# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 143532/JO/2025 |
| **Date registered valid:** | 10 September 2025 |
| **Proposal:** | Variation of condition 2 (specified plans) attached to planning permission 138709/FO/2023 to allow alterations to parking and layout |
| **Address:** | Units 1, 3 & 4, 1121 Ashton Old Road, Manchester, M11 1AA |
| **Ward(s):** | Clayton & Openshaw Ward |
| **Applicant:** | UK Management College Ltd |
| **Agent (if any):** | Mr James M, 4D Planning |
| **Case officer:** | Ian Jarvis<br>Tel: 0161 234 4079<br>Email: ian.jarvis@manchester.gov.uk |
| **Recommendation:** | Approve |
| **Date of recommendation:** | 12 December 2025 |

**Application details**

**Type of application:** Variation or Removal of Condition

**Development type:** Minor Other

**Standard consultations:**
Printed: 18 September 2025 Expired: 9 October 2025

**Neighbour notifications**
Printed: 18 September 2025 Expired: 9 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/building**

**Listed building:** Not applicable

**Conservation area:** No

**Tree Preservation Order:** No

This application relates to part of a small retail/commercial complex that fronts onto a busy radial route to/from Manchester City Centre. The complex lies close to, but outside of the Higher Openshaw District Centre boundary. The area surrounding the complex contains a mixture of uses with commercial, industrial and residential units, and there is a primary school opposite the site, across Ashton Old Road.

The application relates to units1, 3 and 4, which is a single storey building with car parking to the front and rear. Other uses, in the centre, include a decorating shop, a clothing/accessory shop and a tools/machinery shop.

The premises are currently used as a college, which was authorised by the following planning permission:

138709/FO/2023 - Change of use from motorcycle sales to educational use (F1a), and all associated works - Approved 6 March 2024

The operators of the site (UK Management College Ltd) are a higher education institute who provide a range of University accredited courses in business, education, health and IT, for mature students. The college also operates from nearby premises on Stanley Street, approximately 700 metres away, as well as a site in Ardwick, just over 2 miles away. It was indicated that the application site would be additional premises to operate in conjunction with the other sites, with staff operating between sites.

The approved scheme included the provision of 18 car parking spaces, spaces with 6 of these spaces dedicated for staff and 12 for students. In addition, 43 cycle stands were proposed. At the time this level of provision was accepted, by Highway Services, and the application was approved subject to conditions, including a specified plans condition, which included the proposed site layout plan, which indicated 6 spaces for students, at the front of the site, with 6 student spaces, 6 staff spaces and 43 cycle stands provided in the rear car parking area.

The applicants failed to provide these car/cycle spaces, until recently when the cycle stands were installed on site. They have, however, failed to provide the required car parking spaces, and this application seeks to vary the approved parking arrangement on site, whilst not reducing overall provision. It is therefore proposed to vary condition 2(specified plans) of the above permission. No external changes are proposed and the application therefore relates purely to car parking layout changes.

**Consultations & Notification Responses**

Local residents/adjoining occupiers - Three objections have been received, from local residents, for the following reasons:

- The proposal for additional parking within the college complex is insufficient to meet the demand generated by the large number of students attending the site seven days a week.
- The reality is that the majority of students travel by car, and many currently park irresponsibly, particularly in nearby residential streets
- A more robust solutions is needed, rather than allowing this application, such as a much greater increase in on-site parking spaces, stronger measures to promote public transport use and measurements/ enforcements to be put in place to reduce irresponsible on-street parking to protect local residents. The college should engage more with residents about this.

An objection has also been received, from another business in the complex, for the following reasons:

- The plans for the rear car park are acceptable, as the plans do not impact the other businesses which use this car park. The spaces they are looking to create are in their own areas of the car park. However the general behaviour of students and their parking has been very poorly managed from the outset and is causing significant issues to both the surrounding homes and the local businesses.
- UKMC were quite disingenuous in their original planning application as they clearly stated that the students would not require any parking in the area and students would arrive by bike, bus, or foot. They must have known this to be untrue as they have run colleges before in the area. It took a year to complete the cycle racks (which were a condition of them opening) and since completion they are rarely used and driving is the preferred means of transport for a great number of students.
- The front car park is for customers of UKMC and the other businesses who share the lease and they do not have permission from the landowner or other businesses who share the lease for any layout changes.
- The building and access to it was not designed for 200 students and the impact to those that live and work here is not a small thing. Their specific objection however is that UKMC are not the full owners or leaseholders of the front car park so have no rights to apply for planning permission to modify it.

Highway services - Makes the following comments:

The Cover Letter confirms that the approved 12 student parking spaces and 6 staff parking spaces will be retained. The revised plans will now provide a higher rate of staff parking spaces to the front and rear of the site.
Highways are satisfied with the proposal for variation of Condition 2 (Specified Plans) and have no objections in principle.

**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 to is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

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 EC5 relates to employment in East Manchester and states that the area is expected to provide approximately 80-85ha of employment land.

The policy states that the Council will promote development which: ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops; creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities; has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

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 routes, which includes Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Applicants indication of current arrangements and changes to approved plans - It is acknowledged that parking on site is limited, some is shared with other occupiers, and not available for all students. Information about the availability, rules and limitations of both the front and rear parking areas is communicated to students through several co-ordinated channels. Strong encouragement is given to use public transport, cycling and car-sharing. There is also security officer, who is permanently based on site, who provides day-to-day guidance to arriving students and visitors, explains the rules where needed, and ensures that only those who are entitled to use a particular space are doing so. Over time, this consistent, multi-channel communication has ensured that students are well aware that parking is limited, shared and controlled, and that it must be used in a fair and orderly way.

The College has 6 designated parking bays at the front and 6 at the rear for students. These parking spaces are collaboratively agreed with the neighbours tenants. Both the parking areas operate entirely on a first-come, first-served basis, including the disabled parking bay located within the front allocation. Due to the limited number of spaces, the College does not provide or operate any advance booking or reservation system.

The front car park is easily accessible to all users. It is open during normal operational hours and can be entered directly from the main access road to the premises. Students, visitors and staff arriving by car can enter, look for an available bay and, if space permits, park on a first-come first-served basis. The ease of access to the front parking means that, in practice, anyone driving to the site will approach this area first.

In contrast, the rear yard is intentionally not freely accessible and is generally locked. This is deliberate, because the rear car park is a secure area with controlled access. For the rear parking of the students the security officer monitors it physically.  Only those members of the Student Association given the code and students who comes first have been granted permission by the security officer in person. This ensures that the rear parking is not misused by general students, that there is no unauthorised occupation of the spaces, and that the security of the premises and vehicles is maintained.
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As an additional functional measure, UK Management College, together with 2 adjoining businesses, collectively installed parking enforcement and surveillance cameras on the premises a few months ago. The installation of these enforcement cameras has played a major role in improving the parking system by ensuring that no unauthorized vehicles are able to park in restricted areas, and by supporting accurate monitoring of occupancy in the shared frontage bays.

Because parking capacity is limited and partly shared, UKMC actively encourages students to travel by sustainable means rather than by private car. They have recently constructed covered bicycle shelters on site, with capacity for over forty bicycles. In addition to promoting cycling, they also encourage the use of public transport and car-sharing. They state that they have made it explicit that parking in residential areas is strictly forbidden for students, and this message is reinforced by the security officer and staff. Instead, students are advised that, if they must drive, they may use other nearby suitable locations including nearby commercial car parks.

By stating that parking is limited, shared and first-come first-served, they ensure that students understand from the beginning that only a small number of users, on any given day, will be able to park, and that the College cannot guarantee them a parking space. Taken together, the signage and our communications policy help to maintain an orderly and realistic approach to parking.

It is important to clarify that UK Management College does not claim exclusive rights over the entire frontage car park. Within that shared visitor allocation, UKMC has use of six spaces for student parking and five spaces for staff, but always within the understanding that except for the students bays this is not exclusive use and that other occupiers and their visitors are equally entitled to use the shared spaces. Their security officer manages this in practice by recognising which bays are specifically reserved for other units and by ensuring that students do not park in those marked spaces.

The applicants consider that the changes, indicated in this application, represents an improvement, in terms of parking. It is the case that 18 parking spaces were approved under original application (of which 6 were staff, and 12 were student). With this variation application there would be 18 staff spaces, and 6 student spaces at the rear, which are all dedicated, and 6 dedicate student spaces at the front, and 6 non-exclusive visitor / staff spaces, which is a total of 30 dedicated spaces (18 staff and 12 student) and 6 shared spaces.

Assessment of Changes - This application has been submitted, following compliance investigations due to the previously approved car and cycle parking spaces not being provided. The cycle spaces have now been provided, and this application represents positive changes to the level of car parking spaces. The college has also submitted a document which provides greater detail in relation to car parking management and how student car parking is provided/allocated. It remains the case that this site would need to be monitored, to ensure the car parking is provided, particularly for students, but this would still be the case, if this variation were not granted. What the application does is that it provides no less student parking, than previously approved, and more staff car parking and, on that fact alone, there would be no

grounds to refuse an application that Highways Services support. In addition, the application provides more detailed information, on car park management, which can form part of the new specified plans condition, and an additional condition, particular to that document, that would allow some greater control if there were issues, in the future, in relation to these spaces not being provided.

Ability to provide dedicated spaces in front car park - One of the adjoining businesses, has questioned the ability, of the applicant, to provide dedicated student spaces, in the front car park, as they consider this area to be shared. This matter has been raised with the applicant and assurances have been provided that they do have the right to provide 6 student spaces, in the front car park, and they will be dedicated for the use of students.

Residential amenity - The concerns of residents are noted and there have been long standing issues, in relation to students parking on nearby streets and it may be the case that more students arrive by car, than there are spaces to accommodate them. The original application though was approved on the basis that there would be 12 dedicated student spaces, and this figure has not been reduced, with additional staff parking provided. It cannot therefore be concluded that this variation constitutes a worse situation, for residents, than the previous approval, and with conditions being imposed relating to the ongoing implementation of the indicated car park management arrangements, including efforts to reduce visits by car to the college, and re-imposition of the travel plan condition, the first part of which has been discharged with the agreement of Highway Services, mechanisms are improved to deal with any future non-compliance issues. It may be the case that the concerns of residents remain, but the proposed change is not considered to represent any potential for increased disamenity to residents.

**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 polices 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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. In particular negotiations were held, prior to the application being submitted, to ensure that, as a minimum. At least the approved levels of car parking were being provided on site, and further information was sought, during the application process, in relation to car park management.

**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:

The Planning/Design and Access Statement dated November 2023, stamped as received by the City Council, as Local Planning Authority, on 1 December 2023.

Waste Management Strategy and the 4D Planning Transport statement, dated January 2024, stamped as received by the City Council, as Local Planning Authority, on 8 January 2024.

The letter from 4D Planning titled 'Proposed Trip Generation' and dated 16 February 2024, stamped as received by the City Council, as Local Planning Authority, on 19 February 2024.

Drawing numbered 4D06 rev A, stamped as received by the City Council, as Local Planning Authority, on 4 March 2024.

Drawings numbered 4D01, the Broxap Cycle Shelters Specification sheet and the NBB Bin Store specifications document, all stamped as received by the City Council, as Local Planning Authority on 6 February 2025

Drawings numbered 4D02 and 4D07 rev A, and the Travel Plan Revision 3 document, dated March 2025, all stamped as received by the City Council, as Local Planning Authority on 19 March 2025.

Drawings numbered 4D04 and 4D05, dated June 2025, and stamped as received by the City Council, as Local Planning Authority, on 23 July 2025

Drawings numbered 1AA-2025 - Student Parking Space 3 and 1AA-2025-001, and the 4D Planning Transport statement, dated September 2025, all stamped as received by the City Council, as Local Planning Authority, on 10 September 2025.

Email from 4d Planning, and associated Car Park Information document, dated 4 December 2025

Email from 4d Planning dated 10 December 2025, which confirms that the applicant has the right to indicate 6 car parking spaces, in the front car park, as being dedicated for students.

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) The premises shall only operate during the following hours:
Monday to Wednesday - 8.30am to 9.30pm
Thursday - 8.30am to 6.30pm
Friday - 8.30am to 6.00pm
Saturday and Sunday 8.30am to 5.30pm

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

3) Deliveries, servicing and / or waste collections shall be undertaken outside the hours of:
Monday to Saturday - 7.30 am to 8.00 pm;
Sunday and Bank Holidays - No deliveries, servicing and / or waste collections

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

4) The car parking space indicated on the approved plans shall be surfaced and made available for use prior to the first use of the building for educational purposes. The car parking space shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

5) The premises shall operate in accordance with the Travel Plan Revision 3 document, dated March 2025 and stamped as received by the City Council, as Local Planning Authority on 19 March 2025, and the Car Park Information document, stamped as received by the City Council, as Local Planning Authority on 4 December 2025

Within six months of the date of this permission, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the college, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

6) The cycle storage facilities on site shall be implemented, as part of the development, in accordance with the following drawings and documents;
Broxap Cycle Shelters Specification sheet, stamped as received by the City Council, as Local Planning Authority on 6 February 2025.
Drawings numbered 4D02 and 4D07 rev A, stamped as received by the City Council, as Local Planning Authority on 19 March 2025.

The approved cycle storage facilities shall remain in situ whilst the use is in operation.

Reason - To ensure that adequate provision is made for bicycle parking so that staff and students have a range of options in relation to mode of transport, and to ensure that the facilities have an acceptable visual impact, in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

7) Refuse storage facilities on site shall be implemented, as part of the development, in accordance with the drawings numbered 4D01 and 4D02 and the NBB Bin Store specifications document, all stamped as received by the City Council, as Local Planning Authority on 6 February 2025. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) The ongoing provision of student and staff car parking on site, and the operation/management of the car parks shall continue to be provided on site, whilst the use is in operation, in accordance with the details indicated in drawings numbered 4D04 and 4D05, dated June 2025, and stamped as received by the City Council, as Local Planning Authority, on 23 July 2025 and the Car Park Information document, stamped as received by the City Council, as Local Planning Authority on 4 December 2025

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied, in order to comply with Policies DM1 and T2 of the Manchester Core Strategy.

**Informatives**

1) The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.

Manchester City Council records highlight that the two underground culverts (Corn Brook Tributary) are located within close proximity to the site (approximately 50m to the east, and 88m to the north of the site). It is requested that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and Manchester City Council should be contacted immediately. Any alteration to an existing ordinary watercourse would be subject to land drainage consent under the Land Drainage Act 1991

2) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

**Appendix 1 – List of consultees & neighbours notified**

Highway Services

6 Sandywell Close, Manchester, M11 1EF
12 Sandywell Close, Manchester, M11 1EF
11 Southsea Street, Manchester, M11 1BJ
3 Southsea Street, Manchester, M11 1BJ
Unit 3, 1121 Ashton Old Road, Manchester, M11 1AA
76 Louisa Street, Manchester, M11 1AN
9 Cheadle Street, Manchester, M11 1AG
13 Old Lane, Manchester, M11 1BE
3 Old Lane, Manchester, M11 1BE
Matalan, Ashton Old Road, Manchester, M11 2NN
Scrap Yard, 1119 Ashton Old Road, Manchester, M11 1AA
1121 Ashton Old Road, Manchester, M11 1AA
4 Southsea Street, Manchester, M11 1FE
15 Southsea Street, Manchester, M11 1BJ
58 Louisa Street, Manchester, M11 1AN
56 Louisa Street, Manchester, M11 1AN
52 Louisa Street, Manchester, M11 1AN
50 Louisa Street, Manchester, M11 1AN
48 Louisa Street, Manchester, M11 1AN
40 Louisa Street, Manchester, M11 1AN
4 Old Lane, Manchester, M11 1BE
1 Old Lane, Manchester, M11 1BE
5 Cheadle Street, Manchester, M11 1AG
Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Ground Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
80 Louisa Street, Manchester, M11 1AN
Unit 5, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 5, 1121 Ashton Old Road, Manchester, M11 1AA
9 Southsea Street, Manchester, M11 1BJ
Unit 2, 1121 Ashton Old Road, Manchester, M11 1AA
60 Louisa Street, Manchester, M11 1AN
11 Old Lane, Manchester, M11 1BE
5 Old Lane, Manchester, M11 1BE
First Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Flat 1, 1135A Ashton Old Road, Manchester, M11 1BU
Varna Community Primary School, Chisholm Street, Manchester, M11 2LE
19 Southsea Street, Manchester, M11 1FE
10 Sandywell Close, Manchester, M11 1EF
18 Sandywell Close, Manchester, M11 1EF
36 Louisa Street, Manchester, M11 1AN
5 Southsea Street, Manchester, M11 1BJ
2 Southsea Street, Manchester, M11 1FE
62 Louisa Street, Manchester, M11 1AN
44 Louisa Street, Manchester, M11 1AN
78 Louisa Street, Manchester, M11 1AN
6 Southsea Street, Manchester, M11 1FE
14 Sandywell Close, Manchester, M11 1EF
38 Louisa Street, Manchester, M11 1AN
34 Louisa Street, Manchester, M11 1AN
66 Louisa Street, Manchester, M11 1AN

1119A Ashton Old Road, Manchester, M11 1AA
13 Cheadle Street, Manchester, M11 1AG
15 Old Lane, Manchester, M11 1BE
2 Old Lane, Manchester, M11 1BE
72 Louisa Street, Manchester, M11 1AN
46 Louisa Street, Manchester, M11 1AN
9 Old Lane, Manchester, M11 1BE
1 Cheadle Street, Manchester, M11 1AG
7 Cheadle Street, Manchester, M11 1AG
The Bodyline Clinic Limited, Unit 1, 1119 Ashton Old Road, Manchester, M11 1AA
16 Sandywell Close, Manchester, M11 1EF
7 Southsea Street, Manchester, M11 1BJ
70 Louisa Street, Manchester, M11 1AN
8 Old Lane, Manchester, M11 1BE
6 Old Lane, Manchester, M11 1BE
3 Cheadle Street, Manchester, M11 1AG
1047 Ashton Old Road, Manchester, M11 2NN
Flat 2, 1135A Ashton Old Road, Manchester, M11 1BU
A P C Coating, 1119 Ashton Old Road, Manchester, M11 1AA
E & M BRENNAN LTD, 1 Cornwall Street, Manchester, M11 2NR
21 Southsea Street, Manchester, M11 1FE
8 Sandywell Close, Manchester, M11 1EF
Unit 4, 1121 Ashton Old Road, Manchester, M11 1AA
Unit 3A, 1119 Ashton Old Road, Manchester, M11 1AA
74 Louisa Street, Manchester, M11 1AN
68 Louisa Street, Manchester, M11 1AN
64 Louisa Street, Manchester, M11 1AN
11 Cheadle Street, Manchester, M11 1AG
54 Louisa Street, Manchester, M11 1AN
42 Louisa Street, Manchester, M11 1AN
10 Old Lane, Manchester, M11 1BE
7 Old Lane, Manchester, M11 1BE
Unit 3, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 2, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 4, 1119 Ashton Old Road, Manchester, M11 1AA

**Appendix 2 – Planning constraints**

Article 4 Direction - North Manchester 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
Historic Landfill Site 50m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA