

## List No. 1

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| <b>Higher</b>        | <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b> |
| <b>Blackley Ward</b> | 084241/FO/2007/N1         | 10th Oct 2007        | 17th Jan 2008         |

**Proposal** Erection of three 2 storey houses, with associated car parking

**Location** Site Of Former Water Tower, Rosewood Road , Blackley

**Applicant** Rowlinson Construction Ltd, London House, London Road South, Poynton, Stockport, Cheshire, SK12 1YP

**Agent** Bernard Taylor Partnership Ltd Elizabeth House, 486 Didsbury Road, Heaton Mersey, Stockport, Cheshire, SK4 3BS

### Description

The application site is a 0.1-hectare site, owned by Manchester City Council, situated on the residential road of Rosewood Road, Blackley. The site was formerly occupied by a water tower.

The site forms part of a larger redevelopment site of 22 houses, which have recently been built for sale. The site is bounded by housing, and slopes away towards an accessway/Public Right of Way (PROW) to the northeast side. There are no existing trees on site.

Planning permission is sought for a residential development, comprising the erection of a terrace of three two-storey, three-bedroom houses, with one associated car parking space per house, and private garden areas.

The accessway along the north-eastern side of the site is utilised by National Grid, Vodaphone and O2, to maintain the pylon and telecommunications equipment on, and surrounding, the pylon beyond, and is a Public Right Of Way (PROW). The accessway is not a metalled road, has a grass verge to either side, and currently measures 3.9 metres in width. This is proposed to be narrowed to a width of 2.7 metres.

Supporting information, including a Waste Management Strategy, a Contaminated Land Survey, and a Design and Access Statement have been submitted. The scheme is designed in accordance with Design for Access 2 (DFA2) and BS8300:2001, with the exception of the designated car parking space for each end dwelling. This is as the car parking spaces have been positioned so as not to dominate the street scene, to the sides of the houses, in accordance with the Design Guide, but are constrained in terms of the width of the site.

The scheme has been slightly amended since submission, to include a wider access way of 2.7 metres, rather than 2.4 metres, as proposed. It is also recommended that a scheme to restrict access along the accessway, to reduce anti-social behaviour, is pursued by way of condition, as applicable.

Planning Application 080516/FO/2006/N1 for residential development, comprising the erection of two pairs of semi detached houses, four houses in total, with associated parking, was Withdrawn in November 2006, in order to permit the development of a scheme that better reflects DFA2.

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### Consultations

Local Residents/local businesses - One representation has been received, and is reported as follows.

The occupiers of 38 Symond Road are glad to see this development taking place at long last. However, they are disappointed that the 'service track' is still in place. They advise this track has been a constant source of anti-social behaviour over many years, with stolen vehicles, motorbikes, fly tipping, fires, drug use, drinking dens and escape routes for thieves. They feel the closure of this 'rat run' should be seriously considered. This would not only improve the quality of life for residents and new owner-occupiers. The benefits of this are as follows:- it would provide room for one detached and two semi-detached houses to be built; this would remove issues with rubbish for the middle property; and access to the pylon could be obtained/negotiated via the Conservative Club on Symond Road or Charnwood Road.

Councillor Anna Trotman - Advises that the occupier of 38 Symond Road (whose house backs onto the site) has no problems whatsoever with three properties being built on the site, but does have a few concerns as follows.

1. The service road which runs along the side of Plot 1 will be narrowed by the new fencing. At its proposed narrowest width it will be 2.4m. This service road is supposed to be for servicing the electric pylon that sits at the back of the site. The occupier of 38 Symond Road feels that the service road would become too narrow for the wagons that should be using it. The occupier of 38 Symond Road said more often than not, the wagons that are used when servicing the pylon approach the site via a different route. This service road is more often used by fly-tippers and people causing anti-social behaviour.

2. The middle of the three proposed houses would seem to be poorly designed with regards to bin collection arrangements. The two other houses both have side passages to move the bins from the front to the back of the properties. The owners of plot 2 would have to take their bins along a narrow passage at the bottom end of their garden, along the passage which runs behind plot 1's back garden, then taken down the service road and onto the front of the road, same long trip back. If it's a day for all three recycle bins, this would be exceedingly onerous and may put the owner off recycling.

3. The occupier of 38 Symond Road suggested that there is plenty of room to build two semis and a detached on the site providing the service road is taken out. This would establish a better use of the area for the future. There would be no rat run for fly tipping and each proposed new house would have easy side access for their bins.

Councillor Trotman agrees with the points that the occupier has made, and asks that this application be looked at again. She notes that it may well cause a delay because of the need to close the service road, but this would be a bonus for the future of the area.

Head of Engineering Services - Any representations will be reported to Committee.

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North Manchester Regeneration Team - Has no objections to the proposal, given they are consistent with the aims and objectives of the Higher Blackley East Local Plan, and the proposals for the area, and when completed the development will complement other recent housing investment in this area.

The understanding of usage of the road by National Grid is that the National Grid use the road twice a year, to carry out checks on the pylon, and once a year for maintenance purposes. For these checks they would usually access the site in a land rover with a trailer via the access road. If a refurbishment/replacement was needed of the pylon on this site, then the vehicle needed to do this would be a 'Uni Mog' (heavier than a 7.5 Tonne truck - 4x4 vehicle). This type of work is only required once every 15 years, and the vehicle is the largest they would ever have to use for this site.

This road is also a footpath/Public Right Of Way. This right of way was reconfirmed when they undertook all the other road closures in the area (for the new housing / bungalows), and they cannot just simply close this path/access. There is a Legal closure process to go through, and given the concessions given for the other closures in the area, which in part were allowed on the basis that the National Grid access road would remain open, this is going to mean we may well have difficulty securing a closure, (if at all). In any case, the process is going to take time to sort out, and we do not as yet have an alternative route to offer National Grid.

An alternative route could be via the former Conservative Club car park, but we do not have access rights across this land. The alternative National Grid and Vodaphone use, mentioned by the occupier of 38 Symond Road, is not known to me (there is, however, no road, as such, which could deal with a 7.5 Tonne vehicle).

The occupier of 38 Symond Road has consistently wanted to secure the closure of the road because of the wider neighbourhood management issues in the area, which we would agree with, however, we cannot have a situation that does not allow any access for National Grid. If we reject the application on these specific grounds, the redevelopment of the site will take some time to sort out, (years not months), and we may lose the builder's commitment to redevelop the site.

Head of Regulatory Services (Pollution Section)- Recommend conditions regarding the storage and disposal of refuse, and acoustic insulation against noise from the M60. The submitted Waste Management Strategy is acceptable, and can be conditioned.

Head of Regulatory Services (Contaminated Land Section) - Recommend a condition regarding land contamination.

Environment Agency - Recommend a condition regarding land contamination.

Greater Manchester Police Architectural Liaison - Have no objections.

Director of Neighbourhood Services - Any representations will be reported to Committee.

Head of Valuation and Property - Any representations will be reported to Committee.

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National Grid - Verbally report that a 3 metre wide access is required. In the event that a large vehicle requires access, a temporary metal roadway would be installed. Any written representations will be reported to Committee.

Vodafone - Any representations will be reported to Committee.

O2 - Any representations will be reported to Committee.

Ramblers' Association - On the assumption that the track will merely be narrowed slightly (not closed), the Ramblers' Association has no objection. They presume they will receive a draft S.247/S.257 Order in due course.

## Issues

Unitary Development Plan - As the site is situated within Blackley, Area policy BM1 applies. Policy BM1 states,

In deciding its attitude to proposals within Blackley, Charlestown and Moston, the Council will have regard to the general policies in Part 1 of the Plan in order to:-

- a. protect and improve the quality of the formal and informal open space;
- b. retain the primarily residential character of the area;
- c. improve the housing stock and housing environment;
- d. provide adequate and accessible shopping and other community facilities for all members of the community, particularly those with special needs;
- e. increase accessibility to employment opportunities and shopping centres Located outside the area;
- f. maximise the benefits to the area of the proposed Manchester Outer Ring Road (M66), but in a way which is not damaging to the quality of life of established communities.

Other relevant policies in this case specifically relate to housing, the environment and transport, as follows.

Policy DC7 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

Policy H1.2 states that the City Council will ensure that the housing stock contains a wide range of housing types to meet the needs of people who want to live in Manchester. The above should include accommodation designed for disabled people. The City Council also encourages environmental improvements to make residential areas safer and more attractive though Policy H2.1.

Policy 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 will include the scale and appearance of the development and it's impact in terms of noise, vibration, traffic generation, road safety and air pollution. Finally, H2.7 outlines how new housing schemes will be expected to be of a high standard of design and to make a positive contribution towards improving the City's environment. Areas of incidental space should not be formed unless arrangements are made for their proper and enduring maintenance.

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Policy E3.5 states the Council will promote measures which will lead to a safer environment for all people living in and using the City. These measures will include :-

- ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- designing landscaping schemes so as to minimise the risk of attack;
- that community facilities are located where they are safe to get to;
- providing safe places for children to play;
- improving road safety.

Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development.

Policy T2.6 explains how the Council expects an adequate car parking provision to be made for disabled people, and T3.1 states that the Council will ensure that the particular needs of both pedestrians and cyclists are catered for in new development schemes.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City. This document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

National Planning Policy Guidance - Planning Policy Statement 1 (PPS1): Delivering Sustainable Development, advises that planning should facilitate and promote sustainable and inclusive patterns of urban development by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life, contributing to sustainable economic development, protecting and enhancing the natural and historic environment, ensuring high quality development through good and inclusive design and efficient use of resources, and ensuring development supports existing communities and contributes to the creation of safe, sustainable, liveable mixed communities with good access to jobs and key services for all members of the community.

Planning Policy Statement 3 (PPS3): Housing, advises, in deciding Planning Applications, local planning authorities should have regard to achieving high quality housing, ensuring developments achieve a good mix of housing reflecting the accommodation requirements of specific groups, in particular families and older people, the suitability of a site for housing including its environmental sustainability, and using land effectively and efficiently, and ensuring the proposed development is in line with planning for housing objectives, reflecting the need and demand for housing in an area.

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Regional Planning Guidance - RPG13 - policy DP1 advises that economy in the use of land and buildings is required. 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. Policy DP3 advises that new development must demonstrate good quality design and respect for its setting.

Draft Regional Spatial Strategy - DP1 states, proposals and schemes must demonstrate excellent design quality, sustainable construction, efficiency in resource use and respect for their physical and natural setting.

### Planning considerations

Principle - The principle of the scheme is considered to be acceptable. The scheme will complete and regenerate a brownfield, gap site, within a residential street, which is vacant and unsightly, with a well-designed and appropriate scheme.

Design, scale and massing - The design, scale and massing of the proposed development will result in a scheme, which will be in keeping with the existing residential appearance and character of the street scene.

Accommodation type - The proposed accommodation aims to provide 'five-person' accommodation with three bedrooms per house, therefore, providing family housing.

Residential amenity - It is not considered that the scheme will have a harmful affect upon the occupiers of neighbouring residential properties, in terms of residential amenity. The site was formerly occupied by a water tower, of substantial height. It is considered that acceptable privacy distances will be achieved between the new and existing properties, with obscure glazing within the side elevations, which will reflect the existing pattern of development in the area.

Appropriate refuse storage and collection plans are proposed. An access route to enable the occupiers of the central property to move their refuse to the collection point, without moving receptacles through the house, is provided to the rear.

Disabled Access - The dwellings are designed in accordance with Design for Access 2 (DFA2) and BS8300:2001. All dwellings have level access, to front and rear; all entrance levels are fully accessible, with entry-level W.C. s, to wheelchair standards and manoeuvring room at the front doors; upper level bathrooms are accessible and set out on the principles given in DFA2; the main bedroom is designed in line with 4m x 4m aspiration, but is of rectangular shape, and has accessible use, via turning circle and furniture layout; door widths are set at overall frame of 1000mm; and provision for a future lift is shown.

Secured by Design - Greater Manchester Police Architectural Liaison have no objections to the scheme. It is recommended that a condition requiring achievement of Secured by Design be imposed.

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Traffic and car parking - There are no highway objections to the scheme to report to date. Any representations will be reported to Committee. The scheme proposes one car parking space per dwelling. The spaces to the end properties are not fully DFA2 compatible. This is as the car parking spaces have been positioned so as not to dominate the street scene, to the sides of the houses, in respect of the Design Guide, but are constrained in terms of the width of the site. The parking space for the central house is situated in front of the dwelling, which is a situation typical of other plots along Rosewood Road, and is DFA2 compliant.

Sustainability - It is recommended the scheme be required to achieve the Code for Sustainable Homes level 3, by way of condition, as applicable. The scheme also brings into use a brownfield site, with a use compatible with its surroundings.

Landscaping and trees - No trees are present on the site. Each dwelling will have its own landscaped curtilage areas.

Matters raised by local residents - The issues raised regarding the access way/Public Right Of Way are not considered to be reasons to refuse Planning Permission, as the scheme is considered to be acceptable in principle, for reasons as included above, and specific reasons, as follows.

The access way to the side of the site is owned by Manchester City Council, and is a Public Right of Way (PROW). There are access agreements in place with the City Council, as regards access to the pylon and telecommunications equipment, and as North Manchester Regeneration advise, it may well not be possible to close the PROW, given the concessions given for the other closures in the area, which were allowed on the basis that this PROW would remain open, and as there is presently not an alternative permanent access option for National Grid, Vodaphone and O2.

The width of the remaining access road is a matter for the City Council to discuss with the operators utilising the road. From reports received it appears unlikely that a 3 metre wide accessway is required frequently to the pylon site. The width of the road would be no narrower than 2.7 metres. It may well be that an alternative could be provided in such an event that a wider access is required. A S.247/S.257 Order, regarding the narrowing of the footpath, is a matter for the City Council to pursue, as appropriate.

It is considered that a scheme to restrict access by vehicles along the accessway, be pursued, in order to address the reported issues with anti-social behaviour. As discussed, it is recommended that this be a condition of approval, as applicable.

The erection of three terraced houses is considered to be acceptable, for the reasons as stated above. Specifically regarding refuse collection; it is considered that appropriate refuse storage and collection plans are proposed. An access route to enable the occupiers of the central property to move their refuse to the collection point, without moving receptacles through the house, is provided to the rear. This is common of many schemes approved in Manchester.

The inclusion of the accessway/PROW in the development is not an option for consideration, given the above constraints. The scheme will serve to complete

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and regenerate a brownfield, gap site, within a residential street, which is vacant and unsightly, with a well-designed and appropriate scheme, and access can be restricted, as applicable, whilst maintaining the Public Right Of Way.

**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 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 APPROVE**

Approval with conditions, on the basis that the development is not contrary to the following policies of the Unitary Development Plan for the City of Manchester, also the Guide to Development in Manchester S.P.D., and Regional Planning Guidance: BM1, as the scheme will retain the primarily residential character of the area, and be a part of the improvement of the housing stock and housing environment; DC7 and H1.2, as the proposal includes accommodation designed for disabled people; H2.2 and H2.7, as the development will be of a high standard of design, and will not have an unacceptable impact on the residential area; E3.5, as the scheme is designed with safety in mind; and T2.4, T2.6 and T3.1, as the development incorporates adequate provision for their car parking requirements. The scheme will regenerate a brownfield site, with a well-designed residential scheme, which will not harmfully affect visual, or amenity, in general, and there are no material considerations of sufficient weight to indicate otherwise.

## **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 following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: drawings 06 Rev B and 7 Rev B, and the Waste Management Strategy.

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Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies BM1, DC7, H2.2, E3.5, H2.7, T2.4 and H1.2 of the Unitary Development Plan for the City of Manchester.

3) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the M60, 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 the M60, in order to protect future residents from noise nuisance, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

4) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment the Desk Study) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

In the event of the Preliminary Risk Assessment Desk Study identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal Scheme) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal Scheme shall be carried out, by an Expert before development commences and the Expert shall prepare a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy Site Investigation Report and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, an Expert has prepared a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy Site Investigation Report) which shall be submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy Site Investigation Report, which shall take precedence over any

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Remediation Strategy Site Investigation Report or earlier Revised Remediation Strategy Investigation Report.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) 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".

6) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

7) 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 in order to comply with Policies H2.2, T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

8) 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, as specified in policy BM1, DC7, H2.2, E3.5, H2.7, T2.4 and H1 of the Unitary Development Plan for the City of Manchester.

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9) 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, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) Prior to the occupation of the dwellings, a scheme for the restriction of access along the access way/public right of way, to the north-eastern side of the site, shall be submitted to, and approved in writing by the City Council as local planning authority, unless otherwise agreed in writing with the City Council as local planning authority. The scheme restricting access shall be installed across the access way/public right of way, as approved, prior to the occupation of the dwellings, and shall be permanently provided, unless otherwise agreed in writing with the City Council as local planning authority.

Reason - In the interests of restricting vehicular access, and in the interests of reducing anti-social behaviour, in the interests of residential amenity, pursuant to policies E3.5, BM1 and 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: 084241/FO/2007/N1 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 held by the Planning Division.

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

Head Of Valuation & Property Services  
Engineering Services  
Environmental Health  
Contaminated Land Section  
Environment Agency  
Greater Manchester Police  
Environment & Operations (Refuse & Sustainability)  
Head Of Valuation & Property Services  
North Manchester Regeneration Team  
National Grid  
Vodafone Ltd  
Peak & Northern Footpaths Society  
The Open Spaces Society  
Greater Manchester Pedestrians Society  
The Ramblers Association  
Engineering Services  
O2 (UK) Ltd  
35 Symond Road, Manchester, M9 6GS  
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45 Symond Road, Manchester, M9 6QS  
47 Symond Road, Manchester, M9 6QS  
49 Symond Road, Manchester, M9 6QS  
51 Symond Road, Manchester, M9 6QS  
1 Thurlby Avenue, Manchester, M9 6FS  
3 Thurlby Avenue, Manchester, M9 6FS  
5 Thurlby Avenue, Manchester, M9 6FS  
7 Thurlby Avenue, Manchester, M9 6FS  
9 Thurlby Avenue, Manchester, M9 6FS  
11 Thurlby Avenue, Manchester, M9 6FS  
13 Thurlby Avenue, Manchester, M9 6FS  
15 Thurlby Avenue, Manchester, M9 6FS  
14 Thurlby Avenue, Manchester, M9 6FS  
16 Thurlby Avenue, Manchester, M9 6FS  
5 Chain Walk, Manchester, M9 6QY  
7 Chain Walk, Manchester, M9 6QY  
2 Hornby Avenue, Manchester, M9 6QZ  
4 Hornby Avenue, Manchester, M9 6QZ  
6 Hornby Avenue, Manchester, M9 6QZ  
8 Hornby Avenue, Manchester, M9 6QZ  
10 Hornby Avenue, Manchester, M9 6QZ  
12 Hornby Avenue, Manchester, M9 6QZ  
1 Rosewood Road, Manchester, M9 6QJ  
6 Rosewood Road, Manchester, M9 6QJ  
8 Rosewood Road, Manchester, M9 6QJ  
6a, Rosewood Road, Manchester, M9 6QJ  
10a, Rosewood Road, Manchester, M9 6QJ  
10 Rosewood Road, Manchester, M9 6QJ  
8a, Rosewood Road, Manchester, M9 6QJ  
3 Rosewood Road, Manchester, M9 6QJ

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

**Relevant Contact Officer :** Helen Hodgett  
**Telephone number :** 0161 234 4022  
**Email :** h.hodgett@manchester.gov.uk