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Gorton South Ward	Application Number 079575/FO/2006/N2	Date of Appln 22nd Aug 2007	Committee Date 25th Oct 2007
Proposal	Erection of 240 dwellings with associated garages, roadworks and landscaping		
Location	Land Off Wayland Road South, Gorton		
Applicant	J S Bloor (Wilmslow) Ltd, Dean Court, 85 Adlington Road, Wilmslow, Cheshire, SK9 2BT		
Agent	J S Bloor (Services) Ltd Ashby Road, Measham, Swadlincote, Derbyshire, DE12 7JP		

Description

This application relates to a large site (7.56 hectares) of disused land, formerly used as a rail depot but now mostly cleared other than some areas of soil mounding. To the north of the site, there are residential properties and a railway line, with a football ground beyond, with further residential properties to the west along with the site designated for the new location of Cedar Mount School. There are industrial units to the east, with Gorton Cemetery to the north-east. To the South-east lies Station Road, with additional residential properties along this road, which links into Gorton Road/Reddish Lane, approximately 750 metres away, and allotment gardens to the south. Existing boundaries are largely defined by existing footpaths to the north and west of the site with a railway line culvert also to the north and a wide footpath/cycleway to the east (part of the green link along the former Fallowfield railway line), which runs along the whole of the sites eastern boundary, all of which are retained. Nico Ditch, a scheduled ancient monument, also crosses the site. This is a suspected anglo-saxon boundary/defensive ditch which runs across South Manchester, from Platt Fields in the west to Denton/Audenshaw, in the east.

The proposed development comprises the erection of 240 dwellings with associated gardens, garages and road works. The mix of dwelling types is 7 x five bed houses, 41 x four bed houses and 192 x three bed houses. The properties are mostly two storey, with 42 three storey houses and 61 of the two storey houses, having accommodation in the roof space. Boundary treatment will largely comprise 1.8 metre brick walls to garden areas with 1 metre high hop/bow-top metal railing to the frontages. A 1.8 metre high trespass proof fence will also be installed along the boundary with the railway, to ensure access to railway land is prohibited. A 2 metre high green palisade fence is also proposed along the western boundary of the site.

The main vehicular access into the site would be from Wayland Road South and on entering the site, at this point, a vehicular access point is provided, into the adjoining school site. A secondary/emergency access is also intended to be provided at the northern end of the site. At present there is no direct vehicular access to this part of the site, and one would need to be created over an area of land owned by the City Council. The applicants are negotiating to buy this land with a view to submitting a separate planning application to create a vehicular access route across the land, linking Wayland Road South and Hemsworth Road, with the northern end of the site and therefore creating the required secondary/emergency access. Traffic calming measures are proposed at various points along the site road network.

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Originally the scheme included apartments, and following negotiations, these have now been removed from the scheme and replaced with detached, semi-detached and terraced houses. The houses are orientated so that they face the street and offer surveillance onto the street. Parking mainly consists of driveways that are at the side of the properties and is provided at the rate of one space per dwelling for three-bed houses and two spaces for each four or five bed house, which is generally provided by way of a garage space and driveway space at the side of each property. Five properties have a car port and seventeen have an integral garage. Some parking is provided in gated parking courts, to the rear of the properties.

The development will introduce a potential need for sport and recreational facilities off site, within its catchment area. It is proposed to provide an all-weather pitch on the adjoining school site, which will be available to the general public. The developer has agreed to make a contribution to the provision of this pitch and to off-site highway works and environmental improvements to the surrounding area.

The proposal has been advertised on site and in the press, as a major development, and development affecting a right of way.

Consultations

Local Residents - No comments received.

Wembley Road Residents Association - No comments received.

Local Councillors - Comments were received, from Councillor Glover, about site construction works, both those that have already been undertaken, and all future works. He was concerned about the hours of operation, and the frequency and speed of vehicles that will be travelling through the adjoining housing estate

Head of Engineering - Suggested a number of alterations to the original scheme, particularly relating to permeability and provision of a secondary/emergency vehicle access, which they state is essential for a development of this size. They stated that the layout fell short of some of the principles of "Manual for Streets" in terms of avoidance of enclaves in the proposed street pattern layout, insufficient connection to the existing street pattern, aspirations to a walkable neighbourhood and placing pedestrians topmost within the road-user hierarchy. They considered that there were two specific junctions at which traffic would be concentrated (Road1/Road 2 and Holmcroft/Wayland) rather than the preferred even spread. Cul-de-sacs were not recommended and when they are, in fact, included, overlooked footways should link to adjacent pedestrian routes, thus forming a permeable network that helps to ease movement and minimise walking distances. All pedestrian routes should benefit from the major quality of overlooking and closely follow desire lines in order to encourage perception of safety and reduce walking distances, thus, hopefully, reducing car use. The layout was deficient re these concerns. The use of curved streets needed to be carefully considered in terms of the recognised efficiency of land-use and connectivity of straight roads and an emergency access needed to be confirmed after consultation. Following negotiations, the scheme and road layout have been significantly revised, with provision made for a secondary/emergency access and they are

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now satisfied that the application can progress towards a planning approval, subject to subsequent highway approval of detailed design and adoption issues.

MEDC - No comments received.

Head of Environmental Health - No objections, subject to conditions requiring acoustic insulation of the residential accommodation, possible ground contamination and refuse collection.

Chief Landscape Architect - considered that more tree planting should be provided to the east of the site, in a way which emphasizes the linearity of the adjoining cycle route, while a different type of landscape treatment could define the interface with the housing development. Revised plans were submitted and there has been a significant increase in tree planting proposed. This is welcomed although further information is required in relation to the tree planting proposed, along with hard and soft landscaping details.

Head of Valuation and Property - No comments received.

Director of Housing - No comments received.

Head of Education - wishes to ensure they can get agreement from the applicants to liaise with them in respect of perimeter fencing to ensure there are no conflicts, between the development site and the adjoining school site and hopefully they can agree a combined approach / solution. Also they are concerned that the adjacent school site could become land locked if they do not impose the need to provide them with an access from their new access road close to the main vehicular access point into the site. A vehicular access point needs to be provided into the site to the west and the exact details need to be agreed with the City Council. They have also requested conditions relating to works on site and working limitations in respect of noise, dust etc because of adjacencies of school and playing fields, any knotweed presence and a condition limiting proximity of development to the Nico Ditch similar to a planning condition attached on the adjoining school site.

Environment & Operations - No objections.

Environmental Services Green City Team - Are happy with the Ecohomes report sent, confirming that a 'Very Good' rating would be achieved on this development. They also state that there is the potential for black redstarts to be using this site and recommended a black redstart habitat is provided in, or around, the development site. They also state that according to the Phase 1 Habitat Survey for Manchester 2001, there is an established area of wetland directly adjacent to the site. This wetland is home to a wide range of species, of significant ecological value. The proposed development must therefore do 2 things:

1. Establish a management plan for protecting the existing wetland during construction, and
2. Produce proposals describing how the quality of the wetland will be improved and made accessible for surrounding communities, where possible.

New East Manchester - In response to the original scheme, they considered that the overall impression of the scheme is that it represents over-development of the site. They consider that the scheme lacks communal green areas, and sufficient in-curtilage amenity space, particularly around the apartments. With

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regards to the provision of communal green/recreational areas, they noted that the applicants were considering making a contribution to an all-weather pitch on the adjoining school site, and if this is provided, this may offset the need for on-site green/recreational areas. Boundary treatments also contribute to the overall impression of the development, in terms of creating buildings in a green setting, and they also wish to consider these details. They are concerned about the provision of units which are accessible to a disabled person. Further comments are awaited in relation to the currently submitted scheme.

Environment Agency - No objections in principle, subject to conditions being attached relating to a detailed site investigation to be carried out to establish if the site contains contaminants, the provision of a surface water regulation system, surface water drainage works, foul drainage works, the submission of a scheme for the conservation of Nico Ditch, and the submission of a planting scheme for the whole site.

Ecology Unit - No objections on nature conservation grounds although the presence of Japanese knotweed is noted and care needs to be taken in disposing of this plant.

GMAU - No comments received.

GMPTE - request that a Residential Travel Plan accompany this application. The Travel Plan should aim; to maximise the benefits of the site's location in relation to the public transport network; to reduce the number of car journeys that could otherwise be generated by this development, and also to help encourage future occupants to use sustainable modes of travel. Residential Travel Plan measures should contribute to raising awareness of the public transport services in the area and encouraging their use.

Network Rail - Stated that boundary treatment alongside the railway is unclear. They have requested a suitable trespass proof fence, at least 1.8 metres high. This barrier should ensure vehicles cannot be driven onto the railway land.

Greater Manchester Police - The Greater Manchester Police Architectural Liaison Officer originally commented as follows:

- The parking courts must be fitted with electrically operated gates if they are to be secure. On the site layout they are shown ungated.
- He does not like the hidden front door on the house type Avon 1102 that sits above the access way, as the recess will allow criminals to hide there and attack the door.
- He does not like the low knee rail fence type. It is inappropriate in an area like this and fails to adequately define spaces. Any fencing to the front of the properties needs to be at least 1100mm high.

The proposals have now been amended, and he has no objections to the scheme.

Ramblers Association - At present the footpaths around the site are open in character, and they wish to see this character retained. Where the main access road into the site crosses 2 footpaths, they recommend that pedestrian crossing facilities are provided.

Friends of the Fallowfield Loop - Welcome the points of access provided from the development to the Loop, but are unclear what form of boundary will be

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established between the development and the cycle/pathway. Their concerns are that:

1. unauthorised vehicles, such as motor bikes, quad bikes, should be prevented from accessing the cycle/pathway;
2. flytipping onto it should be discouraged;
3. the boundary wall, fence or whatever should be pleasing to the eye of passers-by;
4. in the construction of the development there should be no restriction or degradation of the cycle/pathway.

Peak and Northern Open space Design - No comments received.

Sport England - Note that the proposals do not affect a statutorily defined playing field, but that the development would introduce a potential need for on site open space, sport and recreational facilities or additional/improved sport and recreation facilities off-site within the catchment area of the site. They state that Sport England's publication 'Planning for Sport and Recreation: Objectives & Opportunities - Interim Statement 2005', Planning Policy Objective 8 seeks: To promote the use of planning obligations as a way of securing the provision of new or enhance places for sport and a contribution towards their future maintenance, to meet the needs arising from new development. They also note that part of the site includes an existing green corridor, the integrity of which as an access route, should be retained, and any upgrading, if required, sought by planning condition.

Stockport MBC - Has no policy objections to the proposal, and feels that having dwellings overlooking the cycle/walking route is positive, as is the level of connectivity from the development to the cycleway. They did consider though that, in order to promote accessibility for pedestrians and cyclists from the site to Station Road, at the south-east of the site, should be made up to adoptable standards.

Issues

National policy guidance

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development

PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places. The principle of the development proposed is clearly in accordance with the aims and objectives of PPS1.

Planning Policy Statement 3 (PPS3): Housing

This government guidance provides advice on achieving a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community, to widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, and to create sustainable, inclusive, mixed communities in all areas. The guidance includes specific objectives such as the provision of high quality housing that is well designed and built to a high standard, a mix of market and affordable

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housing, particularly in terms of tenure and price, to support a variety of households, and housing developments in suitable locations with good access to jobs, key services and infrastructure.

Planning Policy Statement 23 (PPS 23): Planning and Pollution Control

This Statement advises that in considering individual planning applications, the potential for contamination to be present must be considered in relation to the existing use and circumstances of the land, the proposed new use and the possibility of encountering contamination during development. The Local Planning Authority should satisfy itself that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary remediation and subsequent management measures to deal with unacceptable risks. Particular attention should be paid to sites where there is a reason to suspect contamination, such as the existence of former industrial uses, and to those for particularly sensitive use such as housing likely to be used by families with children. The Statement emphasises the importance of developments on brown field sites and the significant benefits of the regeneration of land and the recycling of such sites for new sustainable development. In this particular instance, preliminary site investigations indicate that significant levels of contamination at this site are likely and remediation will be necessary. As such, the site would need to be fully remediated to allow re-use for the uses proposed.

Planning Policy Guidance Note 16 (PPG16) Archaeology and Planning - Sets out the Government's policies on how architectural remains on land should be preserved or recorded, both in an urban setting and in the countryside. It confirms that the desirability of preserving an ancient monument and its setting is a material consideration in the determination of planning applications. In addition it emphasises that archaeological remains should be seen as a finite and non-renewable resource and that where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation.

Regional Spatial Strategy (RPG 13)

There are relevant policies in the Regional Spatial Strategy (Regional Planning Guidance 13). These are as follows:

DP1 - This policy advises that new development and other investment in infrastructure and services should be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally.

DP3 - This policy states that new development must demonstrate good design quality and respect for its setting.

ER3 - This policy states that planning authorities and other agencies in their plans, policies and proposals will identify, protect and conserve and, where appropriate, enhance the built heritage of the region, including those features and sites (and their settings) of historic significance to the north west.

SD1 - This is a general policy that advises that new development and redevelopment of a good quality should be encouraged which will provide a

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significant portion of the new and better housing and other development required to cope with anticipated household growth in the Region. It must be coupled with economic development through urban regeneration, re-use of previously developed land, and creative improvements to the public realm, in order to create a more dynamic, attractive and competitive Metropolitan Area. It is considered that this scheme generally complies with this policy.

UR1 - This policy advises that local authorities and other regional agencies should work together to provide accessible, desirable, living and working conditions that ensure a good quality urban life for all. Urban renaissance should be promoted, amongst other criteria, by reviving communities, reviving local economies including industrial restructuring, and tackling low demand for housing and poor physical conditions. The re-use of derelict land and buildings, the balanced distribution of good quality dwellings including affordable housing, access to employment opportunities, community facilities and open space, will improve the appeal of urban areas, contribute to their regeneration and safeguard their future. It is considered that the proposal complies with this policy and will provide good quality housing and improve physical surroundings in the area.

UR4 - This policy advises that the redevelopment and re-use of vacant sites and buildings within urban areas should be a priority. Additional development should be encouraged to make best use of such sites in sustainable locations. Local authorities should make full use of their extensive powers to ensure that any existing or emerging areas of derelict and abandoned buildings are identified and addressed.

UR8 - This policy states that land allocated for housing should be released in an orderly, managed manner and the location of housing should be determined through the development plan process. The application site is allocated for housing within the Unitary Development Plan (adopted 1995), and it is considered that in general terms the site is acceptable for residential development, in accordance with the regional policies above.

Unitary Development Plan (UDP) (adopted 1995)

The site is allocated for housing purposes in the plan (Policy GO5).

Policy E1 advises that major new development will be required to be located where it can be easily served by public transport; In addition, policy E3.1 encourages the reclamation of derelict land with a view to re-use. It is considered that these proposals would accord with the policies outlined. In addition, policy E2.3 advises that the Council will protect wildlife habitats and policy E2.4 states that the Council will ensure that the effects upon wildlife are fully taken into account when considering development proposals. Policy E2.8 states that the Council will ensure that development does not adversely affect scheduled monuments and sites of archaeological interest or their setting. It will encourage the realisation of the educational, recreational and tourist potential of archaeological sites and monuments for the benefit of the City's residents and visitors.

Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic

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approach to dealing with economic, social and environmental problems. The scheme accords with the policy objectives of policy R1.

Policy H1.2 advises that the Council wishes to ensure that housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester. The proposal is in accordance with this policy in that the scheme provides a range of accommodation to cater for the needs of people at different stages in their life or with different housing requirements. The scheme will also widen the range of property types within the local area, and this in turn should lead to better use of the housing stock.

Policy H2.2 advises that the Council will not allow development which will not have an unacceptable impact on residential areas, in terms of scale and appearance of the development, noise, vibration, traffic generation, road safety and air pollution. Policy H2.7 states that new housing schemes will be expected to be of a high standard of design and make a more positive contribution towards improving the City's environment. They should not create areas of incidental open space outside the curtilage of dwellings unless there are proper and enduring arrangements for its maintenance. This scheme is considered in accordance with this policy as the drawings submitted in support of the application indicate a positive contribution being made towards the appearance of this part of the City.

Policy DC 7 of the Unitary Development Plan requires all new housing to be accessible, at ground floor level, to disabled people. This comprises level or ramped access to each property, internal door widths of a minimum width of 850 mm and a downstairs WC with minimum dimensions of 1.5 metres x 2 metres (2.7 metres x 2.5 metres if it is included in a bathroom).

Policy LL4 states that the Council will protect the line of the Nico Ditch from the effects of harmful development.

Guide to Development in Manchester 2 Supplementary Planning Guidance

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. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

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The scheme has changed considerably from its original submission and now provides much more housing fronting onto the street, with in-curtilage parking provided behind the building line, and better surveillance of the street. It is considered that the proposal would provide a development of high quality design, enabling a permeable and interesting street pattern with associated footpaths/walkways and safe routes for pedestrians and cyclists through the area, and the provision of a mix of housing types. It is therefore considered that the proposal generally complies with the above guidance.

Environmental Impact Assessment - This planning application has been subject to a Screening Opinion for an Environmental Assessment. The applicant has submitted a desk top study of the contaminated land and landfill gas in the area, ecological studies of the impact of the proposal on the site and surrounding area, arboricultural survey and traffic impact assessment, together with comprehensive plans and elevations of the proposal and a design statement, and it was considered that the application could be properly considered during the planning application process and the proposals would not have an undue impact on the residential amenities of adjoining occupiers. In the light of guidance contained within Circular 2/99, it is therefore considered that an Environmental Assessment is not required in this instance.

Proposed development

Principle - It is considered that the proposed residential development of this site represents the regeneration of a redundant brownfield site, in a mostly residential area, and is acceptable in principle. It provides a range of housing types, which would diversify the existing type and tenure of housing in the area, and which would improve the area's appearance and contribute to the regeneration objectives of the area.

Layout - It is considered that the development provides for a fully permeable layout which allows safe and convenient patterns of movement into and out of and across the site. All houses face onto the road network, with active frontages and good sized garden areas to the rear. The development also includes proposals to retain existing footpaths and to enhance the appearance of these routes and Nico ditch. The proposed layout has also been informed by the presence of these features, with a number of properties overlooking the footpaths and Nico ditch.

Proposed design/massing - The housing forms strong street patterns with a mixture of two and three storey housing which relates well to the existing residential area. Apartment blocks, previously included in the scheme, have been removed, and the scale and massing of the proposed buildings is considered generally acceptable. The applicant is proposing the consistent use of materials throughout this site with some variations in brickwork, which would add interest to the streetscene in this area and have an acceptable appearance. These materials have been chosen to reflect the local environment and will include reconstituted slate and concrete tile roofs, with red or brown brick walls. At present, the main views of the site are from Wayland Road South, and the existing footpaths. The proposed development would continue an existing residential pattern in the area which currently ends abruptly at the junction of Wayland Road South and Holmcroft Road. The style of development proposed is of a type, scale and massing which compliments its surroundings.

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Sustainability - There are four pedestrian access points to the site, from Wayland Road South, Station Road, Sandfold Lane and the footway/cycleway at the east of the site. This should ensure that facilities in the surrounding area are accessible on foot, from the site. The cycleway at the east of the site also links into a wider cycle route network. Within 800 metres of the site, walking catchment facilities include Reddish North train station, Fir Tree Primary School, the site of the relocated Cedar Mount High School and convenience shopping. The nearest bus stops are located approximately 50 metres from the site on Wayland Road South and beyond in Gorton Road, where seven services utilise the route providing access to South and East Manchester as well as the centre's of Manchester and Stockport. The application site is therefore highly accessible by non-car modes of transport and it is considered that the location is therefore sustainable in terms of reducing emissions from the vehicles by encouraging the use of forms of transport other than the private car. The applicant has submitted a BREEAM (Eco-Homes) Pre-assessment Estimator in support of the application. This pre-assessment confirms that all the new residential units will achieve a minimum rating of "Very Good". It is considered that a condition requiring this standard to be achieved should be attached to any approval.

Security - The applicant has worked closely with Greater Manchester Police and the current scheme is supported by them. The properties have defensible space to the front and the majority have in-curtilage car parking. Where parking courtyards are proposed, these are to be gated. The developer will be seeking to achieve "Secured by Design" status for the development, and it is considered appropriate to attach a condition to any approval requiring the applicant to achieve this standard.

Traffic - Originally, the scheme lacked permeability, with a number of cul-de-sacs and private access roads to a number of houses. Following negotiations, the road network has been comprehensively altered and a more permeable road network has been created, which links all parts of the site. This new road layout is acceptable to the Head of Engineering.

As part of the current application, a single access point is provided, from Wayland Road South. The Head of Engineering has been concerned about this, due to so many potential vehicles using this solitary access point, and the resulting demands this would have on the surrounding road network and impact on existing residents. A second access point is now proposed, to the far north of the site. This will aid the distribution of traffic in the area and also allows an emergency access route. This access point cannot, however, be provided as part of this application, as it involves creating a thru-route over land currently in City Council ownership. The developer is currently negotiating to buy this land, with a view to making a separate planning application, which, if granted will enable a route to be created which would link the northern part of the site with Hemsworth Road and the surrounding road network. The Head of Engineering considers these arrangements to be acceptable, but does not consider that a single vehicular access point could support the whole development. It is, however, considered that a certain number of houses could be served by a singular main access point, should planning permission not be granted for the secondary access route,. It is therefore recommended that any permission granted be subject to a condition which allows a certain amount of development to take place, prior to any planning permission being granted for the second access. It is considered that a figure of 100 houses is appropriate and this would be the maximum number of houses which could then be built, under this

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permission, until the secondary access point was approved. Should planning permission not be granted for the second vehicular access point, this would mean that no more than 100 houses could be built on this site, by way of this planning application.

The development seeks to promote low traffic speeds through the site through appropriate measures, possibly including raised tables and different coloured surfaces. By reducing traffic speeds, the residential roads would be more pedestrian and cycle-friendly, thereby encouraging access to the site using these modes of transport.

The proposed parking within the site complies with guidance in the Guide to Development in Manchester. Over the whole scheme, approximately 150% parking is provided and all spaces are positioned in order to benefit from high natural surveillance from the adjacent housing. It is considered appropriate to attach a condition requiring full details of the traffic calming to be submitted to, and approved by, the City Council.

Access to adjoining school site - Very close to the proposed main access to the site (approximately 25 metres into the site) a vehicular access point is indicated into the adjoining school site. This will enable vehicular access to be achieved to the school site, and will prevent that site from becoming land locked. Next to the proposed access point, an area of landscaping is indicated and then a road runs along the school boundary for approximately 80 metres. There is therefore some flexibility as to where this access point can actually be provided, and a condition is needed requiring the developer to liaise with the developers of the adjoining school site, with final details to be submitted for approval, of the agreed access point.

Ecological issues - The applicants have carried out a habitat survey and state that the site does not contain any large buildings or structures, which are the preferred breeding habitat for black redstarts and that land adjacent to the development site is a brown field site with buildings which lends itself better. They therefore feel that suitable habitat occurs in close proximity of the site and no enhancement measures are proposed on site. The Green Team, in response, though feel that, given the scale of this development, it is an opportunity to enhance existing and create new habitat, rather than simply mitigating any that is lost.

The Green Team stated that there is wetland adjoining the site which is home to a wide range of species of significant ecological value and requested management and improvement proposals. This land lies outside the development site and will be examined to see if it would benefit from improvement works paid for as part of the developers financial contribution to off-site environmental improvements.

There are 3 water bodies within 500 metres of the site that have potential to support great crested newts and they could potentially be present on site if they used these water bodies. A full survey was carried out and no evidence of great crested newts was found, and no mitigation is therefore required. No evidence was found of any other reptile creatures on site.

Landscaping - The site, at present, offers little to enhance the landscape of the area. There are some trees and vegetation, although nothing of any great quality, and existing features are likely to be lost, due to the remediation of the

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site. The landscaping proposals for the site currently provide the following benefits:

- Planting of a significant number of trees on the site, both between properties and alongside the footpaths, walk/cycle way and Nico Ditch.
- A high level of greenery in the development due to good sized garden areas with shrub and tree planting.
- Supplementary landscaping to the southern and eastern boundaries to improve views out of the site.

In addition, the developer states that the following would be provided:

- Incorporation of new native shrub and tree planting to create new habitat and encourage new species.
- High quality hard landscaped areas to avoid stark and uninteresting roads and breaking up parking areas, so that they become attractive, safe and well used spaces.
- A lighting strategy with lighting specifications which add to the character of the public and private areas.
- Detailed hard landscaping proposals to key areas including the access to the school, central area and other key highway junctions.
- A clear management plan, which secures the long term maintenance regimes for the private amenity areas and landscaping.
- Detailed landscaping proposals for the treatment of Nico Ditch. Nico ditch is presently overgrown, and has been the subject to the dumping of rubbish. The application does not propose to undertake any physical works which would directly affect the structure of the ditch, but rubbish would be removed and overgrown vegetation pruned to preserve and enhance the ditch and its setting.

The intention, of the developer, is to make attractive street environments by using high quality materials and landscaping features, and the overall landscaping provision and objectives appear acceptable. In particular, additional landscaping/tree planting proposed along the boundaries of the site, particularly to the south and east, to compliment existing footpaths and the green route to the east. Overall though the scheme lacks detail, and it is therefore considered appropriate to attach conditions requiring full details of all landscaping and management/ maintenance to be submitted to, and agreed, by the City Council.

In relation to Japanese Knotweed, the developer has confirmed that all Japanese Knotweed on the site has been treated and removed.

Boundary treatment - Generally this seems acceptable, although there is some concern about the proposed 2 metre high palisade fencing along the western boundary with the site. It is not considered that this is appropriate treatment in such close proximity to the proposed residential properties, and a condition is therefore suggested in relation to boundary treatment which will allow this treatment, in particular, to be reconsidered. In relation to the requirements of Network Rail, the applicants have confirmed that a 1.8 metre high trespass proof fence will be provided, along the site's boundary with the rail line, although again it is indicated as being palisade fencing and further consideration needs to be given to this boundary, due to the proximity of the proposed fence to proposed residential properties. Conditioning approval of the boundary treatment also allows the opportunity for the Education Department to liaise with the developer, in relation to perimeter fencing, between the application site and adjoining school site, to agree a combined approach to the boundary treatment and to ensure there are no conflicts between the two parties and their requirements.

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Pedestrian links - These have been improved from the original submission, and the development now provides better links to the surrounding areas. A pedestrian link to Sandfold Lane/Station Road at the south of the site has been provided, and there are a number of footpath links to the existing footpaths and green route. No links appear to be provided though, at each end of the site, where it adjoins the green route, and routes for cyclists from the site to the green route are also not shown. It is recommended that a condition be imposed requiring these details to be submitted. Also, a condition is considered appropriate relating to the provision of pedestrian crossing facilities, at the main vehicular access point to the site, where two footpaths cross.

Access for disabled people - The applicant has confirmed that all dwellings will comply with "Design for Access 2" standards in relation to providing access for disabled visitors. A proportion of houses would also be fully accessible. The overall provision is considered acceptable.

Planning obligation - It is proposed to provide an all-weather pitch on the adjoining school site, which will be available to the general public. The developer has agreed to make a contribution to the provision of this pitch. In addition, some off-site highway works may be necessary along with some environmental improvements to the surrounding area. Given the condition which is proposed in relation to the second access point (i.e. that a maximum of 100 houses only can be built until a planning permission is obtained for the second access point), the obligation will comprise an initial payment which will relate to 100 units with the remaining payment, relating to the remaining 140 units, due within 15 days of any planning permission being granted for the secondary access route. The developer is also carrying out remediation works to the site and improving the setting of the existing footpaths and green route, and this level of contribution, and arrangements for payment are considered acceptable.

Conclusion

The re-development of this site with an attractive quality development will bring environmental and regeneration benefits. Whilst the development will have certain impacts on the area, the conclusion reached is that there are measures that can and will be introduced to minimise any potential adverse impact with regards to matters such as the appearance of the proposed buildings, ecological issues, and relationship with the adjoining footpaths and green route. There are clear positive elements to the proposal which would introduce a quality residential development into the area, offering a range of housing types. The proposal would be located in a highly accessible location for pedestrians and those using public transport and would positively contribute to the wider regeneration of the area.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning has concluded that some rights

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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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

Recommendation MINDED TO APPROVE

Subject to a legal agreement requiring a financial contribution to the provision of an all-weather pitch, on the adjoining school site, and to off-site highway works and environmental improvements in the surrounding area.

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically the Unitary Development Plan Policies E1, E2.3, E2.4, E2.8, E3.1, H1.1, H2.2, H2.7, R1, GO5, LL4 and DC7 and the principles set out in the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1, Planning Policy Statement 3, Planning Policy Statement 23 and the Regional Spatial Strategy in that the development would improve the quality of residential facilities within the area; would improve existing pedestrian footpaths/routes in the vicinity of the site: there would not be any significant impacts on the residential amenities of adjoining occupiers; would contribute to the provision of additional sports facilities, and generally the proposal would provide a high quality facility within the area to the benefit of the wider surrounding community allowing the continuing regeneration of the locality.

Conditions and/or Reasons

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) Prior to development commencing on site, details shall be submitted to, and approved in writing by the City Council, as Local Planning Authority, which indicate a maximum of 100 houses which would form the initial phase of this development. Only the houses agreed by the City Council, as Local Planning Authority, as constituting this initial phase, shall be built on this site until planning permission has been granted to create a vehicular access route, which directly links road 13 (identified on drawing number AAH4784 03 rev A, stamped as received by the City Council, as Local Planning Authority on 22nd August 2007) with Hemsworth Road, across land adjacent to 24 Wayland Road South. No houses lying outside the agreed initial phase of development shall be occupied until the said vehicular access has been constructed.

Reason - In the interests of highway safety and residential amenity, in order to ensure the satisfactory development of the site and to prevent excessive vehicular activity at the junction of Holmcroft Road and Wayland Road South, pursuant to Policies H2.2 and T3.1 of the Unitary development Plan for the City of Manchester.

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3) The development hereby approved shall be carried out in accordance with the drawings numbered AAH4784 03 rev A, and house type drawings 06.3202, 06.3203, 06.3204, 06.3206, 06.3208, 06.3220, 06.3302, 06.3305, 06.4204, 06.4205, 06.4302, 06.4320, 06.5302 and 06.5303, stamped as received by the City Council, as Local Planning Authority, on 22nd August 2007, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to Policies E1, E2.3, E2.4, E2.8, E3.1, H1.1, H2.2, H2.7, R1, GO5, LL4 and DC7 of the Unitary development Plan for the City of Manchester and the principles set out in the Guide to Development in Manchester Supplementary Planning Guidance.

4) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to Policies H2.2 and H2.7 of the Unitary development Plan for the City of Manchester.

5) Notwithstanding the submitted landscape drawing, no development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies H2.2 and H2.7 of the Unitary Development Plan for the City of Manchester.

6) Prior to the commencement of any development, full details of a scheme for the management and maintenance of the hard and soft landscaping around the site shall be submitted to and approved in writing by the Local Planning Authority. The landscaping will then be maintained in accordance with these details unless otherwise approved in writing by the Local Planning Authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out and maintained, pursuant to Policies H2.2, E2.6, E3.1 and E3.5, of the Unitary Development Plan for the City of Manchester.

7) No part of the development hereby granted permission shall be commenced until details have been submitted to, and approved in writing by, the City Council, as Local Planning Authority which indicates the provision of new nest

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boxes for birds and new wildlife habitat on site and a scheme for the future protection of this habitat. The new nest boxes and habitat shall be implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority, prior to occupation of any of the housing units.

Reason - To provide and ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policies E2.3 and E2.4 of the adopted Manchester Unitary Development Plan and the Guide to Development in Manchester.

8) Notwithstanding the details shown on the approved plans, no development shall take place until there has been submitted to and approved in writing by the City Council, as local planning authority, a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before any of the approved housing units are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to Policies H2.2, and E3.5, of the Unitary Development Plan for the City of Manchester.

9) No development shall commence until:

a) The site has been investigated for the presence of ground contamination and/or ground gas and for the effects of any ground contamination and/or ground gas emanating from outside the site. The investigation shall be carried out in accordance with a scheme previously approved in writing by the City Council as local planning authority.

b) A report using the results of the approved scheme of investigation and containing plans and particulars of the extent of ground contamination and ground gas present on or affecting the site and the means of remediation has been submitted to and approved in writing by the City Council as local planning authority.

c) The site has been remediated in accordance with the report approved under b) above and written confirmation thereof has been submitted the City Council.

If ground contamination and/or ground gas or the effects of any ground contamination and/or ground gas emanating from outside the site and not included in the report approved under b) above is discovered during the course of remediation of the site, no development shall commence until:

i) A report containing plans and particulars of the extent of the new ground contamination and/or ground gas present on or affecting the site and the means of remediation has been submitted to and approved in writing by the City Council as local planning authority.

ii) The site has been remediated in accordance with the report approved under i) above and written confirmation thereof has been submitted to the City Council

Reason - To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the

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interests of public safety, pursuant to Policies H2.1, H2.2, E3.1 and E3.2, of the Unitary Development Plan for the City of Manchester.

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

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from surrounding roads and uses shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from surrounding roads and uses in order to protect future residents from noise nuisance, pursuant to Policy H2.2, of the Unitary Development Plan for the City of Manchester.

12) Before the development hereby approved commences, full details regarding the waste management strategy for the development, namely the refuse storage space for segregated waste collection and recycling and details of all internal and external storage areas, shall be submitted to and approved in writing by the City Council as Local Planning Authority. 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 policy H2.2 of the adopted Unitary Development Plan for the City of Manchester.

13) Prior to development commencing on site, details of any proposed external lighting within the site, and adjoining footpaths, must be submitted to and approved in writing by the City Council as Local Planning Authority. The lighting must only be implemented in accordance with the approved details and no external lighting shall be erected on or around the site without the prior written approval of the Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation once the development is completed, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

14) Details of a Travel Plan with the objective of helping to encourage sustainable modes of travel; and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority by 3 months after the store is first opened. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

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Reason - In accordance with the provisions contained within the Policies of the adopted UDP for the City of Manchester, Planning Policy Statement 1 'Creating Sustainable Communities', 3 'Housing' and the Regional Planning Guidance RPG13.

15) The development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

16) In accordance with the Sustainability Statement within the Design and Access Statement stamped as received by the Local Planning Authority on the 30th July 2007, the development hereby approved shall incorporate measures to minimise the environmental impact and energy use of the building and shall achieve an Building Research Establishment Industrial rating of 'very good'. Written confirmation of the achieved rating shall be submitted to and approved in writing by the City Council as local planning authority before the development is occupied, unless otherwise agreed in writing by the local planning authority.

Reason - In the interests of minimising the impact on the environment of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), and the Regional Spatial Strategy for the North West.

17) Prior to the commencement of development or phase of development on site (including site clearance), a method statement for the control of Japanese Knotweed shall be submitted to, and approved in writing by, the City Council as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason - To prevent the spread of Japanese Knotweed and in order to safeguard important wildlife habitats in the area, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995)

18) Before the development is commenced a detailed site investigation shall be carried out to establish if the site contains contaminants, to assess the degree and nature of the contaminants present, and to determine its potential for the pollution of the water environment. The method and extent of this investigation shall be agreed in writing with the Planning Authority prior to the commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before the development commences. The development shall then proceed in strict accordance with the measures approved.

Reason - To prevent pollution of the water environment, pursuant to policies H2.2 and E1.3 of the Unitary Development Plan for the City of Manchester and Guidance contained in PPG25.

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19) No development approved by this permission shall be commenced until a scheme for the provision and implementation, of a surface water regulation system has been approved by the Local Planning Authority. The maximum rate of discharge of surface water onto the Nico ditch from the development site shall not exceed 4.6 litres per second per hectare. The scheme shall be completed in accordance with the approved plans.

Reason - To reduce the increased risk of flooding, pursuant to policies H2.2 and E1.3 of the Unitary Development Plan for the City of Manchester and Guidance contained in PPG25.

20) No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been approved by the Local Planning Authority and the Environment Agency. Such scheme shall be implemented before the construction of impermeable surfaces draining to this system unless otherwise agreed in writing by the Local Planning Authority.

Reason - To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal, pursuant to policies H2.2 and E1.3 of the Unitary Development Plan for the City of Manchester and Guidance contained in PPG25.

21) Prior to development commencing on site details shall be submitted to, and approved in writing by, the City Council, as Local planning Authority indicating that all surface and foul water arising from the proposed works would be collected and diverted away from Network Rail property. The development shall only be carried out in accordance with the approved details.

Reason - To ensure the provision of a satisfactory means of surface water disposal, pursuant to policies H2.2 and E1.3 of the Unitary Development Plan for the City of Manchester and Guidance contained in PPG25.

22) No development approved by this permission shall be commenced until a scheme for the provision of foul drainage works has been approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans

Reason - To prevent pollution of the local watercourse, pursuant to policies H2.2 and E1.3 of the Unitary Development Plan for the City of Manchester and Guidance contained in PPG25.

23) No development approved by this permission shall be commenced until a scheme for the conservation of Nico Ditch has been agreed by the Local Planning Authority. Such a scheme shall be completed in accordance with the approved plans.

Reason - To protect and conserve the wildlife values on the ditch and enhance the wildlife value of the site, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester.

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24) An unmanaged vegetation strip of a minimum of three metres wide shall be permanently retained alongside Nico Ditch.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester.

25) Notwithstanding the approved drawings, prior to development commencing on site, full highway engineering details in relation to the proposed vehicular access to the adjoining 'school' site to the west, shall be submitted and approved in writing with the Local Planning Authority, including any modification and widening of the access, possible signalisation of the junction, pedestrian footways, dropped kerbs, surfaces and visibility splays, and timescale for implementation. The development shall be carried out in accordance with the details thereby approved and made available for use at all times thereafter.

Reason - In the interests of highway safety, pursuant to Policies H2.2, and T3.1 of the adopted Unitary Development Plan for the City of Manchester.

26) No development shall take place until details of off site highway works have been submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interests of residential amenity and highway safety, pursuant to Policies H2.2 and T3.1 of the adopted Unitary Development Plan for the City of Manchester.

27) Notwithstanding the approved drawings, full highway engineering details in relation to traffic calming measures shall be submitted and approved in writing with the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

Reason - In the interests of residential amenity and highway safety, pursuant to Policies H2.2 and T3.1 of the Unitary Development Plan for the City of Manchester.

28) Notwithstanding the approved drawings, prior to development commencing on site, details shall be submitted to and approved in writing by the City Council, as Local Planning Authority which indicate pedestrian crossing facilities between footpath 135 and the footpath adjoining Nico Ditch, across the main vehicular access point into the site.. The development shall be carried out in accordance with the details thereby approved.

Reason - In the interests of residential amenity and highway safety, pursuant to Policies H2.2 and T3.1 of the Unitary Development Plan for the City of Manchester.

29) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

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30) All contractors vehicles entering and leaving the site during the construction period shall be properly sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings, and in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester

31) Prior to the commencement of works on site, a strategy for the management of construction traffic, including information regarding site approach routes, hours of deliveries, the location of parking for contractors' vehicles and directional signage, shall be submitted to and approved in writing by the City Council as local planning authority. The agreed strategy shall be implemented for the duration of the construction period

Reason - To safeguard the amenity so of nearby residents, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

32) Prior to development commencing on site, elevational details of the detached garages shall be submitted to and approved in writing by the City Council, as Local Planning authority. The development shall be constructed only in accordance with these approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

33) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety, pursuant to of the Unitary Development Plan for the City of Manchester.

34) No trade or business shall be carried out in the garage, because the use of the garage, including basement area, for trade or business purposes would require a separate grant of planning permission.

Reason - The use of the garage for any use other than ancillary to residential use would constitute development requiring planning permission, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 079575/FO/2006/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of

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Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Stockport Metropolitan Borough Council
Chief Executive's Landscape Practice Group
New East Manchester
Corporate Technical Services
Greater Manchester Police
Network Rail Fao Ms Kay Uka
Sport England North West Region
The Open Spaces Society
The Ramblers Association
Peak and Northern Footpaths Society
Other Unspecified Consultee
Sustrans Planning Liaison Officer
New East Manchester
The Chief Education Officer
Stockport MBC The Director Of Development And Planning
South Manchester Regeneration
Greater Manchester Archaeological Unit
Greater Manchester Ecology Unit
Other Unspecified Consultee
Environment & Operations (Refuse & Sustainability)
Environment & Operations (Trees)
Greater Manchester Police
Greater Manchester Passenger Transport Executive
Director of Housing
Environment Agency
Head of Environmental Health
Head of Environmental Health
Head of Property and Valuation Services
Head of Engineering Services
English Nature
Chief Executive's Landscape Practice Group
Park Engineering, Kenwood Road, North Reddish, Stockport, SK5 6PH
H & J K Davies Bros Ltd, Kenwood Road, North Reddish, Stockport, SK5 6PH
Unit 6, Kenwood Road, North Reddish, Stockport, SK5 6PH
Plasway, Unit 2, Kenwood Road, North Reddish, Stockport, SK5 6PH
Unit 11, Kenwood Road, North Reddish, Stockport, SK5 6PH
Elmax Engineering Ltd, Unit 11, Kenwood Road, North Reddish, Stockport, SK5 6PH
Jacuserve Ltd, Unit 7, Kenwood Road, North Reddish, Stockport, SK5 6PH
Elsa Waste Paper Ltd, Unit 1-3, Station Road, North Reddish, Stockport, SK5 6ND
Manchester Candle Co, The Dye Works, Kenwood Road, North Reddish, Stockport, SK5 6PH
Marnic Technology, Unit 4, Station Road, North Reddish, Stockport, SK5 6ND
Grange Products, Unit 4, Station Road, North Reddish, Stockport, SK5 6ND
Kenwood Commercial Services Ltd, Kenwood Road, North Reddish, Stockport, SK5 6PH
Clean Solutions Ltd, Kenwood Road, North Reddish, Stockport, SK5 6PH

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Hennessey Brothers, The Slate Yard, Kenwood Road, North Reddish, Stockport, SK5 6PH
P Weston, 105 Station Road, North Reddish, Stockport, SK5 6ND
Emerald Weld, 101 Station Road, North Reddish, Stockport, SK5 6ND
P & J Pattenbooks Ltd, Unit 1, Kenwood Road, North Reddish, Stockport, SK5 6PH
K C V Ltd, Kenwood Road, North Reddish, Stockport, SK5 6PH
8 Bradfield Close, North Reddish, Stockport, SK5 6XP
6 Bradfield Close, North Reddish, Stockport, SK5 6XP
42 Bradfield Close, North Reddish, Stockport, SK5 6XP
40 Bradfield Close, North Reddish, Stockport, SK5 6XP
4 Bradfield Close, North Reddish, Stockport, SK5 6XP
38 Bradfield Close, North Reddish, Stockport, SK5 6XP
36 Bradfield Close, North Reddish, Stockport, SK5 6XP
34 Bradfield Close, North Reddish, Stockport, SK5 6XP
32 Bradfield Close, North Reddish, Stockport, SK5 6XP
30 Bradfield Close, North Reddish, Stockport, SK5 6XP
28 Bradfield Close, North Reddish, Stockport, SK5 6XP
26 Bradfield Close, North Reddish, Stockport, SK5 6XP
24 Bradfield Close, North Reddish, Stockport, SK5 6XP
22 Bradfield Close, North Reddish, Stockport, SK5 6XP
20 Bradfield Close, North Reddish, Stockport, SK5 6XP
2 Bradfield Close, North Reddish, Stockport, SK5 6XP
18 Bradfield Close, North Reddish, Stockport, SK5 6XP
16 Bradfield Close, North Reddish, Stockport, SK5 6XP
14 Bradfield Close, North Reddish, Stockport, SK5 6XP
12 Bradfield Close, North Reddish, Stockport, SK5 6XP
10 Bradfield Close, North Reddish, Stockport, SK5 6XP
77 Station Road, North Reddish, Stockport, SK5 6ND
75 Station Road, North Reddish, Stockport, SK5 6ND
Nationwide Access Ltd, Crown Works, Kenwood Road, North Reddish, Stockport, SK5 6PH
121 Wembley Road, Gorton South, Manchester, M18 7WF
119 Wembley Road, Gorton South, Manchester, M18 7WF
117 Wembley Road, Gorton South, Manchester, M18 7WF
115 Wembley Road, Gorton South, Manchester, M18 7WF
14 Greenlea Avenue, Gorton South, Manchester, M18 7NT
13 Greenlea Avenue, Gorton South, Manchester, M18 7NT
12 Greenlea Avenue, Gorton South, Manchester, M18 7NT
11 Greenlea Avenue, Gorton South, Manchester, M18 7NT
10 Greenlea Avenue, Gorton South, Manchester, M18 7NT
9 Greenlea Avenue, Gorton South, Manchester, M18 7NT
8 Greenlea Avenue, Gorton South, Manchester, M18 7NT
7 Greenlea Avenue, Gorton South, Manchester, M18 7NT
6 Greenlea Avenue, Gorton South, Manchester, M18 7NT
5 Greenlea Avenue, Gorton South, Manchester, M18 7NT
4 Greenlea Avenue, Gorton South, Manchester, M18 7NT
3 Greenlea Avenue, Gorton South, Manchester, M18 7NT
2 Greenlea Avenue, Gorton South, Manchester, M18 7NT
1 Greenlea Avenue, Gorton South, Manchester, M18 7NT
School Bungalow, Holmcroft Road, Gorton South, Manchester, M18 7NG
9 Wayland Road South, Gorton South, Manchester, M18 7NQ
8 Wayland Road South, Gorton South, Manchester, M18 7NQ
7 Wayland Road South, Gorton South, Manchester, M18 7NQ
6 Wayland Road South, Gorton South, Manchester, M18 7NQ

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16 Whitsbury Avenue, Gorton South, Manchester, M18 7NS
208 Holmcroft Road, Gorton South, Manchester, M18 7NG
206 Holmcroft Road, Gorton South, Manchester, M18 7NG
204 Holmcroft Road, Gorton South, Manchester, M18 7NG
202 Holmcroft Road, Gorton South, Manchester, M18 7NG
200 Holmcroft Road, Gorton South, Manchester, M18 7NG
198 Holmcroft Road, Gorton South, Manchester, M18 7NG
196 Holmcroft Road, Gorton South, Manchester, M18 7NG
194 Holmcroft Road, Gorton South, Manchester, M18 7NG
192 Holmcroft Road, Gorton South, Manchester, M18 7NG
190 Holmcroft Road, Gorton South, Manchester, M18 7NG
188 Holmcroft Road, Gorton South, Manchester, M18 7NG
186 Holmcroft Road, Gorton South, Manchester, M18 7NG
184 Holmcroft Road, Gorton South, Manchester, M18 7NG
182 Holmcroft Road, Gorton South, Manchester, M18 7NG
180 Holmcroft Road, Gorton South, Manchester, M18 7NG
178 Holmcroft Road, Gorton South, Manchester, M18 7NG
176 Holmcroft Road, Gorton South, Manchester, M18 7NG
174 Holmcroft Road, Gorton South, Manchester, M18 7NG
172 Holmcroft Road, Gorton South, Manchester, M18 7NG
170 Holmcroft Road, Gorton South, Manchester, M18 7NG
168 Holmcroft Road, Gorton South, Manchester, M18 7NG
166 Holmcroft Road, Gorton South, Manchester, M18 7NG
164 Holmcroft Road, Gorton South, Manchester, M18 7NG
162 Holmcroft Road, Gorton South, Manchester, M18 7NG
160 Holmcroft Road, Gorton South, Manchester, M18 7NG
158 Holmcroft Road, Gorton South, Manchester, M18 7NG
156 Holmcroft Road, Gorton South, Manchester, M18 7NG
154 Holmcroft Road, Gorton South, Manchester, M18 7NG
152 Holmcroft Road, Gorton South, Manchester, M18 7NG
150 Holmcroft Road, Gorton South, Manchester, M18 7NG
35 Langland Close, North Reddish, Stockport, M19 3YN
33 Langland Close, North Reddish, Stockport, M19 3YN
31 Langland Close, North Reddish, Stockport, M19 3YN
29 Langland Close, North Reddish, Stockport, M19 3YN
27 Langland Close, North Reddish, Stockport, M19 3YN
25 Langland Close, North Reddish, Stockport, M19 3YN
23 Langland Close, North Reddish, Stockport, M19 3YN
21 Langland Close, North Reddish, Stockport, M19 3YN
19 Langland Close, North Reddish, Stockport, M19 3YN
36 Langland Close, North Reddish, Stockport, M19 3YN
34 Langland Close, North Reddish, Stockport, M19 3YN
50 Walton Hall Drive, North Reddish, Stockport, M19 3WH
48 Walton Hall Drive, North Reddish, Stockport, M19 3WH
46 Walton Hall Drive, North Reddish, Stockport, M19 3WH
44 Walton Hall Drive, North Reddish, Stockport, M19 3WH
12 Mullion Close, North Reddish, Stockport, M19 3ZF
10 Mullion Close, North Reddish, Stockport, M19 3ZF
15 Mullion Close, North Reddish, Stockport, M19 3ZF
13 Mullion Close, North Reddish, Stockport, M19 3ZF
Melland School, Holmcroft Road, Gorton South, Manchester, M18 7NG
148 Holmcroft Road, Gorton South, Manchester, M18 7NG
146 Holmcroft Road, Gorton South, Manchester, M18 7NG
144 Holmcroft Road, Gorton South, Manchester, M18 7NG
142 Holmcroft Road, Gorton South, Manchester, M18 7NG

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140 Holmcroft Road, Gorton South, Manchester, M18 7NG

138 Holmcroft Road, Gorton South, Manchester, M18 7NG

Representations were received from the following third parties:

David Bleetham, 9 Heaton Road, Manchester 20

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