lawful, if instituted or begun at the time of the application, they shall issue a certificate to that effect; and, in any other case, they shall refuse the application.

In short, the purpose section 192 is to enable any person who wishes to find out whether any proposed use or operations would be lawful to apply to the LPA for that purpose

The application needs to describe the proposal with sufficient clarity and precision to enable the LPA to understand (from a written description and plans) exactly what is involved in the proposal; and to submit whatever supporting information or legal submission that are to be relied upon in order to satisfy the LPA that a certificate should be granted for the proposal.

In making their decision on an application under section 192, the LPA ask themselves the hypothetical question - *"If this proposed change of use had already occurred, or if this proposed operation had commenced, on the application date, would it have been lawful for planning purposes?"* In doing so, the LPA will not only consider whether the proposal would involve "development" requiring an application for planning permission, but whether it would involve a breach of any existing condition or limitation imposed on a grant of planning permission which has been acted upon, and which therefore constrains what can be done on the land. The LPA will

not make a proposal fit a scenario; the only question is whether the proposal made by the applicant is lawful at the time of submission.

The Assessment

This application is pursued under subsection (1) of section 191 which provides for an application to determine whether a specified existing use (s191(1)(a)), operation (s191(1)(b)), or failure to comply with a planning condition or limitation (s191(1)(c)), which has already been carried out on the land and is lawful for planning purposes.

The application form specifies that the reason for the application is “*an existing use*”; the grounds of the application are that “*The use began more than 10 years before the date of this application*”; and that a Certificate should be granted because, “*the use of the basement carpark by residents and non residents does not involve development or require planning permission*”, although these two statements are at odds with each other. The application form provides for a ground of other, stating “*this might include claims that the change of use or building work was not development...*”, but this option has not been sought.

Section 191(2) makes it clear that uses and operations are lawful at any time if:

- (a) *no enforcement action may then be taken in respect of them (whether because they did not involve development or require planning permission or because the time for enforcement action has expired or for any other reason); and*
- (b) *they do not constitute a contravention of any of the requirements of any enforcement notice then in force.*

In a case of this type, the onus is on the applicant to substantiate his or her case, on the balance of probability. The supporting statement provided by the applicant, at paragraph 23 and 24 states, that:

- 23. *The evidence submitted with the application... demonstrates that the car park at the Property has been used by residents and non-residents since 2010 up to the date of the application. Such a use does not conflict with condition 8 and is therefore lawful in accordance with section 191(2) (a) on the ground that no enforcement action may be taken in respect of the use because it does not involve development or require planning permission.*
- 24. *The Council is therefore requested to grant a lawful development certificate in accordance with section 191(4) of the 1990 Act to certify that the use of the car park at the Property by residents and non-residents is lawful in accordance with section 191 (2) (a) because such use does not conflict with condition 8 and does not involve development or require planning permission.*

It is made clear on the application form that the certificate is not being sought for a use, operation, or activity in breach of a condition or limitation, but simply that an existing use is lawful. Whilst there appears to be some confusion over the grounds of the certificate stated on the application form, the supporting statement makes it clear that the purpose of the certificate is to confirm the lawful status of an existing use, and because it did not involve development or require planning permission.

The Planning Practice Guidance points to the need for evidence to be sufficiently precise and unambiguous to justify the grant of a certificate on the balance of probability. Case law¹ also

¹ F W Gabbittas v SSE and Newham LBC [1985] JPL 630

directs that an applicant's own evidence does not need to be corroborated by independent evidence to be accepted. If the local planning authority has no evidence of their own, or from others, to contradict or make the applicant's version of events less than probable, there is no good reason to refuse the application.

The relevant test, as established by the court in *Thrasyvoulou v SSE* [1984], is the balance of probabilities – whether something is more likely than not.

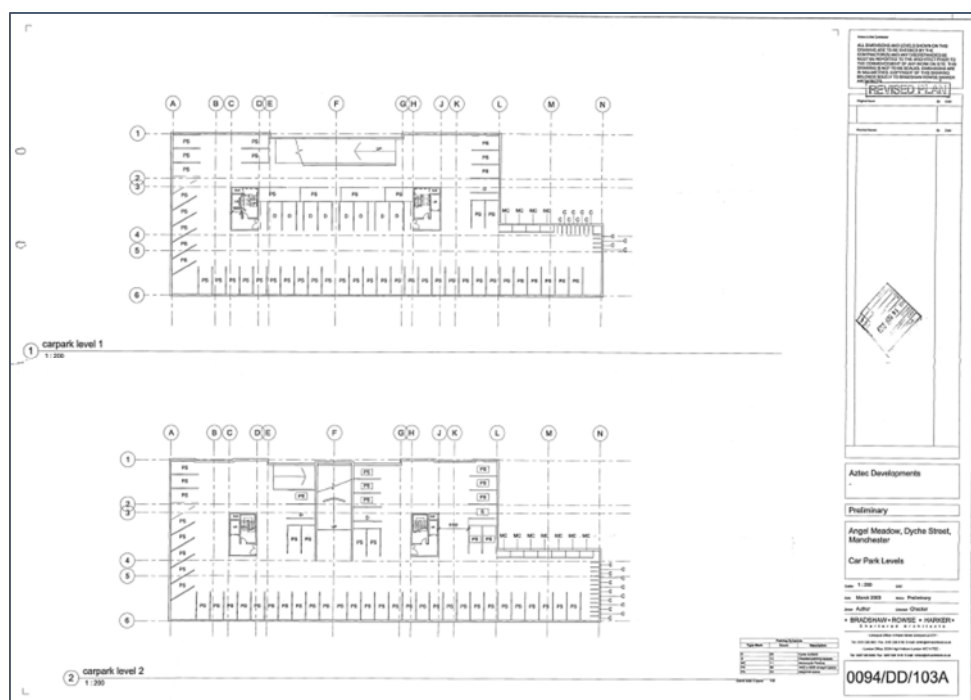
Background

Planning permission was granted on 8 April 2004, under application reference **68647/FO/2003/N1** for a “*Residential development comprising 108 units*” and as stated above, that permission was subjected to Condition 8 which required:

*"The car parking provision **indicated on the approved plans** shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.*

Reason: To ensure that there is adequate car parking for the development proposed when the building is occupied and to conform with policies H1.2, H2.1, H2.2, H2.7 and H2.8 of the Manchester UDP." [officers' emphasis]

The approved plan is that as stated in Condition 2, namely 0094/DD/103A, as indicated below:



In reviewing the Council's records, it is noted that on 2 August 2007, a letter was sent to the then developer's agent discharging several conditions. In discharging Condition 8, the letter simply states:

"Provided the car parking is surfaced and demarcated in accordance with the approved plans, this condition is discharged;"

There is no reference to any drawing number, but the only “*approved plan*” at this stage is that originally approved in April 2004 and numbered 0094/DD/103A, as there has been no applications made for any substitution of this plan.

Applicant’s Evidence

The planning statement which accompanies the application provides further background and context to the use of the car park for which the certificate is sought.

The development was completed and first occupied in 2007, the car parking spaces were said to not automatically be included in the apartment sales, with purchasers given the option to also purchase a space separately; 45 car parking spaces were not sold and were retained by the applicant when the development was completed.

The applicant then entered into an agreement with a car parking company, named as Online Parking Limited T/A Parking Spaces Rentals (PSR), in 2010 to manage/rent the remaining 45 car parking spaces on the applicant’s behalf.

From the original 45 retained car parking spaces, 6 spaces have subsequently been sold to apartment owners within the Northern Angel development and PSR have then continued to manage and rent out the remaining 39 car parking spaces.

To support the application a Statutory Declaration has been provided by a Mr Simon Barton, of Online Parking Ltd T/A Parking Space Rentals which confirms his knowledge of the property and the use of the car parking, in so far as it has said to have been used by both residents and non-residents from his first involvement at the property.

Drawings of the car parking layout have also been provided showing both floors of the basement car park. There are notable differences in the car park layouts of the approved plan 0094/DD/103A (April 2004), to that submitted by the applicant.

The information provided does not give a specific figure as to the proportion rented to non-residents of the 39 remaining spaces.

Does the existing use of the car parking as set out in the application documents constitute a breach of Condition 8?

It is clear that Condition 8 is formed in two parts, the operational development (Part 1) and the use (Part 2).

Part 1 – “*The car parking provision indicated on the approved plans shall be surfaced, demarcated...*”

Part 2 – “*...made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied*”

The plans incorporated within Condition 2 refer to there being 10 diagonal spaces, 86 straight spaces and 12 disabled spaces i.e. exactly 108 spaces, which corresponds to the number of the flats within the development.

Condition 8 stipulates that the “*car parking provision*” indicated on the plans is to be made available “*for use prior to the building hereby approved being occupied.*” but it is unclear from the evidence whether the layout of the car park was delivered in accordance with the approved plans

(0094/DD/103A) at the first occupation of the building and subsequently amended, or if the layout has always been that shown in the plans that accompany this certificate application.

For the operational development (Part 1), the evidence appears to point to this layout being the same for more than 10 years and so may have gained immunity. This is not however what the purpose of the certificate is being sought, so is largely academic, and the question for the use (Part 2), is a more complicated one.

In considering the purpose of Condition 8, and applying a common-sense interpretation, it appears that the condition was intended to ensure that car parking provision is made available for residents prior to the occupation of the residential development and maintained at all times thereafter. The underlying rationale, again based on a straightforward reading, is to ensure that sufficient parking is available to meet the needs of the occupants of the 108-unit residential building.

The applicant contends that the wording of Condition 8 does not restrict the use of the car parking provision exclusively to residents, nor does the condition expressly reference its use by residents/non-residents. However, Condition 8 clearly stipulates that the *“car parking provision”* indicated on the approved plans is to be made available *“for use prior to the building hereby approved being occupied”* and reasons this with *“To ensure that there is adequate car parking for the development proposed when the building is occupied”*.

The reference to *“car parking provision”* implies that the parking is intended to serve the specific residential development, rather than functioning as a general or independent car park. This interpretation aligns with the planning purpose of the condition, which is to ensure that adequate parking is available to support the residential use of the building from the point of occupation and throughout its use.

Furthermore, the policies referred to (H1.2, H2.1, H2.2 and H2.7) are housing policies.

Policy H2.1 states:

‘ The Council will encourage environmental improvements to make residential areas safer and more attractive.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments...’

Policy H2.2 states:

‘The Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Objective: To maintain and where necessary improve the quality of the housing stock and residential environments.

The references to the improvement of the environment and controlling the effects of development, in particular, on traffic generation and road safety, on the balance of probability, align with the common-sense approach to the reading of the Condition.

Therefore, looking at the nature of the permission – i.e. a residential scheme for 108 units which seeks to deliver 108 car parking spaces; and the planning purpose of the Condition i.e. ensuring

adequate parking is available at all times once the development is occupied – a reasonable reader, on balance of probabilities, would read Condition 8, as requiring the car parking provision (as a whole) to be made available at all times to those occupying the development, as opposed to members of the general public.

Given that the parking spaces are being let to members of the general public, these are, more likely than not, not available “*at all times*” to the residents of the development; and as such, as a matter of interpretation and judgment, there is a breach of Condition 8.

Conclusion

From the evidence presented by the applicant and the application itself, it is clear that the current use for which the certificate is sought is for parking for both residents and non-residents, and a conclusion that such a use is not development for which planning permission is required, rather than a determination on whether a Condition has indeed been breached and that this breach has continued for 10 years up to the date of the application.

The main consideration in this case which is whether the applicant’s evidence meets the *Gabbittas* test of being sufficiently precise and unambiguous.

The applicant’s evidence is imprecise, confirming in the Statutory Declaration at para. 6.3 “*Of the 45 spaces that were managed by PSR, the vast majority were rented to non-residents.*”, but there is a notable lack of supporting evidence to that statement or what “*the vast majority*” means in regard to the number of spaces and periods of rental.

Furthermore, it is stated that, “*PSR currently rents out 39 spaces at the Property*” and the Statutory Declaration is accompanied by a plan labelled “*SB2*” with those spaces currently “*managed/rented*” highlighted in orange; there is nothing in the evidence to show that these spaces are not currently rented to residents, or are not currently rented at all and therefore available for rent by residents or indeed that any of the spaces are currently rented to non-residents.

In the Supporting Statement at para. 5, the applicant notes that “*Condition 8 required that the carpark must be surfaced, demarcated and available for use prior to the building being occupied. It also requires the car park to be available at all times when the Property is occupied. Both of those aspects of the condition have been satisfied.*” [officers’ emphasis]

If a claim that the car park has been used by non-residents is to be made out, it cannot be the case that both of those elements are true; for the car park to be available at “*all times*”, the spaces would need to be available at those times and whilst the building is occupied. Where spaces are not available, this part of the condition would not be satisfied.

Drawing all this together, there is simply insufficient evidence to conclude, on balance of probabilities, that the purpose for which the certificate is sought, namely that the use as a car park used by residents and non-residents, is not development requiring planning permission, as a breach of Condition 8 has occurred and permission would have been required to carry out the development without continuing to comply with that condition.

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: Refuse

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

1. The use of the basement car park by both residents and non-residents constitutes a breach of Condition 8 attached to planning permission 068647/FO/2003/N1, which requires the car parking be made available at all times to those occupying the development, as opposed to non-residents.

As such planning permission would have been required to carry out the development without complying with this condition, and the use cannot therefore be considered lawful.

Appendix 1 – List of consultees & neighbours notified

Flat 75, 15 Dyche Street, Manchester, M4 4DS
Flat 84, 15 Dyche Street, Manchester, M4 4DS
Flat 38, 15 Dyche Street, Manchester, M4 4BU
Flat 96, 15 Dyche Street, Manchester, M4 4DS
Flat 80, 15 Dyche Street, Manchester, M4 4DS
Flat 2, 15 Dyche Street, Manchester, M4 4BU
Flat 34, 15 Dyche Street, Manchester, M4 4BU
Flat 94, 15 Dyche Street, Manchester, M4 4DS
Flat 79, 15 Dyche Street, Manchester, M4 4DS
Flat 100, 15 Dyche Street, Manchester, M4 4DS
Flat 12, 15 Dyche Street, Manchester, M4 4BU
Flat 108, 15 Dyche Street, Manchester, M4 4DS
Flat 18, 15 Dyche Street, Manchester, M4 4BU
Flat 5, 15 Dyche Street, Manchester, M4 4BU
Flat 103, 15 Dyche Street, Manchester, M4 4DS
Flat 64, 15 Dyche Street, Manchester, M4 4DS
Flat 20, 15 Dyche Street, Manchester, M4 4BU
Flat 28, 15 Dyche Street, Manchester, M4 4BU
Flat 63, 15 Dyche Street, Manchester, M4 4DS
Flat 46, 15 Dyche Street, Manchester, M4 4BU
Flat 4, 15 Dyche Street, Manchester, M4 4BU
Flat 78, 15 Dyche Street, Manchester, M4 4DS
Flat 73, 15 Dyche Street, Manchester, M4 4DS
Flat 60, 15 Dyche Street, Manchester, M4 4DS
Flat 45, 15 Dyche Street, Manchester, M4 4BU
Flat 71, 15 Dyche Street, Manchester, M4 4DS
Flat 8, 15 Dyche Street, Manchester, M4 4BU
Flat 48, 15 Dyche Street, Manchester, M4 4BU
Flat 41, 15 Dyche Street, Manchester, M4 4BU
Flat 23, 15 Dyche Street, Manchester, M4 4BU
Flat 29, 15 Dyche Street, Manchester, M4 4BU
Flat 91, 15 Dyche Street, Manchester, M4 4DS
Flat 106, 15 Dyche Street, Manchester, M4 4DS
Flat 40, 15 Dyche Street, Manchester, M4 4BU
Flat 98, 15 Dyche Street, Manchester, M4 4DS
Flat 54, 15 Dyche Street, Manchester, M4 4DS
Flat 36, 15 Dyche Street, Manchester, M4 4BU
Flat 76, 15 Dyche Street, Manchester, M4 4DS
Flat 9, 15 Dyche Street, Manchester, M4 4BU
Flat 88, 15 Dyche Street, Manchester, M4 4DS
Flat 57, 15 Dyche Street, Manchester, M4 4DS
Flat 67, 15 Dyche Street, Manchester, M4 4DS
Flat 37, 15 Dyche Street, Manchester, M4 4BU
Flat 6, 15 Dyche Street, Manchester, M4 4BU
Flat 65, 15 Dyche Street, Manchester, M4 4DS
Flat 10, 15 Dyche Street, Manchester, M4 4BU
Flat 102, 15 Dyche Street, Manchester, M4 4DS
Flat 15, 15 Dyche Street, Manchester, M4 4BU
Flat 52, 15 Dyche Street, Manchester, M4 4DS
Flat 25, 15 Dyche Street, Manchester, M4 4BU

Flat 69, 15 Dyche Street, Manchester, M4 4DS
Flat 17, 15 Dyche Street, Manchester, M4 4BU
Flat 31, 15 Dyche Street, Manchester, M4 4BU
Flat 49, 15 Dyche Street, Manchester, M4 4BU
Flat 109, 15 Dyche Street, Manchester, M4 4DS
Flat 58, 15 Dyche Street, Manchester, M4 4DS
Flat 74, 15 Dyche Street, Manchester, M4 4DS
Flat 93, 15 Dyche Street, Manchester, M4 4DS
Flat 89, 15 Dyche Street, Manchester, M4 4DS
Flat 90, 15 Dyche Street, Manchester, M4 4DS
Flat 50, 15 Dyche Street, Manchester, M4 4BU
Flat 83, 15 Dyche Street, Manchester, M4 4DS
Flat 22, 15 Dyche Street, Manchester, M4 4BU
Flat 44, 15 Dyche Street, Manchester, M4 4BU
Flat 35, 15 Dyche Street, Manchester, M4 4BU
Flat 95, 15 Dyche Street, Manchester, M4 4DS
Flat 1, 15 Dyche Street, Manchester, M4 4BU
Flat 99, 15 Dyche Street, Manchester, M4 4DS
Flat 61, 15 Dyche Street, Manchester, M4 4DS
Flat 19, 15 Dyche Street, Manchester, M4 4BU
Flat 47, 15 Dyche Street, Manchester, M4 4BU
Flat 7, 15 Dyche Street, Manchester, M4 4BU
Flat 3, 15 Dyche Street, Manchester, M4 4BU
Flat 81, 15 Dyche Street, Manchester, M4 4DS
Flat 104, 15 Dyche Street, Manchester, M4 4DS
Flat 14, 15 Dyche Street, Manchester, M4 4BU
Flat 30, 15 Dyche Street, Manchester, M4 4BU
Flat 82, 15 Dyche Street, Manchester, M4 4DS
Flat 70, 15 Dyche Street, Manchester, M4 4DS
Flat 43, 15 Dyche Street, Manchester, M4 4BU
Flat 59, 15 Dyche Street, Manchester, M4 4DS
Flat 86, 15 Dyche Street, Manchester, M4 4DS
Flat 55, 15 Dyche Street, Manchester, M4 4DS
Flat 26, 15 Dyche Street, Manchester, M4 4BU
Flat 107, 15 Dyche Street, Manchester, M4 4DS
Flat 92, 15 Dyche Street, Manchester, M4 4DS
Flat 68, 15 Dyche Street, Manchester, M4 4DS
Flat 97, 15 Dyche Street, Manchester, M4 4DS
Flat 39, 15 Dyche Street, Manchester, M4 4BU
Flat 42, 15 Dyche Street, Manchester, M4 4BU
Flat 53, 15 Dyche Street, Manchester, M4 4DS
Flat 77, 15 Dyche Street, Manchester, M4 4DS
Flat 21, 15 Dyche Street, Manchester, M4 4BU
Flat 27, 15 Dyche Street, Manchester, M4 4BU
Flat 62, 15 Dyche Street, Manchester, M4 4DS
Flat 105, 15 Dyche Street, Manchester, M4 4DS
Flat 72, 15 Dyche Street, Manchester, M4 4DS
Flat 24, 15 Dyche Street, Manchester, M4 4BU
Flat 66, 15 Dyche Street, Manchester, M4 4DS
Flat 33, 15 Dyche Street, Manchester, M4 4BU
Flat 51, 15 Dyche Street, Manchester, M4 4DS
Flat 56, 15 Dyche Street, Manchester, M4 4DS
Flat 16, 15 Dyche Street, Manchester, M4 4BU
Flat 32, 15 Dyche Street, Manchester, M4 4BU

Flat 101, 15 Dyche Street, Manchester, M4 4DS
Flat 87, 15 Dyche Street, Manchester, M4 4DS
Flat 11, 15 Dyche Street, Manchester, M4 4BU
Flat 85, 15 Dyche Street, Manchester, M4 4DS

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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: CENTRAL