

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144117/AOH/2025
Date registered valid: 30 September 2025
Proposal: Installation of 2no internally illuminated digital display screens.
Address: Outside Primark, Mosley Street, Manchester, M60 1AY
Ward(s): Deansgate Ward

Applicant: Miss Verity Cheyne, BT Telecommunications PLC
Agent (if any): Nia Bywater, Dalcour Maclaren
Case officer: Jack Naven
Tel: 0161 219 2095
Email: jack.naven@manchester.gov.uk

Recommendation: Refuse
Date of recommendation: 21 November 2025

Application Details

Type of application: Advertisement Hoardings Consent

Development type: Advertisements

Date of site visit: 15 October 2025

Standard consultations:

Printed: 8 October 2025 Expired: 29 October 2025

Neighbour notifications

Printed: 8 October 2025 Expired: 29 October 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/Area

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The application relates to a site within Piccadilly Gardens in the City Centre. Piccadilly Gardens is a formally laid out square incorporating areas of grass, high quality glazing and a modern water feature. It was reconfigured in 2002 to designs by Tadao Ando. Parts of the concrete walls that were part of the design remain.

There is a modern mixed-use building at One Piccadilly Gardens, which has office accommodation on the upper floors and commercial units at ground floor level. There are also commercial units within the gardens that are within the curve of the concrete wall.

Piccadilly Gardens is also home to the Queen Victoria Monument, the Sir Robert Peel Statue, the James Watt Statue, and the Duke of Wellington Statue, which are all Grade II listed.

The Piccadilly Gardens Transport Interchange with bus and Metrolink services are located between the formal gardens and Piccadilly Plaza, which is a complex constructed in 1965 that includes a 30-storey office building currently named City Tower, the Mercure Hotel and a number of ground floor commercial units.

The Gardens themselves are not within a Conservation Area but are adjacent the Smithfield Conservation Area, the Stevenson Square Conservation Area and Upper King Street Conservation Area.

The City Council has made it publicly clear its intention to significantly regenerate the Piccadilly Gardens area in future, with LDA Design having been appointed to map out the £25 million regeneration. The most recent update on this regeneration was published in October 2025, with the intention to make Piccadilly Gardens an attractive world-class space.

The immediate plan will see Manchester City Council lead on a wide-ranging package of improvements to Piccadilly Gardens to make it more colourful, vibrant and inviting in the months ahead. Measures range from improving safety, enhancing CCTV and security, to decluttering and revamping the public realm around the Gardens.

The application site is also located adjacent to a busy crossing of Metrolink lines. One Metrolink line that connects St. Peter's Square station to Market Street station runs directly down Mosley Street and passes adjacent to the application site. Also adjacent to the site is where metrolinks from Piccadilly join on to the lines heading towards either St Peter's Square and Market Street, making it a very busy crossing junction of various Metrolinks joining on to different lines and crossing each another.

The surrounding footpath area is a busy area as Mosley Street connects Piccadilly Gardens and Market Street, the primary shopping district of Manchester, with St Peters Square, the administrative centre of the city.

The application site is located directly outside the Former Lewis's Department Store building, currently occupied by Primark. This building is a significant building within the surrounding street scene and is considered to be a non-designated heritage asset.

The Grade II listed No. 10 Mosley Street is situated just a short way up Mosley Street and the application site is considered within the setting of this heritage asset.

Whilst not in a conservation area, the site is adjacent to Upper King Street Conservation Area.

Description of Development

The application seeks advertisement consent for the installation of 2no internally illuminated digital display screens.

The screens will be placed on a proposed Street Hub 3 totem would be a replacement of the existing InLink model. It would be free-standing, rectilinear in shape and have a depth of 35cm, a width of 1.23m and a height of 2.99m.

Each side would feature a digital HD screen measuring 950mm x 1670mm. It would be with a galvanised steel structure and feature a black powder coated cladding.

Related Applications

144116/FO/2025 - Installation of digital LED totem.
To be refused in tandem with this application.

Consultations & Notification Responses

Publicity - Neighbour notification letters were sent to surrounding properties.

One objection has been received, from a Local Ward Councillor, who stated that the advertisement totem is in a busy location, does not contribute to the Council's objective to

reduce street clutter, reduces pavement space and sightlines and makes pedestrians feel more enclosed in locations where we should be prioritising pedestrians.

Highway Services - Advised that the proposal does not contribute to or align with Manchester City Council's ongoing de-cluttering strategy of the highway, fails to meet broader design standards and policies that promote inclusive access and safe, active travel, and have concerns that the increased footprint of the totem could impede pedestrian movement and inclusive accessibility and increase localised pedestrian congestion.

Environmental Health - Requested that if the application were to be approved, conditions should be attached to control the light from the digital display screens, the noise from speakers on the street hub, and for a maintenance management plan to be submitted.

Transport for Greater Manchester / Metrolink - The apparatus is of solid construction and could hamper the driver's forward visibility of the street scene. Their main concern is that the installation will obscure pedestrians that may run from behind the installation into the path of a tram. A tram cannot swerve to avoid a pedestrian that may emerge at speed and therefore on the grounds of pedestrian and tram safety, there would need to be a minimum 3m offset between the tramway path and the new installation.

Policy

Town and Country Planning (Control of Advertisements) Regulations 2007

(1) A Local planning authority shall exercise its powers under these Regulations in the interests of amenity and public safety, taking into account—

- (a) the provisions of the development plan, so far as they are material; and
- (b) any other relevant factors.

(2) Without prejudice to the generality of paragraph (1) (b)—

- (a) factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic, architectural, cultural or similar interest;
- (b) factors relevant to public safety include—
 - (i) the safety of persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
 - (ii) whether the display of the advertisement in question is likely to obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air;
 - (iii) whether the display of the advertisement in question is likely to hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

(3) In taking account of factors relevant to amenity, the local planning authority may, if it thinks fit, disregard any advertisement that is being displayed.

(4) Unless it appears to the local planning authority to be required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content, or design of what is to be displayed.

The **Places for Everyone Plan - Joint Development Plan Document**, for nine of the 10 boroughs which make up Greater Manchester adopted on 21st of March 2024:

- Policy JP-Strat2 - City Centre
- Policy JP-P1 - Sustainable Places

- Policy JP-P2 - Heritage
- Policy JP-C5 - Streets for All
- Policy JP-C6 - Walking and Cycling

The **Manchester Core Strategy - Development Plan Document 2012-2027 ("the Core Strategy")** was adopted by the City Council on the 11th of July 2012:

- Policy SP1 - Spatial Principles
- Policy CC9 - Design and Heritage
- Policy CC10 - A Place for Everyone
- Policy EN1 - Design Principles and Strategic Character Areas
- Policy EN3 - Heritage
- Policy DM1 - Development Management

Saved Unitary Development Plan for Manchester (1995) - The following saved UDP Policies are of relevance to this application:

- Policy DC15 (Advertisements, Hoardings and Posters)
- Policy DC18 (Conservation Areas)
- Policy DC19 (Listed Buildings)
- Policy DC22 - Footpath Protection
- Policy DC26 - Development and Noise

National Planning Policy Framework (NPPF) (2024):

- Section 12 (Achieving Well Designed Places)
- Section 16 (Conserving and Enhancing the Historic Environment)

Greater Manchester's Streets for All Design Guide (2023)

Adopted November 2023 to ensure will ensure that our streets are welcoming, green and safe spaces for all people, enabling more travel by walking, cycling, and using public transport while creating thriving places that support local communities and businesses.

Planning (Listed Buildings and Conservation Areas) Act 1990

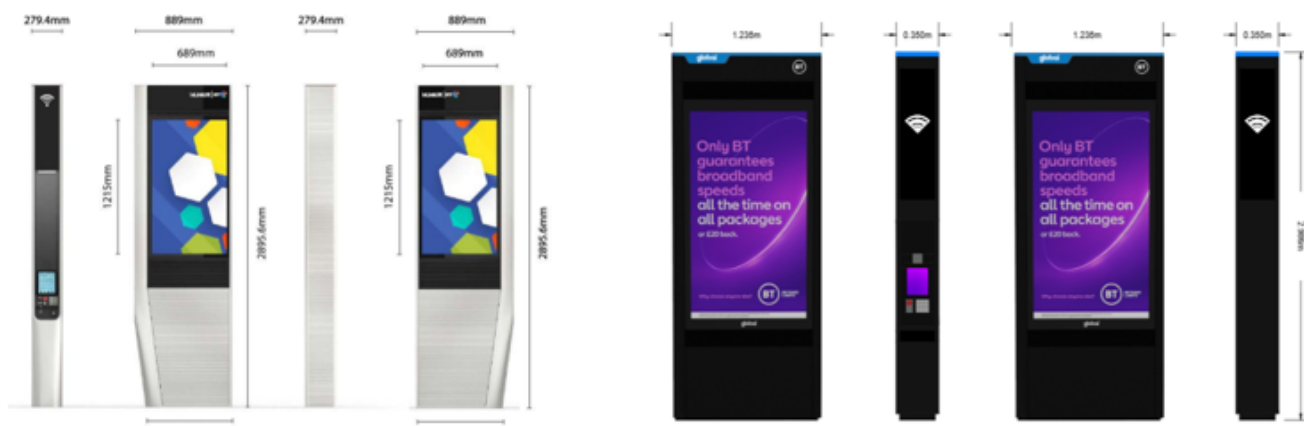
Sections 16, 66, and 72 of the Listed Buildings and Conservation Areas Act 1990 require that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas.

Issues

The main issues for consideration relate to the principle of the proposal, as well as, in accordance with the advertisement regulations, the acceptability of the proposal in terms of its impact upon visual amenity and upon public safety. In judging this, the provisions of the development plan and any other relevant factors, so far as they are material, must be taken into account.

Visual Amenity

The proposal would see the replacement of the InLink model screens with those of the Street Hub 3 model.



Existing (left) and proposed (right) totem sizes and design

The proposed LED screens would be larger at 75", measuring 950cm x 1670mm, as opposed to the screens on the existing InLink model, which are 69mm x 1210mm.



Existing advertisement screen on site

The City Council has made it publicly clear its intention to significantly regenerate the Piccadilly Gardens area in future, with LDA Design having been appointed to map out the £25 million regeneration. The most recent update on this regeneration was published in October 2025, with the intention to make Piccadilly Gardens an attractive world-class space.

The immediate plan will see Manchester City Council lead on a wide-ranging package of improvements to Piccadilly Gardens to make it more colourful, vibrant and inviting in the months ahead. Measures range from improving safety, enhancing CCTV and security, to decluttering and revamping the public realm around the Gardens.

Whilst there is currently no adopted SRF for Piccadilly Gardens, the plans to regenerate the area have been clearly stated, with regeneration plans being drawn up by the City Council currently.

<u>Existing InLink</u> Mosley Street, Outside Primark, Manchester, M60 1AY	<u>Proposed BT Street Hub 3</u> Mosley Street, Outside Primark, Manchester, M60 1AY
	

Render comparison of existing Inlink totem with advertising screen and proposed Street Hub totem with advertising screen

The proposed digital advertisements would be significantly larger in size than the existing digital adverts in place and the contribution these larger adverts would make to advertisement clutter would significantly negatively impact upon the plans to regenerate Piccadilly Gardens, as an increase in advertisement clutter would not be visually appealing and will detract from any forthcoming efforts to make Piccadilly Gardens an attractive world-class space.

Other advertisements in the area are considered to be necessary in order to advertise and provide wayfinding for neighbouring businesses. The advertisement totems are not required in the same manner, they do not provide wayfinding to specific businesses and do not advertise individual businesses located in the immediate vicinity.

Unlike the application for the existing InLink model, approved in 2018, the proposal would not reduce the scale of existing advertisement and provide no additional associated visual benefit weighing in favour of the scheme.

The existing InLink advertising screens are relatively restrained in scale, occupying less surface area of the totem's faces. By contrast, the Street Hub advertising screens are wider and taller, and would present a more prominent form of advertisement visible along the route.

It is acknowledged that adverts are intended to attract attention, however digital advertisement displays have a greater brightness than traditional advertisement and are by design highly visible in the street scene.

In view of the above, it is not considered that the proposed Street Hub advertisements represent a like-for-like replacement within the street scene, having a more dominant and obtrusive visual

presence than the existing InLink model and other advertisements within the setting, intensifying advertisement clutter which would detract from the appearance of the street scene.

In an appeal decision for application 142706/AOH/2025 (Appeal ref: APP/B4215/H/25/3369504) relating to the footpath outside 15 Oldham Road featuring high levels of advertisement and street clutter, the Inspector found that despite 'the largely commercial character of the area... [with] various signs and adverts on nearby buildings' the totem and advertisement's dominant and obtrusive presence would add further visual clutter and result in cumulative harm:

it would add further visual clutter, making this busy pedestrian route a less pleasing place to walk, and its siting close to the edge of the carriageway would only exacerbate its visual prominence and dominance at this busy junction.

In addition to this, the intensified level of advertisement would also detract from the setting of the Grade II listed No. 10 Mosley Street, non-designated heritage asset Former Lewis's Department Store building, and the setting of the adjacent Upper King Street Conservation Area.



Grade II listed No. 10 Mosley Street and non-designated heritage asset Former Lewis's Department Store building

In coming to this view, the Council takes note of recent appeal decisions for similar Street Hub 2 totems and advertising screens.

In an appeal decision for application 142696/AOH/2025 (Appeal ref: APP/B4215/H/25/3369448) in the Eastlands area of the City, though much less populated by advertisement and street clutter the Inspector found that the totem and advertisement's large digital advertisement panels would contribute to their dominant and obtrusive presence:

Due to a combination of its height, width and freestanding position close to the edge of the carriageway, the proposed hub, with its large digital advertisement panels on both sides, would represent a dominant and obtrusive feature on the pavement.

In an appeal decision for application 142706/AOH/2025 (Appeal ref: APP/B4215/H/25/3369504) relating to the footpath outside 15 Oldham Road, the Inspector found that despite 'the largely commercial character of the area... [with] various signs and adverts on nearby buildings' the totem and advertisement's dominant and obtrusive presence would add further visual clutter and result in cumulative harm:

it would add further visual clutter, making this busy pedestrian route a less pleasing place to walk, and its siting close to the edge of the carriageway would only exacerbate its visual prominence and dominance at this busy junction.

the addition of the rotating digital images on the proposed hub, in conjunction with the rotating images on this existing advert, would result in cumulative visual harm from digital advertisements within the immediate locality.

In the same appeal decision, the Inspector also found that the similar LED screens would harm the setting of the listed Former Midland Bank and features of architectural interest which contribute to its significance. the frequently changing digital advertisement images on the hub would compete with the visual prominence of this listed building on the street scene.

The Advertisements Regulations require that decisions are made only in the interest of amenity and public safety. Therefore, any public benefits suggested by the applicant in their submission do not need to be weighed against the any less than substantial harm to the designated heritage assets, in accordance with Paragraph 215. The accompanying decision for the totem structure itself does engage this test and make an assessment weighing the less than substantial harm against any public benefits to the proposal.

A recent appeal decided in Manchester City Council boundaries by the Planning Inspectorate for 142706/AOH/2025 (Appeal ref: APP/B4215/H/25/3369504), confirms that this is the appropriate approach.

In consideration of the above, and in the context surrounding the current application whereby there are material differences between the circumstances of the InLink and Street Hub advertising screen applications, it is viewed that the proposal for the advertisement, due to the intensification of advertisement clutter, which would be visually detrimental to the street scene, within the setting of listed buildings and the conservation area, and the future proposed regeneration of Piccadilly Gardens, would be contrary to the provisions of Town and Country Planning (Control of Advertisements) (England) Regulations 2007, policies JP-P1, JP-P2 and JP-C5 of the Places for Everyone Plan, policies SP1, CC9, EN1, EN3 and DM1 of the Manchester Core Strategy (2012), saved policies DC15.1, DC15.2, DC18, DC19 and DC22 of the Unitary Development Plan for the City of Manchester (1995), sections 12 and 16 of the National Planning Policy Framework, and Sections 66(1) and 72(1) of the Listed Buildings and Conservation Areas Act 1990.

Public Safety

While contributing to the visual prominence of the adverts, the luminance of the digital screens is not considered to be at a level where there would be a harm to the amenity of neighbouring properties.

MCC's Environmental Health team have reviewed the scheme and are satisfied that as long as conditions were added to control the light from the digital display screens, the noise from speakers on the street hub, and for a maintenance management plan to be submitted, then any concerns regarding luminance of the digital screens, noise from the speakers, concerns over video or moving transitions, and problems that might arise from incorrect maintenance of the displays, would be mitigated.

As these elements could be mitigated via the way of conditions, concerns over any of these impacts are not significant enough to warrant a refusal on these particular public safety grounds.

Highways comments note that the footway is already congested and the adverts forming part of the totem structure as a whole would exacerbate this congestion.

They note that congested areas on the pavement may result in pedestrians stepping out onto the adjacent live carriageway.

Transport for Greater Manchester (TfGM) have objected on the grounds of the site's close proximity to the existing tram line.

The apparatus is of solid construction and there are concerns that this could hamper the driver's forward visibility of the street scene.

The installation would obscure pedestrians that may run from behind the installation into the path of a tram.



Tram passing by existing totem

A tram cannot swerve to avoid a pedestrian that may emerge at speed and therefore on the grounds of pedestrian and tram safety.

TFGM have stated that a minimum 3m offset between the tramway path and the new installation would alleviate some of these concerns.

There would only be a 2.7m offset between the edge of the pavement, that meets where the tram would pass by, and the edge of the totem. As the totem would be getting wider and encroaching further towards the tram line, it would be making the existing situation of site worse.

This is a busy tram junction. One Metrolink line that connects St. Peter's Square station to Market Street station runs directly down Mosley Street and passes adjacent to the application site. Also adjacent to the site is where metrolinks from Piccadilly join on to the lines heading towards either St Peter's Square and Market Street, making it a very busy crossing junction of various Metrolinks joining on to different lines and crossing each another.

The substantial frequency of trams that pass by this section of pavement means that it is all the more important that any public safety concerns that impact the nearby rail line are considered with the upmost importance.

Due to the detriment the structure will have on pedestrian safety, light rail safety, highway safety, and public safety, the proposal cannot be supported, as it would be contrary to the provisions of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 as well as policies JP-Strat2, JP-C5, JP-C6 and JP-P1 of the Places for Everyone Plan, policies SP1 and DM1 of the Manchester Core Strategy, saved policy DC22 of the Unitary Development Plan for the City of Manchester (1995), and the National Planning Policy Framework (NPPF).

Conclusion

Due to a combination of its height, width, materiality, and appearance, the proposed hub, with its large digital advertisement panels on both sides, would represent a dominant and obtrusive feature on the pavement that would add further advertisement clutter, making this busy pedestrian route a less pleasing place to walk, with its siting close to the edge of the carriageway would only exacerbate its visual prominence and dominance at this busy junction, within the setting of heritage assets.

In addition, the siting, size, solid construction, rotating display of images, and close relationship to the existing tram lines, would form a visually obtrusive structure with the potential to hamper tram drivers' forward visibility of the street scene and obscure the views of pedestrians that may emerge at speed from behind the structure into the path of oncoming trams, to the detriment of pedestrian safety, light rail safety, highway safety, and public safety,

Therefore, the proposed digital advertising displays are refused on visual amenity grounds, due to the proposal being contrary to the provisions of Town and Country Planning (Control of Advertisements) (England) Regulations 2007, policies JP-P1, JP-P2 and JP-C5 of the Places for Everyone Plan, policies SP1, CC9, EN1, EN3 and DM1 of the Manchester Core Strategy (2012), saved policies DC15.1, DC15.2, DC18, DC19 and DC22 of the Unitary Development Plan for the City of Manchester (1995), sections 12 and 16 of the National Planning Policy Framework, and Sections 66(1) and 72(1) of the Listed Buildings and Conservation Areas Act 1990.

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

Reasons for recommendation to refuse

1) The proposed digital advertising display, by virtue of its siting, scale, appearance, and consistent rotation of advertisement images, would form an overly dominant and visually obtrusive feature within the street scene and within the setting of the adjacent Upper King Square Conservation Area and the Grade II listed No. 10 Mosley Street and non-designated heritage asset Former Lewis's Department Store building. The advertisement would also contribute to advertisement clutter in a sensitive location in the city centre, as well as undermine current efforts to de-clutter the City Centre environment, particularly wider place making objectives associated with the future proposed regeneration of Piccadilly Gardens. The proposal would therefore result in an unduly harmful impact on the visual amenity of the area, within the setting of the Grade II listed No. 10 Mosley Street and non-designated heritage asset Former Lewis's Department Store buildings. The advertisement is therefore contrary to the provisions of Town and Country Planning (Control of Advertisements) (England) Regulations 2007, policies JP-P1, JP-P2 and JP-C5 of the Places for Everyone Plan, policies SP1, CC9, EN1, EN3 and DM1 of the Manchester Core Strategy (2012), saved policies DC15.1, DC15.2, DC18, DC19 and DC22 of the Unitary Development Plan for the City of Manchester (1995), sections 12 and 16 of the National Planning Policy Framework, and Sections 66(1) and 72(1) of the Listed Buildings and Conservation Areas Act 1990.

2) The proposed digital advertising display, by reason of its siting, size, solid construction, use consistent rotation of advertisement images, and its close relationship to the existing tram lines, would form a visually obtrusive structure with the potential to hamper tram drivers' forward visibility of the street scene and obscure the views of pedestrians that may emerge at speed from behind the structure into the path of oncoming trams, to the detriment of public safety, and as such is contrary to the provisions of Town and Country Planning (Control of Advertisements) (England) Regulations 2007, policies JP-Strat2, JP-C5, JP-C6 and JP-P1 of the Places for Everyone Plan, policies SP1 and DM1 of the Manchester Core Strategy, saved policies DC15.1, DC15.2, and DC22 of the Unitary Development Plan for the City of Manchester (1995), and the National Planning Policy Framework (NPPF).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Transport For Greater Manchester

132 Market Street, Manchester, M60 1AY
Unit E1A, City Tower, Piccadilly Plaza, Manchester, M1 4AJ
Unit E2A, City Tower, Piccadilly Plaza, Manchester, M1 4AJ
Unit A, The Exchange, Piccadilly Gardens, Manchester, M1 4BT
Royal Buildings, Mosley Street, Manchester, M2 3AB
First Floor, Green Surgery Limited, 18 - 22 Mosley Street, Manchester, M2 3AQ
First Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
19 York Street, Manchester, M2 3BA
Sixth Floor, 19 York Street, Manchester, M2 3BA
CITY SPECS LTD, Unit E2B, City Tower, Piccadilly Plaza, Manchester, M1 4AJ
2 New York Street, Manchester, M1 4HJ
Third Floor, 18 - 22 Mosley Street, Manchester, M2 3AQ
Second Floor, 18 - 22 Mosley Street, Manchester, M2 3AQ
First Floor, 18 - 22 Mosley Street, Manchester, M2 3AQ
William Hill, Ground Floor, 18 - 22 Mosley Street, Manchester, M2 3AG
130 - 132 Market Street, Manchester, M60 1AY
6A Piccadilly Plaza, Manchester, M1 4AH
Unit B4, City Tower, Piccadilly Plaza, Manchester, M1 4AH
Unit B3, City Tower, Piccadilly Plaza, Manchester, M1 4AH
Unit B5, The Exchange, Piccadilly Plaza, Manchester, M1 4AH
Unit B2, The Exchange, Piccadilly Plaza, Manchester, M1 4AH
Basement, 18 - 22 Mosley Street, Manchester, M2 3AQ
Ground Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Transform Manchester, Fifth Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Royal Buildings, 2 Mosley Street, Manchester, M2 3AN
SINGLETON CLAMP & PARTNERS LTD, Fourth Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Third Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Second Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
First Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Sixth Floor, Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Unit B1, Piccadilly Plaza, Manchester, M1 4AH
Third And Fourth Floor, 2 New York Street, Manchester, M1 4HJ
Second Floor, 2 New York Street, Manchester, M1 4HJ
First Floor, 2 New York Street, Manchester, M1 4HJ
Basement, 2 New York Street, Manchester, M1 4HJ
First Floor Suite 3, Royal Buildings, 2 Mosley Street, Manchester, M2 3AN
22 Mosley Street, Manchester, M2 3AG
2A Mosley Street, Manchester, M2 3AN
124 - 126 Market Street, Manchester, M1 1WA
130 Market Street, Manchester, M60 1AY
First Floor, Royal Buildings, 2 Mosley Street, Manchester, M2 3AB
18 - 22 Mosley Street, Manchester, M2 3AG
Colwyn Chambers, 19 York Street, Manchester, M2 3BA
Second Floor, Royal Buildings, 2 Mosley Street, Manchester, M2 3AN
Third Floor, Royal Buildings, 2 Mosley Street, Manchester, M2 3AN
128 Market Street, Manchester, M1 1WA
Betfred, 10 Mosley Street, Manchester, M2 3AQ

24 Mosley Street, Manchester, M2 3AG
Fourth Floor, Royal Buildings, 2 Mosley Street, Manchester, M2 3AN
First Floor Commissionaires Room, Royal Buildings, Mosley Street, Manchester, M2 3AB
Neo Skin Ltd, 14 Mosley Street, Manchester, M2 3AQ
Second Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Franco Manca, 12 Mosley Street, Manchester, M2 3AQ
Fourth Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ
Third Floor, Cobden House, 12 - 16 Mosley Street, Manchester, M2 3AQ

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(a) 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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CENTRAL