

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143306/FO/2025

Date registered valid: 6 October 2025

Proposal: Change of use to Class E (g) (ii) and (iii) (business use) with associated 3-storey extension

Address: Unit 6 Monsall Mill, Monsall Road, Manchester, M40 8NQ

Ward(s): Harpurhey Ward

Applicant: Revegate Limited

Agent (if any): Mr Gareth Salthouse, Emery Planning

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

Recommendation: Refuse

Date of recommendation: 26 November 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 15 October 2025 Expired: 5 November 2025

Neighbour notifications

Printed: 15 October 2025 Expired: 5 November 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 Unit 6, Monsall Mill, Monsall Road, Harpurhey. Unit 6 is located to the rear of the main mill complex, accessed down a shared access track to the back of the main mill building, off Monsall Road. Historically Monsall Mill has an established industrial use and the mill has been divided over time into various different industrial type uses. The egress/ingress to the site off Monsall Road is a junction regularly congested by vehicles servicing businesses/uses.

The site is located adjacent to Monsall Vale, which is a large area of public open space. A footpath leading into the public open space from Monsall Road passes within the vicinity of the Application site. Residential properties are located along Monsall Road opposite the Monsall Mill site, including opposite the vehicular entrance into the complex. Also located adjacent to the entrance are a café, printers and nursing home.

The most recent planning history of the site (Unit 6) is as follows:

107779/FO/2015/N1 Retrospective application for use of vacant premises as a place of worship (Use Class D1)

This was refused, on 23 March 2015, for the following reason:

The creation of a place of worship at Unit 6 Monsall Mill (Use Class D1) creates harmful levels of noise, disturbance and comings and goings from the general activities associated with the use, such as vehicle movements, raised voices and on street parking congestion. This has a detrimental impact on surrounding residential amenity particularly residents along Monsall

Road. This is contrary to the provisions of policies SP1 and DM1 of the Manchester Core Strategy (2012), saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995) and the guidance contained within the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

An appeal against this decision was allowed, on 5 August 2015 for a temporary period of one year. The Inspector noted concerns about car parking and congestion and a temporary permission was granted to allow the use to be monitored.

A subsequent application was then made for the variation of the temporary period condition, attached to the appeal decision, to allow extension of the use of the premises as a place of worship until 27 August 2017 (113347/JO/2016). This was refused, on 18 November 2016, for the following reason:

The continued use of the application site as a place of worship (Use Class D1) will by reason of increased noise levels emanating from both within the premises and external to them and disturbance from the general activities associated with the use namely, vehicle movements, car doors slamming and raised voices have an unacceptable detrimental impact on the residential amenity of local residents, particularly the residents of Monsall Road. contrary to the provisions of policies SP1 and DM1 of the Manchester Core Strategy (2012), saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995) and the guidance contained within the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

This was allowed on appeal, on 17 April 2017, subject to a condition requiring a car park management plan to be implemented and ongoing monitoring.

A further application was then submitted for a permanent consent for the use of unit 6 as a Use Class D1 place of worship (117182/FO/2017). This was refused, on 25 September 2017, for the following reason:

The permanent use of the application site as a place of worship (Use Class D1) will by reason of increased noise levels emanating from both within the premises and external to them and disturbance from the general activities associated with the use namely, vehicle movements, car doors slamming and raised voices have an unacceptable detrimental impact on the residential amenity of local residents, particularly the residents of Monsall Road. No satisfactory acoustic information has been submitted and on that basis the use is considered to be contrary to the provisions of policies SP1 and DM1 of the Manchester Core Strategy (2012), saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995) and the guidance contained within the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

In 2024 planning permission was sought for change of use of Unit 6 to from a Class E (g) (business use) with associated 3-storey extension and associated car parking (134760/FO/2022). This was refused, on 11 April 2024, for the following reasons:

1. The applicant has failed to provide sufficient details to fully assess the proposal. A Design and Access Statement is required to provide further details on the use of the three storey extension and should include:
 - Explanation why a development of this size and character is consistent with its urban design setting, particularly in terms of the application site, the immediate surroundings and street scene, and the wider City Centre context.
 - Anticipated number of staff and employees.
 - The hours of operation.

The applicant has failed to provide details relating to the design, access and use of the proposal, which is contrary to policies EN1 and DM1 of the Manchester Core Strategy and policy DC26 of the Unitary Development Plan for Manchester.

2. The applicant has failed to provide sufficient details to fully assess the proposal. A Transport Statement/Highways Technical Note is required to provide further information/clarification on the impact of the development on the existing highway network.

The applicant has failed to provide details relating to the servicing of the proposal and parking requirements at the site, which results in an unacceptable arrangement for accessing and egressing of the application site by vehicles, to the detriment of highway and pedestrian safety. This is contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy.

At that time it was concluded that the general principle of the proposed use would be acceptable in this location, but further information was required relating to the use to be provided. Also, other considerations needed to be taken into account such as impact on the highway, and the applicant failed to demonstrate how the proposed use would impact the existing highway network and not cause adverse implications. Requests were made, for this information, but it was not received.

The current application again proposes the change of use of unit 6, and the erection of a three storey extension, although now it is indicated that the proposed uses would be Class E (g)(ii) - Research and development of products and processes and Class E (g)(iii) - Any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

The proposed three storey extension would sit adjacent to the existing 3-4 storey building, although it would be at the bottom the inclined access road. It would have a flat roof and would be constructed in materials to match the existing building.

The applicant states that this is a resubmission of the same scheme, with the additional information set-out below:

Highways

- The site is highly accessible by non-car modes of transport and is well located to large residential catchment areas, where trips can be made on foot and by cycle.
- No safety issues have been recorded on the surrounding highway network, based on the most recent 5 year accident record.
- there is reduced car parking, compared to the previous place of worship use.
- If on-road parking does occur it would not result in the local highway network operating less safely than it does now.
- The increase in traffic will be acceptable and will not impact upon the operation or safety of the local highway network.
- The proposed scheme would generate minimal parking demand and there is capacity within the grounds to accommodate this demand.

Other matters

- The previous application was also refused, based on the absence of information in relation to hours of operation and staff numbers. The application is speculative, as there is no named end operator. So these details cannot be confirmed at this time.

- It is not considered that an end tenant needs to be known to carry out an informed assessment of the application
- The previous application was not refused on the basis of the proposed design concept.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Expressed concerns about the proposal, particularly as the development now states that no parking will be provided.

It is noted that the updated Transport Note suggests that the parking can be accommodated within the wider complex, but they would require some form of evidence of this via a parking survey which shows adequate provision within the complex, but also a management strategy would also be required as part of the wider complex

In response to the updated Technical Note the following comments were provided;

The Technical Note now states that no car parking will be provided. The Note suggests that the development should provide 5 parking spaces and that these can be accommodated as part of the wider complex.

Highways requests that further information is provided on the level of existing car parking on the wider complex and a parking survey is undertaken which demonstrates the statement of "the wider Monsall Mill complex will be able to accommodate the minor additional demand associated with the proposed development".

A parking plan would be required for the Monsall Mill complex which clearly indicates vehicle parking spaces for staff and visitors associated with the proposed development.

A robust Management Strategy would be required to manage parking across the Monsall Mill complex.

The Note suggests that whilst on-street parking is in place on-street that this is not noted to be a safety issue. Whilst this is noted Highways would still have concerns with vehicles being off-set onto an already congested highway and further exacerbate on-street parking.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management, hours of operation and deliveries, acoustic insulation of any external equipment, refuse and contaminated land.

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 4 'Decision Making' states that the right information is crucial to good decision-making, and that Local planning authorities should only request supporting information that is relevant, necessary and material to the application in question.

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

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

Make a positive contribution to neighbourhoods of choice including:-

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

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

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

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

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

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

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

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

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 Development Control policy DC26, of the Unitary Development Plan, relates to development and noise and states that the council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

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

The Places for Everyone Plan is adopted and forms part of Manchester's development plan. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications.

The Plan and its policies must therefore be given significant weight in the planning balance. The following policy is relevant:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity

and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. Also, it requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

Principle of works - The site is an industrial complex with a mixture of uses. The principle of a class E (g) (ii) and (iii) use is therefore considered to be acceptable in principle, subject to assessment of other matters including the full nature of the use, car parking and servicing requirements and the impact of the proposed extension including the loss of some of the area around unit 6.

Assessment of submitted information - It is accepted that there are situations where a speculative application might be appropriate, but regard needs to be given to individual site circumstances and the specifics of an application. In this case no information is provided on the end user, hours of operation, staff numbers or servicing arrangements, and limited information is provided on car parking provision, and these are each considered below:

End User - As stated above a Class E (g) (ii) and (iii) use is considered appropriate for this location, although the proposal includes a new build element, of 215 square metres, as well as a change of use. The applicant feels that the Council should be able to assess the application as a use that could be occupied by a variety of different occupiers within the indicated use class. However, the two uses proposed could operate in a number of different ways and may have particular circumstances that warrant certain controls/conditions, or possibly that result in a condition restricting changes within a use class. Knowing an end user, and how it operates, can inform such conditions. It is also the case that the proposed additional floorspace represents an intensification of activity on site, which raises issues, which require assessment.

Hours of operation - It is considered that hours of operation is something that can be covered by condition and Environmental Health Officers are happy that this can be covered by a condition.

Staff numbers - Staffing numbers are relevant in the assessment of an application. The broad use(s) may be known but it will be the case that uses, within the two categories indicated, could have significantly different staff numbers. For example a research and development use that involves analysing data, might be more akin to a desk based office use, which could potentially have significantly more employees, than a furniture manufacturer, for example.

Car parking - The applicants submitted Transport Technical Note considers that the proposed additional floorspace would warrant the provision of an additional 5 car parking spaces, but confirms that the proposed scheme does not include the provision of any additional parking, but considers that this is acceptable as the wider mill complex currently operates with no car parking restrictions or management, so the site can accommodate this additional demand. For this statement to be made, it would be expected that the proposal would include information on some, or all, of the following:

- A plan showing where car parking is provided, across the site, including numbers, including the area closest to the proposed use and the number of spaces available in this area.
- A car parking survey, which indicates how many spaces are in use, on a given day, and how many spaces are generally available, and where they are located.
- An indication of whether any of the spaces are dedicated to a particular operation within the car park.

- The provision of at least some spaces that were marked and available solely to the proposed operation.
- Some indication of how a management strategy would help with the availability of car parking, for the proposed use, even if the details were ultimately subject of a condition.

Servicing - No detailed servicing arrangements are indicated. In the submitted Transport Technical Note, the applicant states that deliveries to the proposed unit are anticipated to be of a low frequency and undertaken by smaller service vehicles, such as transit vans. However, if the development is speculative, and no end user is known, it is not accepted that this claim can be made as the applicant cannot be certain that this is the case. The proposed extension includes a roller shuttered service door, on the North Western side of the building, which leads to an indicated storage area, and which lies in close proximity to an indicated service road. As the end user is not known it is considered that the servicing of the site needs to be assessed on the basis of a worst case scenario, and the applicant was requested to provide an indication of how the site would be serviced, including how larger vehicles, such as a triple-axle articulated or heavy goods rigid vehicles, can access the ground floor storage area, and leave the site in a forward gear.

Generally, in terms of car parking and servicing, it is considered that conclusions have been reached, by the applicant, that are not supported by the submission of adequate information to support such statements. The applicant has been given the opportunity to provide such supporting information, but is unwilling to do so, and they consider that the submitted information is sufficient, but it is the Council's view that insufficient information has been submitted to enable a full assessment of the application, and it has not been demonstrated that the proposed building/additional floorspace proposed would not have any adverse highway implications. It is therefore considered that the applicant has not satisfactorily addressed the previous reasons for refusal attached to application ref:134760/FO/2022.

Visual impact of proposed extension - Although the extension is three-storeys high, it sits at the bottom of the inclined access road, so its height is not significantly above road level, when viewed from the top of the access road from Monsall Road and it would appear approximately two storeys lower than the existing 3-4 storey building that it would be attached to. It is considered to have a complimentary design, to the existing building, and would be constructed in matching materials. The proposed visual appearance, of the proposed extension, is therefore considered to be acceptable.

Comparison to previous Class D1 use - The applicant makes comparison to the previous Class D1 use, but this was never authorised, other than on appeal for a temporary period, ending in 2017, and it is not considered that this gap makes a comparison meaningful. The proposal represents the introduction of a new use, and additional floorspace, onto the site, which is going to have its own individual implications, in terms of matters such as car parking and servicing, but the Council has not been provided with the required information to allow a full assessment, of such matters.

Residential amenity - No information has been provided on hours of operation, although it is accepted that this could be covered by a condition that could be assessed by Environmental Health Officers. In the event that it operates to the same hours, as other uses in the estate, it may be the case that there are no adverse implications, although the lack of detailed information, on the end user, makes this difficult to know for certain. The lack of detail, on highways/car parking matters though, does create a potential issue for residents with the possible increase in demand for on-street parking in an area that is already congested.

BNG - the proposed extension is on an area of hardstanding and the proposal has no BNG implications.

NPPF requirements - Section 4, of the NPPF 'Decision Making' states that the right information is crucial to good decision-making, and that Local planning authorities should only request supporting information that is relevant, necessary and material to the application in question. In this case the information requested is considered necessary to ensure that the proposal would not have any adverse highway safety implications or adverse impact upon local residents and was considered vital for a proper assessment to be made, about the suitability of this development, in this location.

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

Article 35 Declaration

Officers have communicated their concerns about this proposal to the applicant during the course of the planning application, and have requested additional information to ascertain if these concerns could be addressed. The applicant has been unwilling to provide this information and it cannot therefore be determined if these concerns can be overcome. Based on the submitted information the proposal is considered to be contrary to the development plan and therefore refused in a timely manner.

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

1) The applicant has failed to provide sufficient details to fully assess the proposal, as the application is lacking in details relating to the proposed end user(s), the anticipated number of

employees and satisfactory arrangements for car parking and servicing. The applicant has not therefore demonstrated that there would be no adverse impact upon the existing highway network, that adequate car parking is provided for the development, that the proposed development can be safely serviced, that safe accessing and egressing of the site, by vehicles, is provided, and that there would be no adverse impact upon pedestrian safety and the amenity of local residents, due to increased non-street parking in the vicinity of the site. The proposal is therefore contrary to policies T1, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

208 Monsall Road, Manchester, M40 8EN
210 Monsall Road, Manchester, M40 8EN
202B Monsall Road, Manchester, M40 8EN
202A Monsall Road, Manchester, M40 8EN
202 Monsall Road, Manchester, M40 8EN
206 Monsall Road, Manchester, M40 8EN
204 Monsall Road, Manchester, M40 8EN
Unit 2, 200 Monsall Road, Manchester, M40 8EN
Unit 1, 200 Monsall Road, Manchester, M40 8EN
169 Monsall Road, Manchester, M40 8WP
Unit 12, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 1A, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Premier Auto Bodies, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Second Floor, Monsall Mill, Monsall Road, Manchester, M40 8NQ
First Floor, 2B Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 2A, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 9, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 5, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 4, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 7, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 10, Monsall Mill, Monsall Road, Manchester, M40 8WN
BILLIE'S BUTTIES, Unit 3C, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 8, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 1 Ground Floor, Monsall Mill, Monsall Road, Manchester, M40 8NQ
First Floor Unit 3A, Monsall Mill, Monsall Road, Manchester, M40 8NQ
SHAFI CARS, Unit 11, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Unit 3, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Norlands Nursing Home, Monsall Road, Manchester, M40 8NQ
175 Monsall Road, Manchester, M40 8WP
163 Monsall Road, Manchester, M40 8WP
Unit 2, Monsall Mill, Monsall Road, Manchester, M40 8NQ
Monsall Mill, Monsall Road, Manchester, M40 8NQ
179 Monsall Road, Manchester, M40 8WP
177 Monsall Road, Manchester, M40 8WP
167 Monsall Road, Manchester, M40 8WP
165 Monsall Road, Manchester, M40 8WP
181 Monsall Road, Manchester, M40 8WP
171 Monsall Road, Manchester, M40 8WP
173 Monsall Road, Manchester, M40 8WP
161 Monsall Road, Manchester, M40 8WP
159 Monsall Road, Manchester, M40 8WP
183 Monsall Road, Manchester, M40 8WP
Unit 2C, Monsall Mill, Monsall Road, Manchester, M40 8NQ

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(a) To C3

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
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
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