

## List No. 6

<b>Ardwick Ward</b>	<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>
	080508/FO/2006/N2	12th Feb 2007	31st May 2007

**Proposal** Redevelopment of site to create a mixed use development comprising 52 apartments and 428sqm of commercial and food and drink uses (Class A1, A2, A3) at ground floor level with 37 car parking spaces.

**Location** 2-10 Stockport Road, Ardwick, Manchester, M12 6AL,

**Applicant** Mr Hussain Alazzawi Sasco Homes Ltd, Studio 3, 69 Hamilton Road, Longsight Business Park, Manchester, M13 0PD

**Agent** Paul Butler Associates 31 Blackfriars Road, Salford, Manchester, M3 7AQ

### Description

This application relates to an "island" site bounded by Stockport Road, Polygon Street and Brunswick Street. The site most recently accommodated retail units, which have been demolished. The site is situated to the south-west of the "Apollo" roundabout and has its main frontage to Stockport Road (A6). Residential uses are located to the south-west of the site along Brunswick Street and Polygon Street. The buildings previously occupying the site have been demolished and the site is currently vacant.

This site was previously the subject of the following application which was refused planning permission on 7th October 2004: 069439/FO/2003/N2 -: Revised proposals for the erection of part five, part six storey building to form residential development comprising: 5 x 3-bedroom apartments, 51 x 2-bedroom apartments and 5 x 1-bedroom apartments, with three parking spaces at ground level and 30 parking spaces at basement level.

This application initially related to the creation of a mixed use development comprising of 52 residential apartments and 180 sq.m of office space (Class A2/B1). The application was subsequently amended to provide active frontages to Stockport Road and part of Brunswick Street. This resulted in the re-organisation of the internal layout, which maintained 52 apartments and increased the space for retail, commercial and food and drink uses (Classes A1, A2 and A3) to 428 sq.m. , following a reduction in the number of car parking spaces from 52 to 37 spaces.

The proposed building will have a triangular configuration reflecting the shape of the site. The building will comprise of 5 storeys to each of the surrounding street frontages, rising to 8 storeys as it meets the junction of Stockport Road and Brunswick Street. The elevational treatment will comprise of glazing, cladding and central brick rectangular sections between first and fifth floors to each of the respective frontages.

Balconies will be situated at each intersection of the elevations. Balconies will be arranged in vertical columns to the Stockport Road and Brunswick Street elevations. The horizontal emphasis of the building is relieved by the verticality of doors and windows the proposed balconies. Although the elevational details of the ground floor non-residential units have not been submitted, details of

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green screen planting to Polygon Street and part of the Brunswick Street elevations have been provided. Down lighting would over hang each elevation at ground floor level.

Residential pedestrian access will be provided from Stockport Road and Brunswick Street. Car Parking will be situated at ground floor and basement levels with separate "up" and "down " ramps. The car parking will incorporate disabled car parking spaces, cycle stores and refuse storage areas. Recycling facilities would be located within the communal terraced area.

### Consultations

Local Residents - One letter of objection has been received and is summarised below:

- i. The development will create further traffic congestion in an already congested area;
- ii. The provision of 37 parking spaces for 52 apartments is inadequate and will therefore create car parking problems in the area;
- iii. Additional congestion will lead to further pollution and environmental problems in the area.

Councillor Bernard Priest - Objected to the original proposals on the following grounds:

- i. The location of car parking will adversely affect the outlook from existing terraced housing;
- ii. Concern is expressed regarding the quality of potential construction materials. A high quality elevational treatment is required in such an important location.

Live Nation (Apollo Theatre) - 5 letters of objection have been submitted by or on behalf of Live Nation, the operators of the Apollo Theatre. The objector is concerned that if the application is granted and implemented, a noise sensitive use will be brought into close proximity to the Apollo Theatre. The objectors maintain that whilst acknowledging that traffic creates a significant amount of noise during the daytime, the operation of the theatre generates noise in the early to late evening which will be audible to potential residents.

Live Nation is concerned that any subsequent complainants received by the Council may result in the imposition of restriction on the operation of the theatre by either the courts or the Council itself. This will have serious implications for the operation of the theatre.

Live Nation has made the following comments on the submitted noise survey undertaken by BDP Acoustics on behalf of the applicants. The following additional comments are related to the findings of acoustic surveys commissioned by Live Nation.

- i. No specific guidelines or criteria have been put forward or adopted in the report submitted by BDP Acoustics on behalf of their client.
- ii. The NEC bands drawn from PPG24 are inappropriate and should be related to specific criteria relating to the operation of the Apollo Theatre.

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iii. The proposed windows need to be sealed and unopenable in order to match the criteria suggested by BDP Acoustics. There is therefore a need for permanent mechanical ventilation

iv. At the levels being reported it should be noted that speech between people on balconies would be difficult and necessitate being very close together and the use of raised or loud voices.

v. The report does not provide sufficient information for the LPA to be confident that noise from road traffic would not be an issue for future residents.

Head of Regulatory Services - Initial comments recommended that any planning permission should be conditioned to ensure the following:

- i. A scheme for the storage of waste and material to be recycled;
- ii. A scheme for the extraction of fumes and vapours if required;
- iii. Hours to be restricted to those applied for;
- iv. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20.00, Monday to Saturday, no deliveries / waste collections on Sundays / Bank Holidays.

Additional comments were received following the submission of an additional noise report submitted by BDP Acoustics dated November 2006. It was recommended that the following condition be attached to any planning permission:

"Before the development commences a scheme for acoustically insulating the proposed residential accommodation against road traffic noise from Stockport Road, Polygon Street and Brunswick Street and music noise from the Apollo Theatre shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial properties. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied."

The above condition is considered to be appropriate providing that the glazing and ventilation specifications details in Appendix IV of the BDP Report dated November 2006 are adhered and the condition can then be satisfactorily discharged.

This analysis is based on the predicted noise levels for the balcony areas will be above 55 dB LAeq .

Head of Regulatory Services (Contaminated Land Section) - Any planning permission should be conditioned to secure satisfactory mitigation of contaminated land.

Landscape Practice Group (MEDC) - No objection to the proposed planting schedule, but details need to be submitted in relation to the location, type, size and density of all tree / planting material; the proposed growing medium and the management / maintenance proposals.

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It is considered that the courtyard spaces would be enhanced by some feature lighting.

Director of Housing - Whilst supporting the proposed redevelopment, concern is expressed regarding the poor impact on the surrounding public realm and adjoining housing, particularly in relation to ground floor elevational treatment of the parking areas.

Head of Engineering Services - Any comments will be reported.

Environment Agency - Any planning permission should be conditioned to secure satisfactory mitigation of contaminated land.

GM Police Architectural Liaison Unit - No objection in principle. However, if Secured by Design is to be pursued the proposed car parking must have secure access controls that prevent unauthorised access to both vehicles and pedestrians and the unauthorised removal (theft) of vehicles.

GMPTA - The planning application should be accompanied with a Travel Plan, which demonstrates how public transport will be promoted to residents.

## Issues

The following City-wide policies are considered to be relevant:

E1.1 -The Council wishes to see substantial reductions in the level of air pollution much of which is caused by vehicles fumes. To achieve this the Council will:-

- a) Promote public transport and cycling and improve conditions for pedestrians;
- b) Discourage the use of the private car for peak time trips to the City Centre and other major employment areas;
- c) Require all major new development to be located where it can be easily served by public transport.

E3.3 - The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

H2.2 - States that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider, amongst other things, the scale and appearance of the development, traffic generation and road safety.

S2.1 - The Council recognises the importance of good quality local and convenient shopping facilities within easy reach of people's homes and will seek to ensure that all parts of the City are well provided for and that facilities are accessible to disabled people. New shops to meet local needs will be encouraged where current provision does not adequately meet requirements.

S2.4 - New shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars.

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S2.5 - The Council will seek to ensure that shopping facilities are of a high standard of design with adequate parking provision and provide a safe and attractive environment for all shoppers.

T1.2 - The Council will encourage the provision of improved bus facilities in the City ranging from new bus priority schemes and interchange facilities, in particular on radial routes into the City Centre, to new or upgraded passenger facilities within the City Centre itself.

T2.6 - The Council will expect adequate car parking provision to be made for disabled people so that they can get easy access both to existing and new facilities in the City.

T3.1 - The Council will ensure that the particular needs of both pedestrians and cyclists are catered for in the design of new developments and new road and public transport schemes.

DC9.1 - The Council will require all new commercial and industrial buildings and the environments in which they are set, including car parking areas, to meet high standards of accessibility for disabled people. This requirement will also apply to development, which involves the adaptation of existing buildings unless practical considerations dictate otherwise.

DC10.1 - In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises, the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people; and
- e. the storage and collection of refuse and litter.

DC26.1 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.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

Of particular relevance is:

Policy 2 - Makes specific reference sections of the policy relating to:

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- i. Design and Function;
- ii. Development sustaining local neighbourhoods;
- iii. Areas of change promoting a sense of place;
- iv. Design of streets to promote neighbourliness;
- v. Buildings should front onto streets;
- vi. Strong corners providing important landmarks;
- vii. Clear definition of public and private space
- viii. Junctions designed as places;
- ix. Minimising the impact of car parking;
- x. Encouraging a mix of uses;
- xi. New development should maximise access for disabled people.

Policy 4 - Encourages energy efficiency, the use of renewable energy and water and waste management.

Policy 6 - Outline car parking requirements, it also require that developers provide Travel Plans where appropriate, encourages and supports walking, cycling and public transport uses. It also seeks to ensure that car parking areas are design to meet the needs of disabled people.

Design For Access 2 (DfA2) - The City Council's best practice guidance of inclusive design standards. Whilst the full weight of the Guide can only be applied to land in which the City has an interest, it can be generally related to the consideration of the internal layouts arrangements of access and manoeuvrability and the design of car parking spaces. DfA2 is related to Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

City Council Interim Housing Policy - Outlines the City Council's approach towards new housing development, its density and location. This policy also forms the basis for the development of an affordable housing policy. This policy states that the City Council will not support high density, apartment led development outside the City Centre and its fringes.

Regional Spatial Strategy for the North West - (RPG13) Provides planning guidance for the North West region. Since 2004, the RSS has formed part of the development plans; as such the weight to be attached to its policies has increased. It contains policies that address core principles of development including the following:

- i. DP1: Economy in the use of land and buildings;
- ii. DP2: Enhancing the Quality of Life - Ensuring development provides a high quality of life for this and future generations;
- iii. DP3: Quality in New Development - Ensuring that new development demonstrates good design and respect for its setting;
- iv. DP4: Promoting sustainable economic growth and competitiveness and social inclusion;
- v. ER13 : Renewable energy and energy efficiency.

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The North West Plan, Draft Regional Spatial Strategy (RSS) - Publicised in January 2006, this draft RSS document provides a framework for the physical development of the region over the next 15 to 20 years. The following policies are of relevance:

DP1 - Defines regional development principles and requires that Local Planning Authorities:

- a. Make more sustainable, transparent decisions;
- b. Make better use of land and ensure quality in development, ensuring the promotion of an appropriate mix of uses within a site or its wider neighbourhood, reduce the need to travel and assist people to meet their needs locally.

Planning Policy Statement Note 1 (PPS1): Creating Sustainable Communities

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. In addition to this PPS1 clearly outlines the importance of creating sustainable communities.

Planning Policy Statement Note 3 (PPS3): Housing - Sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 reflects the Government's commitment to improving the affordability and supply of housing in all communities.

Reference is particularly made to paragraph 10 (of PPS3) which states that the planning system should deliver:

- i. High quality housing that is well-designed and built to a high standard;
- ii. A flexible, responsive supply of land - managed in a way that makes efficient and effective use of land, including re-use of previously developed land, where appropriate.

Planning Policy Statement 6: Planning for Town Centres (PPS 6)-

The Government's key objective for town centres is to promote their vitality and viability by:

- i. Planning for the growth and development of existing centres;
- ii. Promoting and enhancing existing centres, by focusing development in such centres and
- iii. Encouraging a wide range of services in a good environment, accessible to all.

It is not considered that the scale of the retail element of the development is sufficient to warrant the analysis required under PPS6.

Planning Policy Guidance 24 - Planning and Noise (PPG24) - Guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.

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It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise.

Principle of the development - The submitted application seeks to address the issues, which resulted in the refusal of planning permission in respect of application 069439/FO/2003/N2, i.e.:

- i. The overdevelopment of the site;
- ii. The poor relationship of the development to the surrounding context by virtue of its design, external appearance, height and massing;
- iii. The Insufficient provision of car parking.

It is considered that, given the proximity of the site to the City Centre, the development satisfactorily relates to the current City Council housing policy.

It is also considered that the density of the development has been satisfactorily reduced from 60 to 52 residential units. The proposed level of car parking has been reduced to allow the viable provision of active retail / commercial frontages to ground floor level. It is considered that on balance to the loss of car parking may be offset by the benefits accrued by the formation of a mixed use development that positively contributes to the character and vitality of the local area. To this regard the development responds to City Council policy as expressed within the Development Guide.

Section 106 Agreement - The applicant has is willing to enter into a Section 106 agreement relating to payment of a contribution towards off-site infrastructure and /or environmental improvements. The precise details of the Agreement are still to be finalised. Members are therefore asked to be "Minded to Approve" the proposed development subject to the finalisation of the Agreement and its signing.

Siting - The proposed siting of the building is considered to be appropriate within the context of the surrounding area, which is characterised by active frontages in close proximity to the back of footpath. The siting of the proposed building is reflective of the building previously occupying the site. It is therefore considered that he proposal reflects the character of built form in the locality and maintains an established and satisfactory relationship to the Apollo Theatre (Grade II Listed ).

A distance of between 15 and 25 metres would be maintained between the south-west elevation of the proposed building and the existing houses on Polygon Street. It is considered that given the positioning of the proposed terraces on the western and eastern sides of the Polygon Street elevation and the orientation of the existing and proposed windows there should be no undue diminution of residential amenity.

Height - The application relates to an important landmark site and this is reflected in the height, scale and proportions of the building. The building rises to a maximum height of 25 metres as it reaches the intersection of the elevations at the junction of Stockport Road and Brunswick Street. This height is considered appropriate and necessary in ordered to give the building presence and enhance the setting of the listed Apollo Theatre and the roundabout at the junction of the major routes of Stockport Road and Hyde Road.

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In recognition of the potential impact of the height of the new building on TV reception the applicants have submitted a related survey, which identifies some impact on TV reception. A condition has been recommended to ensure the provision and implementation of measures to mitigate against the impact of the development.

Scale and Massing - The building has been designed to provide strong and striking elevations to each of its street frontage. The initial first five storeys of the building are reflective of the bulk and massing of the neighbouring Apollo Theatre. The introduction of lighter cladding and glazing combined with the graduated increase in height as the buildings ascends to its triangulated form provide a robust, yet proportionate, corner treatment. In so doing the building effectively presents itself to the streetscene without overwhelming it.

The more open, staggered design to Polygon Street has less imposing presence whilst maintaining visual interest. This elevational treatment is considered to be appropriate given its relationship to residential uses.

Landscaping - It is considered that the proposed landscaping to the communal terrace is acceptable. The comments of the Director of Housing are noted regarding the planted screening to the elevational treatment. Whilst this approach is acceptable in principle it is considered that its detail needs to be expanded upon. A condition has been recommended to give clarification of the practicality of using such a treatment in the proposed locality together with a regime for its future maintenance. A condition has also been recommended to secure the satisfactory future maintenance of the communal terrace.

Noise - Notwithstanding the comments submitted by Live Nation (Apollo Theatre) , it should be noted that the Head of Regulatory Services maintains that, on the basis of the submitted information, development be satisfactorily insulated in order to mitigate against noise and disturbance. On the basis of the expert opinion provided by the Head of Environmental Health, it is considered that the proposed development will not be unduly affected by noise disturbance from existing neighbouring uses.

However, the City Solicitor has been asked to consider the comments submitted by Live Nation and any subsequent comments will be reported. Copies of the correspondence from Live Nation has also been forwarded to the Head of Regulatory Services for consideration and comment.

Disabled Access - The applicants have indicated that the scheme provides the level as to both the residential and non-residential uses. A total of 3 disabled access spaces have been provided, Lifts and circulation areas will allow the access throughout the residential part of the scheme.

As the City Council does not have a land ownership interest in the site, the comprehensive application of Design for Access 2 cannot be applied. However, in this context it is considered that the proposed access arrangements are acceptable.

Eco - Homes and environmental construction assessment - The proposed construction was assessed under the now superseded BREEAM arrangements.

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An excellent rating was achieved at that time. The expectations for the quality of the buildings sustainable constructions remain high. A condition has been recommended to ensure that the building provides an equivalent rating for its mix of uses when it is reassessed in the light of the new Code for Sustainable Homes pre and post construction assessment as introduced in April 2007.

Waste Management - A condition has been recommended that requires the submission of a waste management strategy for the entire mixes of uses within the development. This must include arrangements for storage, separation of material and its collection.

Car Parking - The proposed level of car parking is below that usually required for flat developments. However, this needs to be balanced against the nature and location of the site. The site is well served by public transport and is within reasonable walking distance of the City Centre. The applicant has also indicated the provision of 40 cycle spaces. These factors and measures should reduce reliance upon private car usage.

A condition has been recommended which will require the provision of a Green Transport Plan, which will incorporate further measures to encourage the use of sustainable transportation and mitigate against the impact of the development. The applicant has already accepted such an approach through the submission of a basic travel plan and shall include arrangements for car pooling.

Bats - The applicants have indicated that a bat survey was undertaken in July 2006 and at that time no roosts were found on the site. Furthermore, the findings concluded that bats do not use the site as an important foraging habitat. Since the submission of the application the buildings on the site have been demolished, thereby removing issues relating to the roosting of bats.

Hours of Operation - The applicant is seeking approval to operate the proposed retail/commercial/food and drink uses between the hours of 8.00 am and 6.00 pm, Monday to Sunday. These hours are considered to be satisfactory within the context of the application site and given the proximity to the neighbouring and proposed residential accommodation.

Servicing - Given the position of the site in relation to the "Apollo" roundabout, pedestrian crossings and waiting restrictions on Polygon Street, it is recommended requiring the submission and implementation strategy.

Conclusion - It is considered that the development would positively contribute to the vitality of the locality and the City Council's regeneration objectives for the wider area, It is also considered that the impact of the development can be effectively mitigated against through the discharge and implementation of the recommended conditions.

**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

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material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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 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 Section 106 Agreement relating to off-site infrastructure and /or environmental improvements and any traffic or acoustic issues arising and on the basis that the proposal is in accord with the City Council's Unitary Development Plan in particular policies E1.1, E3.3, H2.2, S2.2, S2.4, S2.5, T1.2, T2.6, T3.1, DC9.1, DC10.1, DC26.1 and other material considerations of material weight including Guide to Development in Manchester Supplementary Planning Document and Planning Guidance policies 2,4,6; Design For Access 2 , RPG policies DP1. DP2, DP3, DP4, ER13; RSS policy DP1; PPS1, PPS3, PPS4.

### **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) The development hereby approved shall be carried out in accordance with the drawings numbered 355/04A; 05A;06A; 07B, 07iiB, 08A, 09A;, 09A,10A, 11A, 12A, 13A, 14A, 15A, 16, 17, 18, 647/01 stamped as received by the Local Planning Authority on 29th November 2006, 13th December 2006 and 9th February 2006, 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.

3) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Stockport Road (A6), Brunswick Street and Polygon Street 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 Stockport Road (A6), Brunswick Street and Polygon Street in order to protect future residents from noise nuisance pursuant

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to policies H2.2 and Dc26.1 of the Unitary Development Plan for the City of Manchester and PPS24.

4) 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 car parking for the development proposed when the building is occupied pursuant to policies H2.2 and T2.6 of the Unitary Development Plan and Guide to Development in Manchester Supplementary Planning Document and Planning Guidance .

5) Before the development hereby approved commences a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary site investigations shall then be carried out according to a scheme to be agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme.

### 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 interests of public safety pursuant to policy H2.2 of the Unitary Development Plan of the Unitary Development Plan for the City of Manchester.

6) Before development commences, the internal car park area shall be ventilated in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

### Reason

In the interests of public health and to ensure satisfactory conditions within the car parking area pursuant to policies H2.2 and DC26.1 of the Unitary Development Plan for the City of Manchester.

7) The development hereby approved shall not be occupied until Code for Sustainable Homes Level 3 or equivalent and BREEAM "Very Good" in relation to the non-residential units has been awarded by an assessor licensed by the Building Research Establishment in respect of the development, unless otherwise agreed in writing by the City Council as local planning authority.

### Reason

In the interests of minimising the impact on the environment of the building, pursuant to Policy E1.6 of the adopted UDP for the City of Manchester, policy 4.8 of Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance; Regional Spatial Strategy policy ER13 and Planning Policy Statement 1 (PPS1).

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8) Before development commences a scheme for the extraction of any fumes, vapours and odours from any kitchen areas within the development hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority.

Reason - In the interests of the amenities of the occupiers nearby properties.

9) The premises shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as Local Planning Authority:-

\* Monday to Saturday 8:00am to 6:00pm

\* Sunday and Bank Holidays 8:00am to 6:00pm.

Deliveries, servicing and vehicle/equipment movements on the premises or outdoor parking/amenity areas shall be restricted to the above opening hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the adopted UDP.

10) Before the development commences a schedule of proposed servicing arrangements to the site has been submitted to and approved in writing by the City Council as local planning authority. This schedule shall ensure that no loading or unloading shall be carried out after 8.00p.m. Saturdays or before 7.30a.m. Sundays. Loading and unloading shall be restricted to the period between 11.00a.m. and 5.00p.m. daily. The schedule shall be implemented in full unless otherwise approved in writing.

Reason

In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

12) No development shall commence unless and until a Travel Plan scheme that will provide for the needs of future residents who may wish to have the use of a motorcar has been submitted to and approved in writing by the City Council as local planning authority. The scheme submitted shall incorporate the following, as applicable, a car club, notification to future residents of the absence of on-site car parking, contract car parking and public transport passes, and should include details of the arrangements to be put in place and

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shall also identify the parties who will be responsible for managing the scheme. Any scheme approved in discharge of this condition shall be operational at all times that any residential units are occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangements) for the needs of future residents whom may need to use a motorcar, pursuant to policy E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester.

13) Before the development hereby approved commences a waste management strategy for the storage, separation and disposal of refuse and material to be recycled shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall relate to the authorised residential and non- residential uses and 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 UDP.

14) The development hereby approved shall be undertaken in accordance with the landscaping scheme as detailed on the drawing numbered 647/01. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. Any shrubs or planting removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by shrubs or planting of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To ensure that a satisfactory landscaping scheme for the development is carried out pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

15) Before the development commences a scheme shall be submitted to and approved by the City Council as local planning authority relating to the specification of the "Green Screen" landscaping treatment the elevations of Brunswick and Polygon Street as indicated on drawings numbered 355/04B, 355/05B, 355/06B together with details of its future maintenance. This scheme shall be implemented in full and its arrangements remain in place whilst the building is occupied unless otherwise agreed in writing by the City Council as local planning authority.

Reason

In the interest of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

16) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the 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

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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 policy E3.3 of the Unitary Development Plan for the City of Manchester.

17) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

### Reason

In the interests of local amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

18) Before any use hereby approved commences, the ground floor non-residential units and car parking areas shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

### Reason

To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies H2.2 and DC26 of the Unitary Development Plan for the City of Manchester.

19) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

a) Measure the existing television signal reception within the potential impact area, as identified in the TV Reception Survey report dated 18th and 21st August 2006, and within an area of 500 metres radius surrounding the building, before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications (Ofcom), and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified

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in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.

## 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: 080508/FO/2006/N2 held by Planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are all held by the Planning Division.

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

Head of Environmental Health  
South Manchester Regeneration  
Greater Manchester Ecology Unit  
Environment & Operations (Refuse & Sustainability)  
Greater Manchester Police  
Greater Manchester Passenger Transport Executive  
Director of Housing  
Environment Agency  
Head of Environmental Health  
Head of Engineering Services  
Chief Executive's Landscape Practice Group  
GMPTE  
Chief Executive's Landscape Practice Group  
Head of Engineering Services  
Director of Housing  
Environment Agency  
Head of Environmental Health  
Head of Environmental Health  
Greater Manchester Ecology Unit  
Greater Manchester Police  
Environment & Operations (Refuse & Sustainability)  
Greater Manchester Passenger Transport Executive  
South Manchester Regeneration  
Chief Executive's Landscape Practice Group  
Head of Engineering Services  
Director of Housing  
Environment Agency  
Head of Environmental Health  
Head of Environmental Health

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Greater Manchester Ecology Unit

Greater Manchester Police

Environment & Operations (Refuse & Sustainability)

Greater Manchester Passenger Transport Executive

GMPTE

South Manchester Regeneration

Chief Executive's Landscape Practice Group

Auto Gas, 14 Hyde Road, Ardwick, Manchester, M12 6BW

Panache, 14 Hyde Road, Ardwick, Manchester, M12 6BW

10 Stockport Road, Ardwick, Manchester, M12 6AN

Lancet Retailers Ltd, 14 Hyde Road, Ardwick, Manchester, M12 6BW

Wadeson Junior School, Wadeson Road, Ardwick, Manchester, M13 9UJ

Artillery Court, Flat 32, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 31, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 30, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 29, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 28, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 27, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 26, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 25, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 24, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 23, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 22, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 21, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 20, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 19, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 18, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 17, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 16, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 15, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 14, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 13, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 12, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 11, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 10, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 9, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 8, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 7, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 6, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 5, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 4, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 3, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 2, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 1, Wadeson Road, Ardwick, Manchester, M13 9TU

4 Maplin Close, Ardwick, Manchester, M13 9UE

2 Maplin Close, Ardwick, Manchester, M13 9UE

Artillery Court, Flat 62, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 61, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 60, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 59, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 58, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 57, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 56, Wadeson Road, Ardwick, Manchester, M13 9TU

Artillery Court, Flat 55, Wadeson Road, Ardwick, Manchester, M13 9TU

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Artillery Court, Flat 54, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 53, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 52, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 51, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 50, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 49, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 48, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 47, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 46, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 45, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 44, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 43, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 42, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 41, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 40, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 39, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 38, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 37, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 36, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 35, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 34, Wadeson Road, Ardwick, Manchester, M13 9TU  
Artillery Court, Flat 33, Wadeson Road, Ardwick, Manchester, M13 9TU  
8 Tristam Close, Ardwick, Manchester, M13 9TS  
6 Tristam Close, Ardwick, Manchester, M13 9TS  
4 Tristam Close, Ardwick, Manchester, M13 9TS  
2 Tristam Close, Ardwick, Manchester, M13 9TS  
16 Tristam Close, Ardwick, Manchester, M13 9TS  
14 Tristam Close, Ardwick, Manchester, M13 9TS  
12 Tristam Close, Ardwick, Manchester, M13 9TS  
10 Tristam Close, Ardwick, Manchester, M13 9TS  
21 Brunswick Street, Ardwick, Manchester, M13 9SU  
19 Brunswick Street, Ardwick, Manchester, M13 9SU  
17 Brunswick Street, Ardwick, Manchester, M13 9SU  
6 Polygon Street, Ardwick, Manchester, M13 9SG  
4 Polygon Street, Ardwick, Manchester, M13 9SG  
2 Polygon Street, Ardwick, Manchester, M13 9SG  
Ardwick Hall Cottage, Hyde Road, Ardwick, Manchester, M12 6BQ  
Auto Time Spares, 23 Hyde Road, Ardwick, Manchester, M12 6BQ  
Shawn Knitwear, 16-18, Hyde Road, Ardwick, Manchester, M12 6BW  
9 Gotha Walk, Ardwick, Manchester, M13 9RX  
7 Gotha Walk, Ardwick, Manchester, M13 9RX  
5 Gotha Walk, Ardwick, Manchester, M13 9RX  
3 Gotha Walk, Ardwick, Manchester, M13 9RX  
1 Gotha Walk, Ardwick, Manchester, M13 9RX  
10 Beamish Close, Ardwick, Manchester, M13 9RW  
8 Beamish Close, Ardwick, Manchester, M13 9RW  
6 Beamish Close, Ardwick, Manchester, M13 9RW  
4 Beamish Close, Ardwick, Manchester, M13 9RW  
2 Beamish Close, Ardwick, Manchester, M13 9RW  
9 Belmont Walk, Ardwick, Manchester, M13 9RR  
7 Belmont Walk, Ardwick, Manchester, M13 9RR  
5 Belmont Walk, Ardwick, Manchester, M13 9RR  
3 Belmont Walk, Ardwick, Manchester, M13 9RR  
1 Belmont Walk, Ardwick, Manchester, M13 9RR

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14 Beamish Close, Ardwick, Manchester, M13 9RP  
12 Beamish Close, Ardwick, Manchester, M13 9RP  
17 Tower Square, Ardwick, Manchester, M13 9RL  
15 Tower Square, Ardwick, Manchester, M13 9RL  
13 Tower Square, Ardwick, Manchester, M13 9RL  
11 Tower Square, Ardwick, Manchester, M13 9RL  
9 Tower Square, Ardwick, Manchester, M13 9RL  
7 Tower Square, Ardwick, Manchester, M13 9RL  
5 Tower Square, Ardwick, Manchester, M13 9RL  
3 Tower Square, Ardwick, Manchester, M13 9RL  
1 Tower Square, Ardwick, Manchester, M13 9RL  
39 Brunswick Street, Ardwick, Manchester, M13 9SU  
37 Brunswick Street, Ardwick, Manchester, M13 9SU  
35 Brunswick Street, Ardwick, Manchester, M13 9SU  
33 Brunswick Street, Ardwick, Manchester, M13 9SU  
31 Brunswick Street, Ardwick, Manchester, M13 9SU  
29 Brunswick Street, Ardwick, Manchester, M13 9SU  
27 Brunswick Street, Ardwick, Manchester, M13 9SU  
25 Brunswick Street, Ardwick, Manchester, M13 9SU  
23 Brunswick Street, Ardwick, Manchester, M13 9SU  
9 Ardeen Walk, Ardwick, Manchester, M13 9SP  
7 Ardeen Walk, Ardwick, Manchester, M13 9SP  
5 Ardeen Walk, Ardwick, Manchester, M13 9SP  
3 Ardeen Walk, Ardwick, Manchester, M13 9SP  
21 Ardeen Walk, Ardwick, Manchester, M13 9SP  
19 Ardeen Walk, Ardwick, Manchester, M13 9SP  
17 Ardeen Walk, Ardwick, Manchester, M13 9SP  
15 Ardeen Walk, Ardwick, Manchester, M13 9SP  
13 Ardeen Walk, Ardwick, Manchester, M13 9SP  
11 Ardeen Walk, Ardwick, Manchester, M13 9SP  
1 Ardeen Walk, Ardwick, Manchester, M13 9SP  
8 Polygon Street, Ardwick, Manchester, M13 9SG  
10 Polygon Street, Ardwick, Manchester, M13 9SG  
7 Eastpark Close, Ardwick, Manchester, M13 9SD  
Apollo Theatre, Stockport Road, Ardwick, Manchester, M12 6AP  
The Apsley Cottage, Apsley Grove, Ardwick, Manchester, M12 6AW  
30 Stockport Road, Ardwick, Manchester, M12 6AN  
28 Stockport Road, Ardwick, Manchester, M12 6AN  
26 Stockport Road, Ardwick, Manchester, M12 6AN  
24 Stockport Road, Ardwick, Manchester, M12 6AN  
22 Stockport Road, Ardwick, Manchester, M12 6AN  
20 Stockport Road, Ardwick, Manchester, M12 6AN  
18 Stockport Road, Ardwick, Manchester, M12 6AN  
16 Stockport Road, Ardwick, Manchester, M12 6AN  
14 Stockport Road, Ardwick, Manchester, M12 6AN  
12 Stockport Road, Ardwick, Manchester, M12 6AN  
60 Stockport Road, Ardwick, Manchester, M12 6AL  
58 Stockport Road, Ardwick, Manchester, M12 6AL  
Hudson Court, Flat 6, 65 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 5, 65 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 4, 65 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 3, 65 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 2, 65 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 1, 65 Ardwick Green North, Ardwick, Manchester, M12 6ER

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Hudson Court, Flat 6, 63 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 5, 63 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 4, 63 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 3, 63 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 2, 63 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 1, 63 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 6, 61 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 5, 61 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 4, 61 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 3, 61 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 2, 61 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Hudson Court, Flat 1, 61 Ardwick Green North, Ardwick, Manchester, M12 6ER  
Into Action Computers Ltd, 73 Ardwick Green North, Ardwick, Manchester, M12 6FX  
Dar Al Islamic Foundation, 2a, Higher Ardwick, Ardwick, Manchester, M12 6BZ  
89 Ardwick Green North, Ardwick, Manchester, M12 6FX  
85 Ardwick Green North, Ardwick, Manchester, M12 6FX  
81 Ardwick Green North, Ardwick, Manchester, M12 6FX  
79 Ardwick Green North, Ardwick, Manchester, M12 6FX  
83 Ardwick Green North, Ardwick, Manchester, M12 6FX  
Control Plus, 67 Ardwick Green North, Ardwick, Manchester, M12 6FX  
Shanich Knitwear, 18a, Harkness Street, Ardwick, Manchester, M12 6BT  
18b, Harkness Street, Ardwick, Manchester, M12 6BT  
Ardwick Green Service Station, Ardwick Green South, Ardwick, Manchester, M13 9XF  
Victek, 52 Ardwick Green South, Ardwick, Manchester, M13 9XF  
Medacs, 69 Ardwick Green North, Ardwick, Manchester, M12 6ES  
Natural Style Fashion, 13 Dolphin Street, Ardwick, Manchester, M12 6BG  
Level 42 Ltd, 17 Dolphin Street, Ardwick, Manchester, M12 6BG  
15 Dolphin Street, Ardwick, Manchester, M12 6BG  
Ardwick Body Centre, 10-12, Harkness Street, Ardwick, Manchester, M12 6BT  
2 Higher Ardwick, Ardwick, Manchester, M12 6BZ  
George House Trust, 75-77, Ardwick Green North, Ardwick, Manchester, M12 6FX  
Henry Boot Construction (uk) Ltd, 71 Ardwick Green North, Ardwick, Manchester, M12 6FX  
Fenton House, 4 Higher Ardwick, Ardwick, Manchester, M12 6BZ  
Khokar House Knit Ltd, Ardwick Hall, 16 Dolphin Street, Ardwick, Manchester, M12 6BG  
Excell Knitwear Ltd, Ardwick Hall, 16 Dolphin Street, Ardwick, Manchester, M12 6BG  
Diamond Knitwear, Ardwick Hall, 16 Dolphin Street, Ardwick, Manchester, M12 6BG  
7 Higher Ardwick, Ardwick, Manchester, M12 6DB  
5 Higher Ardwick, Ardwick, Manchester, M12 6DB  
3 Higher Ardwick, Ardwick, Manchester, M12 6DB  
87 Ardwick Green North, Ardwick, Manchester, M12 6FX  
Total Furniture, 3-9, Hyde Road, Ardwick, Manchester, M12 6BQ

### **Representations were received from the following third parties:**

Head of Environmental Health  
Greater Manchester Police  
Greater Manchester Passenger Transport Executive

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Director of Housing  
Director of Housing  
Environment Agency  
Head of Environmental Health  
Greater Manchester Police  
Greater Manchester Passenger Transport Executive  
GMPTE  
Chief Executive's Landscape Practice Group  
David Hardy, 40B Mayfield Road, Whalley Range,, Manchester,, M16 8EU  
Councillor Priest,  
Live Nation, 35 - 36 Grovesnor Street, London, W1K 4QX

**Relevant Contact Officer:** : Carl Glennon  
**Telephone No.** : (0161) 234 4164  
**Email** : c.glennon@manchester.gov.uk