

## List No. 4

<b>Bradford Ward</b>	<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>
	085309/OO/2007/N2	28th Jan 2008	29th May 2008

**Proposal** OUTLINE APPLICATION for the principle of a residential development comprising residential floor space (equating to a maximum of 800 dwellings) with associated car parking, landscaping and infrastructure plus environmental enhancements within the lower Medlock Valley.

**Location** Land In And Around The Lower Medlock Valley, Bounded By Ashton Old Road/ Great Ancoats Street/ Every Street/ Ashton New Road/ Holly Street, Bradford, Manchester, M4 7DN

**Applicant** Bellway Lovell & Taylor Wimpey, C/o Agent

**Agent** Taylor Young 4th Floor Fourways House, 57 Hilton Street, Manchester, M1 2EJ

### Description

The principal of development of this land for residential purposes was considered by the Executive at their meeting on 19th December 2007, and Members endorsed the strategic approach to the regeneration of the Lower Medlock Valley as set out in the implementation strategy.

#### APPLICATION SITE

The application site measures 26.79 hectares (66.2 acres) in size and is located within East Manchester on the outskirts of the City Centre. The site is bordered by Albert Street and Purslow Close to the north, a railway line to the east, Ashton Old Road to the south and Great Ancoats Street and Every Street to the west.

The area is predominantly residential in nature, with some commercial, industrial, educational, community and leisure uses within it. The surrounding area has seen substantial redevelopment over recent years with a mix of residential, commercial and small elements of retail being developed. Within the neighbourhood there are a number of development sites which include vacant land, a former school, some industrial premises, and poorly maintained open spaces. These areas are mainly around Limebank Street, Palmerston Street, Great Ancoats Street and Viaduct Street, with existing residential stock surrounding them.

#### BACKGROUND

The regeneration of the Lower Medlock Valley through redevelopment proposals has been the subject of discussions, negotiations and consultation for some time. This began in December 2006, when a visioning workshop was held in the local area and was attended by public agencies, RSL's and residents groups. The aim of this exercise was to develop and outline an indicative vision for the neighbourhood. Following this consultation exercise, a development brief for the site was produced in February 2006 and this was the tool to inform a competition to select a development partner.

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Following the receipt of expressions of interest and two rounds of interviews undertaken by New East Manchester and local residents, a development consortium of Bellway Homes Ltd, Taylor Wimpey Developments Ltd, and Lovell Partnerships Ltd were selected as the preferred partner in July 2006. It was then required for a masterplan to be completed for the area and further community consultations to be undertaken. This included local drop-in events and detailed stakeholder consultation.

The emerging masterplan and proposed neighbourhood plan was then presented to the New East Manchester Board on the 21st March 2007 and its progression towards the planning application was endorsed.

#### **PROPOSAL**

This is an outline application for which permission is sought for the principle of the uses on the site and access points into the general site. The current proposal would involve the creation of a residential development set around an upgraded and improved river valley. As this is an outline application only, the parameters of the site are required which include site area, density and numbers of units, with a further commitment to design quality, car parking and landscaping. The uses proposed are residential, recreation and open space and community uses, which will be integrated with the existing uses within and around the site.

The scheme would lead to the creation of a maximum of 800 residential units with around 7.5 hectares being developed at a 60 dwellings per hectare (dph) and 8.05 hectares being developed at 45 dph. The final numbers will be dependent on masterplanning the layout of each parcel of land. The residential units would be in a mix of 10% apartments, 30% 2 bedroom houses, 40% 3 bedroom houses and 20% 4 bedroom houses.

The parameters plan indicates that along key frontages the height of the development would be between 3 and five storeys in response to the context and need to provide gateway buildings at key nodes, with lower more domestic scales of a maximum of three storeys across the rest of the site. The three storey elements here again would be on key frontages and points of articulation.

Commitments are then also made in relation to the development achieving a certain level of design quality, including Design for Access 2, the Code for Sustainable Homes, Secured by Design, the provision of 20% renewable energy sources, and the Greening Manchester standards. The future phases of this development will also pay full attention to the City Council's Guide to Development in Manchester SPD in relation to building design, layout, car parking provision, landscaping and public realm works.

The main proposals listed within the neighbourhood plan are as follows:

- Circa 800 new build homes comprising larger family accommodation at low densities, ie around 45 to 60 dwellings per hectare;
- 8.4 hectares / 20 acres of open space and riverscape improvements;
- A new road hierarchy and traffic management arrangements;

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- New community uses associated with leisure and recreation functions of the new improved valley;
- New management arrangements for the river valley environment; and
- Improved access to surrounding community facilities and services.

The main principles behind the neighbourhood plan are as follows:

- A physical masterplan for residential led development;
- A design framework for the Lower Medlock Valley to secure quality and consistency of approach for the next 10 years;
- A landscape strategy for improvements to enhance the environmental and riverscape assets presented by the Valley;
- A commitment to the co-ordination of all social and economic activities, including partnership working with Eastland homes;
- Indicative housing layouts to demonstrate the potential approach to design and development;
- A record of consultation; and
- A statement of the next steps in the delivery of the plan.

Vehicular access to the site would be taken from Great Ancoats Street, Every Street onto Ancoats Grove and Gurney Street, Ashton Old Road and Councillor Street with additional pedestrian access around the area and river valley.

The future development of this site is proposed to be carried out on a phased basis, with each area of land being drawn down under specific criteria detailed within a Development Agreement between the development consortium and the City Council. The Executive Committee endorsed this approach in December 2007.

An Environmental Statement has been submitted considering the following issues:

- Community Effects;
- Ground Conditions;
- Ecology and Nature Conservation;
- Surface Water Environments;
- Flood Risk and Drainage;
- Landscape, Townscape and Visual Impact assessment;
- Archaeology and Heritage;
- Noise and Vibration;
- Air quality;
- Traffic, Transportation, Pedestrians and Cyclists; and
- Cumulative impacts.

As well as drawings, the following documents have been submitted in support of the application:

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Planning, Design and Access Statement, Parameters Plan, Illustrative Masterplan, Crime Impact Statement, Environmental Statement (3 volumes) Transport Assessment, Travel Plan, and a Neighbourhood Planning Document.

The City Council has an interest in this site as a land owner. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council ownership interest.

#### **Consultations**

The application has been advertised on site and in the press as being a Major Development, a departure from the local plan, as affecting a Public Right of Way, and as being an application accompanied by an Environmental Statement.

Local Residents / Businesses - 2 letters of objection have been received for the application at this stage. The comments can be summarized as follows:

- 1) Object to the application because there are plenty more sites around Manchester that are in need of much more development and would be considered more "brownfield".
- 2) It's manifestly obvious to anyone who lives, works and socialises in the City Centre and its environs for any length of time that Manchester is grossly oversupplied with flats. In my own building, of 50 or so flats on the upper floor, about 6 are occupied by my reckoning, and the building was developed 4 years ago - and Block A is a quality development. Basically, Manchester's oversupply problem is its worst kept secret, second only perhaps to Leeds. This is not in the public interest.
- 3) It is not as if the only effect people care about is that housing valuation is negatively affected. In this area, we are sorely lacking decent shops, services, restaurants and such amenities on our doorsteps (public transport is admittedly good and will get better with the Metro). Would sooner see the encouragement of such services, along with other amenities to give the supposed 'vibrant communities' that developers and planners so readily talk about a fighting chance.
- 4) Fail to see how adding another flat development for 800 people will do anything but harm the public interest. Think such developments should pass a test to see how well they integrate with other developments (not just of the residential kind, but of the kind I mention) - or the lack of them - and be assessed on that basis, also. It is well and fine to talk about New Islington, make suppositions about what businesses might come and set up in the area, but people are understandably suspicious of promises, and until they see more development in the latter area and less of flats, they will continue to give a frosty if not downright hostile reception to the latest cookie-cutter flat development.
- 5) Planning is supposed to be about integration. Terms like 'mixed-use' are used with abandon but it is rare they are seen in practice. Please consider how this furthers the interests of all the people in the area before rubber-stamping this development.

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Chief Executive's Landscape Practice Group - A considerable amount of information has been submitted with regard to the context through the Neighbourhood Plan and the Environment Statement. It is considered that the information is well presented and the findings of these reports are concurred with.

In relation to the Arboricultural Survey & Constraints Plan, it is recommended that wherever possible any trees considered desirable should be retained. These established trees would enhance the setting of any development. Trees to be retained will need to be protected in accordance with BS 5837:2005 Trees in Relation to Construction and the following details should be submitted:

- 1) Plans indicating trees to be removed and retained,
- 2) Tree Protection Plan, indicating root protection zones and barriers,
- 3) Arboricultural Method Statement outlining tree protection methods.

In relation to the management of the existing trees, a discussion has been held between the City Council and Ian Murat (arboriculturalist) and it was confirmed that any management undertaken at this stage could expose the healthier retained trees. Therefore, it is recommended that a condition is included that requests the preparation of a detailed management plan of the existing tree stock to be retained, which measures the long term health of the trees to minimise any risk to local residents or members of the public.

There are 6 no. areas where the development will encroach into the Medlock Valley boundary. This is generally supported, as it is not considered that this conflicts with the relevant UDP Policies EM4 and EM14. It is agreed that the limited loss of trees/landscaped area with a replacement appropriately designed development will benefit the whole of the Lower Medlock Valley. Finally, it is considered essential that the landscape strategy takes the same priorities as the overall building design for this scheme. Therefore, Landscape Practice would welcome the opportunity to be involved in the preparation of the landscape strategy.

United Utilities - There are no objections in principle providing that the site is drained on a separate system with only foul drainage connected to the foul sewer. Surface water should discharge to the river/watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency. If surface water is permitted to be discharged to the public sewerage system, it may be required for the flow to be attenuated to a maximum discharge rate determined by UU.

Public sewers cross this site and building over them is not permitted. The minimum distance of buildings/structures from the outer of individual sewer pipe will be various based on its depth and its size for future maintenance or replacement.

Land drainage or subsoil drainage must not be connected into the public sewer system directly or by way of private drainage pipes. It is the developer's responsibility to provide adequate land drainage without recourse to the use of the public sewer system. It is unclear if the existing sewer network has the capacity to accommodate this development. Flow investigations will be required before this may be confirmed.

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North West Regional Assembly - The NWRA previously provided a scoping opinion on the proposal in April 2007. The reference to RSS in the planning statement is welcomed, however there are a number of additional policies beyond those listed that would offer further support for the proposals.

1) Sequential Approach to Development - As the majority of the site has been previously developed and is currently underused, broad support for the reuse of the site is offered by policy DP1 of both the Adopted and Submitted Draft RSS's.

2) Residential - The scale of the proposals (800 residential units) is broadly supported by Submitted Draft RSS policy L4 which provides for 3,500 units per annum in Manchester, a figure which has been confirmed by the EiP Panel Report. When considered against the figure of 1,350 in Adopted RSS policy UR7, it is a large figure, but still acceptable given that the site forms part of a regeneration area. It will be important to ensure that the proposals are consistent with the aims and objectives of the HMR.

The proposals are offered further Support by Submitted Draft RSS policy MCR2, which seeks to secure a good range of residential sizes, types and tenures in a high quality environment. The proposed indicative mix of housing of 10% apartments, 20% 2 bed, 40% 3 bed and 30% 4 bed properties also seems appropriate and would be supported by Adopted RSS policy UR7 and Submitted Draft RSS policy L4.

It is noted that the Planning, Design and Access Statement makes reference to there still being a 'plentiful supply of affordable housing' in the area. There are concerns that this appears to be the only justification for lack of affordable housing in the proposal. Both Adopted RSS policy UR9 and Submitted Draft RSS policy L5 seek to secure affordable housing as part of proposals. The council will need to be satisfied that that is there is a readily available supply of affordable housing.

3) Transport – It is noted that the application site appears to be particularly well connected by a broad range of means of transport include, walking, cycling, bus and Metrolink. This wide range of transport options is offered support by Adopted RSS policy UR3 and Submitted Draft RSS policies RT1 and RT7. Both Adopted RSS policy T10 and Submitted Draft RSS policy RT1 offer general broad support for the improvement of public transport infrastructure. The proposals should go some way in contributing towards the regeneration of the area and improving linkages and public transport choice.

4) Open space and Green Infrastructure - There are a number of environment related policies in the Adopted RSS which offer support to the proposal, in particular, ER2, ER3, ER4, ER5, ER7 and ER8. Would also draw your attention to the equivalent policies of the Submitted Draft RSS, In particular, EM1, EM3 and EM5.

The Draft Green Infrastructure Guide for the North West provides a detailed definition of green infrastructure, as outlined in Policy EM3 of the Submitted Draft RSS. The guide offers broad advice on how to plan and enhance green networks. I welcome the approach that the applicants have taken in planning for significant areas of green/urban open space.

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5) Design - Policies L4, EM5, EM15 and EM17 of the Submitted Draft RSS continue the policy approach of Adopted RSS, promoting sustainable water use, sustainable construction, energy efficiency measures, use of renewable energy sources and combined heat and power (CHP). EM17 also requires major developments to incorporate renewable energy production of at least 10% requirements. While I recognise this is only an outline application at present, the applicants should give some consideration as to how these concepts can be integrated into the design of the residential units.

The intention of the proposal becoming an “Exemplar” development in terms of the Code for Sustainable Buildings is also welcomed.

Government Office for the North West – Any comments received will be reported to Committee.

New East Manchester - Lower Medlock Valley is a project of significant importance to New East Manchester, as it seeks to enhance the Valley and its open space, and provide the highest value quality family housing to embrace our vision for this landmark site adjacent to the River Medlock. NEM has been working with Lovells / Bellway / Taylor Wimpey over the past 18 months to bring forward the planning application, following consultation with local residents and stakeholders. NEM is therefore supportive of this application and it is worth noting that proposals have been presented to NEM Board on two separate occasions, and the principle of a development agreement has been approved by the City Council’s Executive Committee.

In providing comment, NEM recognises the significance of this development to attract higher income families into east Manchester to support the local economy, to greatly encourage a mixed community and to create a housing offer not previously available on any existing or proposed east Manchester residential development schemes. To this end, it is NEM’s view that in order to meet these regeneration objectives outlined within the refreshed Strategic Regeneration Framework, there should be no significant provision of affordable housing.

However, in light of existing housing stock within the lower Medlock Valley area which is predominantly social housing for rent, all to be retained, NEM does wish to promote “pathways to home ownership” and to this end any approved planning application will need to accommodate shared ownership proposals presently being developed through Eastlands Homes, for which AHP has been approved by the Housing Corporation. NEM also feels that the housing mix could be improved with more focus on 4 bed units compared to 2 bed units. Preferably the percentage split between 2 and 4 bedrooms could be reversed to be more representative of the aspirations for a ‘high quality, high value’ development.

NEM welcomes this application, and is working with the City Council to facilitate a development agreement to deliver these valuable proposals.

GMPTTE - The Planning, Design and Access Statement notes, amongst the design objectives, the importance of pedestrian permeability through the site proposing an enhanced network of local linkages across the site and beyond. It should be ensured that the pedestrian environment is designed to be as safe and convenient as possible so as not to discourage people from accessing the site on foot / by public transport. An assessment of existing pedestrian routes

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and desire lines should be undertaken and it will be important to ensure that the development will provide a network of safe and convenient walking routes to the existing and proposed public transport infrastructure and where ever possible, ensure that these walking routes will reflect the likely pedestrian desire lines.

There are also a number points which should be brought to your attention.

1) Operational Assessment of Junctions - The Transport assessment does not assess the operational capacity of the Pollard Street / Carruthers Street / Merrill Street junction however it does describe (incorrectly) the reconfiguration of this junction following the development of Metrolink. Should any assessment of the Pollard Street / Carruthers Street / Merrill Street junction be required it should be undertaken using the correct Metrolink layout, drawing no.

60284/NWD/AN17/004 Option 1B Rev P1 with Pollard Street closed not Carruthers Street.

2) The Transport Assessment - With regard to the both trip generation and traffic generation the TA states (6.3) that all committed developments have been considered in the vicinity of the site and specifically names the Victoria Works redevelopment. However it is not clear if the TA considers the recently approved outline application for the redevelopment of Holt Town. There are also a number of other large scale proposals for redevelopment at Chancellor Place and Dreyfus Village nearby. Whilst it is appreciated that these do not constitute committed development at this stage the overall accumulative affect of these proposals on the road network and the number of overall trips generated (including public transport trips) needs to be given consideration.

Department for Transport - Guidance on Transport Assessment (March 2007) (4.10 – 4.11 page 21) states:

*“For major developments, it is important to identify the spare capacity on buses, trains and trams in order to establish the ability of the public transport network to accommodate any increase in demand associated with a proposed development... Such assessments will inform later stages in the TA process in respect of determining modal split, travel plan objectives and in appropriate cases, public transport infrastructure enhancement as part of an overall mitigation package.”*

The TA goes some way towards providing an estimate of the total number of public transport user trips generated by the proposed development (a modal split percentage is provided) but then unfortunately fails to indicate the number of trips this percentage would equate to, or an estimate of the distribution of these public transport trips. This development, combined with those mentioned above, will have an impact on the capacity of existing and proposed public transport in the vicinity. Other proposals (Holt Town and Dreyfus Village) have been requested to include this information within the Transport Assessments and it will also be expected of the Chancellor Place proposals. This will allow the combined impact on public transport capacity to be assessed and the cost of any necessary mitigation measures divided proportionately between the developments.

With regard to bus capacity, it is appreciated that there is a build time associated with this development and that the phases of development would produce a gradual increase in demand for bus services. The majority of bus services along Ashton Old Road and Ashton New Road are commercially

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operated services and in an ideal world, market forces would ensure that supply increased to satisfy demand. However the market is not always as responsive as it could be and I feel there is a future role for the applicants and GMPTe to promote developing markets to the bus operators. This could be done through commitments within the proposed Travel Plan at various triggers, to assess demand for bus services.

With regard to Metrolink capacity the business case for the tram extension included assumptions of passenger forecasts and the likely patronage that would board and alight at the proposed stops. The issue is to what extent (if any) does the development loadings exceed these business case assumptions.

At present the most detailed demand analysis underpins the revenue projections for Metrolink Phase 3a between Droylsden and Piccadilly. This is based on accepted / conventional growth projections for the East Manchester corridor as it was in the recent past. In addition to this, there is anticipated a growth in demand as a consequence of the possible TIF "push" measures combined with growth due to a higher density of development beyond that which is assumed in the demand models. Specifically large developments (such as this application) that are focused on public transport as their main means of accessing the Regional Centre. This latter analysis has not been undertaken and requires funding.

GMPTe consultants SDG could produce a stop by stop analysis of demand by undertaking a study in the East Manchester corridor at a budget cost for which we need to find sponsors. Given that the need for this analysis has, in part, arisen from these development proposals, I would like you to consider asking the applicant for a financial contribution towards the costs; as part of the overall Section 106 Agreement. The same has been asked of the other large scale developments identified above. Without this analysis we have little understanding of what measures may be required to mitigate against potential Metrolink capacity issues.

3) Travel Plan - It is encouraging to note that the TA also includes a Travel Plan Framework with clearly defined objectives. However the Travel Plan Framework does not include any appraisal of the projected modal split and furthermore there is little explanation as to how to achieve long term commitment to a detailed Residential Travel Plan from individual site developers and occupiers in the future. It is not felt that there will be a need to instil ownership and ensure the commitment is maintained throughout the build period and beyond. At the reserved matters stage a robust monitoring and review process should be achieved through the use of planning conditions.

Head of Engineering Services – A number of concerns were raised in the original consultation in relation to signalised junction proposals, traffic modelling, pedestrian linkages, car parking, adoption and requests for clarity on a number of matters. However, a significant amount of additional information has been received and the latest comments from the Head of Engineers on the 16<sup>th</sup> May are as follows:

With regards to the proposed new junction at Ashton Old Rd / Midland St, there are some fundamental problems with this layout which are as follows :-

- 1) No cycle advanced stops lines provided (this is a policy of MCC);
- 2) Toucan crossing facilities need to be provided (with access to it from AOR);

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- 3) Radii's on new leg of junction too big (thus ped crossing too far from junction);
- 4) Inadequate carriageway width for city bound traffic to create two lanes;
- 5) Proposed central island obstructs offside city bound traffic lane.

However, contact has been made with Faber Maunsell and an acceptable layout at this junction is being formulated. The details of this junction will be agreed shortly and further comments will be made to Committee.

Pedestrian Linkages - Clarification is required with regards the information shown on the previous masterplan and the amended plan. Some routes appear to be missing that appeared on the previous one. It's also been noticed that the two new bridges have been removed from the revised parameters plan. Again, these details will be agreed shortly and further comments will be made to Committee.

Overall the information submitted in section 7.0 & 8.0 of the 'Town Planning Response to Issues Raised' document shows the commitment, which was required as per discussion at the last meeting on 1/5/08. Therefore, the Head of Engineering Services is satisfied that further detailed information will be picked up in the reserved matters stage.

Environment Agency - The Environment Agency has reviewed the Flood Risk Assessment (FRA) prepared by Faber Maunsell in support of the outline application for the redevelopment of the Lower Medlock Valley Neighbourhood Plan and considers that it meets the requirements of Planning Policy Statement 25 (PPS25).

For information, the Environment Agency does not currently provide a Flood Warning Service in that area and this should be taken into account when preparing the Emergency Evacuation Plan to deal with the residual flood risks.

Although the EA are satisfied at this stage that the proposed development could be allowed in principle, the submission of further information to an acceptable standard and level of detail relating to the proposals will be necessary in order to ensure that the proposed development goes ahead without harming the environment. The information requested may alter the form of development envisaged by the applicants, and/or impose constraints on how the site functions in the future.

Therefore, the Environment Agency considers that outline planning permission should only be granted to the proposed development if certain planning conditions are imposed.

The Environment Agency recommends that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health.

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### INFORMATIVES

A structural investigation of the river wall should be undertaken to determine its integrity. It would be prudent to rectify any defects at this stage of the redevelopment. Notice may be served on the landowner by the Environment Agency under the provisions of its Land Drainage Byelaws to carry out reasonable and practicable repairs necessary to prevent collapse into the river.

River Medlock which flows adjacent to the site is designated "main river", and as such, details of any proposed works in, under or over the channel, or within 8 metres of the top of the bank, require the prior consent of the Agency under the Water Resources Act 1991 and the Land Drainage Byelaws.

The Environment Agency has discretionary powers to carry out maintenance works on the channels of "main river" watercourses to remove blockages and ensure the free flow of water. The responsibility for the repair and condition of River Medlock, its channel, banks and adjacent structures, lies ultimately with the riparian owner.

The Environment Agency encourages the use of Sustainable Urban Drainage Systems (SUDS) where practical as part of the future development of the site. SUDS can be an effective means of reducing the impact of surface water discharge and are considered by the Environment Agency to be significant in the process of delivering sustainable urban development.

### RECOMMENDATIONS

In previous discussions with the applicant's agent the EA highlighted the opportunity to demolish existing, redundant housing adjacent to the River Medlock, and locate new houses away from the river corridor. This approach has largely been adopted throughout the scheme, but in a few isolated areas there appears to be housing to banktop (e.g. Ardwick Men's Club). The developer should investigate the feasibility of re-locating this building away from the river corridor to another part of the site to enhance the ecological value of the River Medlock. The developer should consult the River Restoration Centre for advice on any enhancement works to the River Medlock.

Sport England – The original consultation to Sport England resulted in the following comments:

It is understood that the site includes a playing field as defined in the 1996 Statutory Instrument No.1817, in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.4 ha or more. Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The Policy states that;

The application is for a mixed use development in the Lower Medlock Valley area of East Manchester. Sport England would like to raise two key concerns regarding the application:

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1. Loss of existing playing field
2. Provision of new formal sport and recreation facilities

1) Impact on Playing Field - The North Ridge High School is located within the application site. There are existing proposals to relocate North Ridge High School from its current site at Palmerston Street, to the same site as Our Lady's RC Sports College, Alworth Road, Blackley. However, the application makes no provision for replacing the playing fields within the area which would be lost as a result of the development.

2) Existing Facilities and New Provision - As indicated within the Planning, Design and Access Statement which accompanies the application, there are a number of significant sports facilities located within easy walking distance of the application site, various clubs and organisations located in Sportcity. The application seeks to enhance links with these existing sports facilities outside the application boundary, and maximise opportunities for informal recreation along the River Medlock Valley through establishing a number of open spaces. These aspects of the development are considered very positive, and Sport England would welcome innovative approaches to the design and use of pocket parks and semi-public open spaces that can encourage participation in sport.

The scale of provision for sport confirmed at this stage is, however, relatively small given the numbers of new residents that would be attracted to the area should the development proceed, and given the focus upon family accommodation. The lack of provision can, to some extent, be justified by the close proximity of sports facilities in the local area. It is clear from existing assessments, however, that there are significant deficiencies in existing sports provision in the local area. These would be exacerbated by the proposed increase in population. In particular there are deficiencies in the quality and type of playing field provision in the local area.

Given this, it is recommended that contributions are sought of an appropriate scale to address the needs arising from the development for sport, via a s106 agreement. Such contributions could be directed to existing identified provision.

In light of the above and the lack of evidence of any other exceptional circumstances Sport England objects to the proposal on grounds that the development will lead to the permanent loss of part of the existing playing field.

However, following the submission of further detailed information the latest comments made by Sport England on the 16<sup>th</sup> May are as follows:

Sport England has re-considered the application in the light of its playing fields policy and the new information submitted by the applicants. In the previous objection letter to the application, Sport England raised two key concerns regarding the application and which we have now re-considered our position on; the Loss of existing playing field; and the Provision of formal sport facilities within the development

#### **1. Impact on Playing Field:**

The North Ridge High School is located within the application site, it is proposed that these existing playing fields which would be lost from the school will be replaced at the New East Manchester Academy and which was granted

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planning permission on the 13 March 2008 and which will contain the following sports facilities:-

- An All Weather pitch
- 1 MUGA – 1,900m<sup>2</sup>
- Playing fields – 35,000m<sup>2</sup> containing 2 football pitches, 1 rugby pitch and training areas

In the light of this replacement provision we are now satisfied that the proposal satisfies E4 of Sport England's Playing Fields Policy and that we are willing to withdraw our objection to the application in that:-

E4 - The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development.

#### 2. Provision of formal sport facilities within the development

The provision of new sport and recreation facilities within the new development has also been discussed, given the size of the proposal or whether planning obligations were being sought from the developers for off site improvements towards improving existing sport and recreation facilities in the catchment. It is evident the on site proposals are for informal recreation improvements to the Medlock Valley which are very much towards providing informal open space provision. There are no proposals within the current outline masterplan for formal sport and recreation facilities within the application site. The applicants in their note of April 2008 also state that in response to PPG 17 that there is likely to be a quantitative surplus of open space locally.

We would therefore like to comment as follows:-

Sport England has not been provided with any formal sport and recreation assessment to show that there is a quantitative surplus of open space in this area and whether this relates to all types of open space or formal open space sports provision such as playing pitches. We have also not seen any evidence to show that there is a surplus of other sports facilities such as synthetic turf pitches, sports halls and swimming pools.

In addition, we would also still maintain that there are significant qualitative issues in this catchment area. It is also worth reiterating that existing sport and recreation assessments clearly state that there are significant deficiencies in existing sports provision in the local area and that these existing deficiencies would be further exacerbated by the proposed increase in population.

It is therefore still believed that contributions are sought of an appropriate scale to address the needs arising from the development for sport, via a S.106 agreement. While it is appreciated that Manchester City Council owns the site, it is still believed that for a development of this size a planning contribution should be sought from the developer to improve off site sport and recreation facilities or seeking on site provision.

Greater Manchester Police (Architectural Liaison) - It can be confirmed that GMP prepared an initial Crime Impact Statement (CIS) for the Architect prior to this outline application, in order to highlight some of the existing problems in the

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Lower Medlock Valley area and the main issues that would need to be taken into account when designing detailed proposals for its regeneration.

In order to ensure that current crime and disorder issues in the vicinity of the development can be assessed, it is recommended that a CIS is prepared for each detailed phase of the development. This will allow the development to be assessed in terms of its likely effect on crime and disorder and identify design solutions based on that analysis, to reduce the opportunities for crime and the fear of crime.

Head of Regulatory and Enforcement Services (Pollution) – No objections to the proposals subject to the inclusion of certain conditions, including acoustic insulation, insulation of external equipment and the submission of a waste management strategy.

Head of Regulatory and Enforcement Services (Contaminated Land) - Historical information relating to this site indicates the possible presence of significant levels of contamination. It is therefore recommended that a condition should be attached to any approval given:

#### Review of Supporting Information

The Contaminated Land Section has reviewed the submitted information in order to assess the adequacy of the desk study information available for this site.

The site is currently occupied by open ground around the lower River Medlock Valley, which runs through the site. Previous land uses on and adjacent to the site have included residential and numerous industrial uses for example a dye works, a lime works, iron and brass foundries, an engineering works, a plastic works, a rubber works, limestone pits, brick works, brick fields, railway, tramway, reservoirs, cotton mills, finishing works, brewery, printing works, timber yard, glass works and goods station. Four coal mine entries are reported to be within the site boundary. A registered landfill known as the Great Ancoats Street landfill, is located to the southwest of the site and is within the site boundary. A major surface watercourse, the River Medlock runs through the site. The site lies above the Collyhurst Sandstone major aquifer.

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages.

Therefore, the desk study information appears to be adequate.

The Head of Regulatory and Enforcement Services agrees with the Desk study recommendation set out in Section 5.2 of the report that an intrusive ground investigation is required. Therefore, a site investigation proposal should be submitted to the City Council for approval. Should this application be approved and the recommended condition attached, the Head of Regulatory and Enforcement Services would only recommend discharge when all requirements of the condition have been met.

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Greater Manchester Ecology Unit - Although the application site is not itself of substantive nature conservation importance, the possible presence of statutorily protected species in the application area will need to be taken into account during the determination of the application. Further, the application site includes a valuable area of semi-natural greenspace close to the city centre, and the river corridor forms part of an ecological network. Therefore, there are no objections to the application on nature conservation grounds, but it would be recommended that certain conditions be appended to any permission that may be granted to the scheme to protect the natural environment.

Further detailed comments are now listed below:

1) Impact on the River Corridor - The River Medlock and associated semi-natural habitats form a valuable wildlife corridor into the city, and form part of an ecological network facilitating the movement and dispersal of species.

PPS9 states that:

*'Such [ecological] networks should be protected from development, and, where possible, strengthened by or integrated within it'.*

It is noted that, although the development will result in the loss of some areas of greenspace and the consequent narrowing of the green corridor, the developer intends to compensate for this by improving the quality of habitats in the remaining areas of greenspace, and by improving the habitat value of the watercourse itself. This approach would be accepted, but would recommend that a condition be included to require the submission of a detailed landscape and habitat plan to the Council for approval prior to any development commencing. The plan should include details of the long-term management of any new and/or improved habitats to ensure sustainability.

2) Impact on Bats - All bats, and their roost sites, are protected under the terms of the Wildlife and Countryside Act 1981 and the Conservation (natural habitats &c) Regulations 1994. Although the *potential* of the area to support bats has been assessed, no actual surveys for bats have been carried out as part of the EIA. It is stated that this is because the size of the development and the number of buildings requiring survey made detailed survey impractical, and that the development will be phased over a relatively long period, making the results of any surveys carried out at this time likely out-of-date before any permission granted to the scheme may be implemented. Phasing of the development will also allow for mitigation measures for bats, if required, to be implemented on different parts of this large site at different times. A mitigation strategy for bats is proposed (para 8.5.1), involving detailed survey for bats in buildings to be carried out prior to demolition, followed by the preparation of more informed method statements for mitigating for any disturbance to bats should they be found by survey. It is stated that there will likely be a net increase in suitable bat habitat arising from the development, since forty bat boxes/bat bricks will be installed on new buildings irrespective of whether bats are found by survey.

In the circumstances this approach is acceptable. It would be recommended that a condition be included requiring the implementation of measures for mitigating for any possible disturbance to bats described in paragraph 8.5.1 of the Environmental Statement.

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3) Impact on nesting birds - All nesting birds are protected under the terms of the Wildlife and Countryside Act 1981. Any vegetation clearance required by the scheme should take place outside of the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

4) Japanese knotweed - Under the terms of the Wildlife and Countryside Act 1981 it is an offence to cause this plant to spread in the wild. A method statement should be prepared giving details of how Japanese knotweed is to be controlled as part of the scheme.

Natural England - Natural England generally concurs with the findings of the Environmental Statement. NE encourages proposals, such as those for the Lower Medlock Valley, for sustainable residential development, which offers quality of life improvements in terms of health, public perception and enjoyment of landscape, and close contact with the natural environment. There are concerns however about potentially damaging impacts during construction which the EIA needs to address.

As the importance of the River Medlock Valley for landscape, nature conservation and recreation goes beyond the study area, the wider benefits of the proposals, including the context as part of the city's urban greenspace network, and the Red Rose Forest, should be fully considered. It is recommended that the EIA includes full consideration of landform, drainage and soils within the development boundary, with the aim of ensuring that the proposals are sympathetic to the natural landform or seek to re-establish natural and sustainable profiles, and of ensuring that the most sustainable use is made of existing resources. It is recommended that opportunities are sought for the provision of allotments/leisure gardens within the development, for recreation and health.

Natural England also recommends that the EIA include a full tree survey, method statement and management plan. While some loss of trees is inevitable, it is important to ensure that those existing mature, semi-mature and young trees which could help to integrate the new development into the landscape in the short term, and also make a positive contribution to amenity and nature conservation in the long term, are taken into consideration from the start.

Natural England welcome the commitment to survey all buildings prior to demolition, however recommend that there is a time limit set which gives an appropriate time frame between the survey and the actual demolition.

Natural England would welcome the consideration and assessment of the sustainability of the building design, energy consumption, and conservation, water consumption and conservation, construction material selection, sustainable urban drainage and waste management. Natural England would recommend that this apparent omission is addressed.

Greater Manchester Archaeology Unit - This proposal area has considerable historical and archaeological interest. An archaeological appraisal has been undertaken as part of the EIA which has identified principal archaeological interests and suggested mitigation. Additional to the findings of this report it should be added that the Ancoats Hall site has considerable potential for excavation and display in relation to the 17<sup>th</sup> century and later hall foundations (which have not been built over). Moreover as the site sits on a promontory

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there is also potential here for prehistoric settlement remains to be revealed. A similar site was excavated at Moston Hall in NE Manchester as part of the Dig Manchester community archaeology project. It is noted with concern that it is proposed on the master plan to build over the Ancoats Hall site; GMAU wish to see this site preserved from development.

There are three key areas of archaeological involvement with this project:

- 1) Archaeological mitigation to properly record features of historic/archaeological interest, above and below ground, which are affected by demolition and ground works for the development.
- 2) Community engagement.
- 3) Heritage presentation.

Other sites will come to light as well through the course of investigations. Some of these sites should be presented as amenities for the benefit of the local community, in the form of marked out or consolidated remains with information boards, along with a heritage trail, booklet, exhibition, website information etc. All of these areas of archaeological work need to be underpinned by a much more comprehensive and detailed archaeological desk based assessment. In order to flag up and secure these archaeological interests at this early stage in the planning process a number of conditions should be attached to outline consent.

Further comments were received following the submission of additional information. It is welcoming to note that the development will be redesigned to project Ancoats Hall site from destruction through redevelopment. GMAU would look to the developers to provide a level of funding towards community activities at this site and its presentation as a public amenity. Taylor Young's other comments regarding the archaeology agree with the need for further work as identified in my previous comments, which can be secured through the conditions suggested in previous comments.

English Heritage - There are no detailed comments to be made on this application, however English Heritage would like to offer the following general observations:

- 1) English Heritage Advice – Remain concerned at certain elements of the Masterplan, which relate to the historic environment and Council policy EM4 and look forward to advising in more detail as the proposals develop.

#### **Issues**

Relevant National Policies

#### **Planning Policy Statement No.1 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. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places.

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### Planning Policy Statement No.3 Housing

This guidance strongly encourages the re-use of previously developed vacant or under utilised land and buildings and lends support to new housing within urban areas at high densities that are in close proximity to existing services and facilities and public transport provision. It also provides guidance on issues such as design quality, residential mix and affordable housing. In terms of design quality schemes should create places, streets and spaces which would meet the needs of people, and be visually attractive, safe, and accessible.

### Planning Policy Statement No.9 Biodiversity and Geological Conservation

This embodies the Governments commitment to sustainable development and to conserving the diversity of wildlife. It is acknowledged that the impact of the proposed development would have a moderately adverse effect on the ecology of the site, given the scale and scope of development. This issue is considered elsewhere in this report.

### Planning Policy Guidance No.13 Transport

This seeks to encourage alternative modes of transport that have less environmental impact and reduces reliance on the private car. The applicants have submitted a transport assessment, which has been examined by the Head of Engineering Services. This site is in a highly accessible location close to the City Centre, along major radial routes such as Great Ancoats Street and Ashton Old Road. It is within walking distance of Piccadilly railway station and Metrolink stations, and is served by a significant number of bus services. The developer has also developed a draft Green Travel Plan to encourage travel to and from the site by non-car based travel models.

### Planning Policy Guidance Note No.16 Archaeology

Government Guidance provides a framework which protects scheduled ancient monuments and their settings, protects nationally important unscheduled monuments, has a presumption in favour of in-situ remains, and provides for the excavation and investigation of sites which do not merit in -situ preservation.

There are no scheduled ancient monuments or nationally important ones within the site, but there is the potential for historical industrial remains which may be of local importance. Thus, there is potential for damage to archaeological remains during the demolition and ground works. It is therefore proposed that an archaeological condition is attached to any planning approval.

### Planning Policy Guidance Note No.17 Planning for Open Space, Sport and Recreation

Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives. These include supporting an urban renaissance, supporting a rural renewal, promotion of social inclusion and community cohesion, health and well being and promoting more sustainable development.

Paragraphs 41 and 42 state that all playing fields, whether school playing fields or those owned by other public, private or voluntary organisations, are of special significance both for their recreation and amenity value and in towns and cities,

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and for their contribution to the green space in an urban environment. When not required for their original purpose, they may be able to meet the growing need for recreational land in the wider community.

The PPG also advises that playing fields should normally be protected except where :

- (a) Sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site. This option does not form part of this application.
- (b) Alternative provision of equivalent community benefit is made available. The alternative provision as outlined by the applicant could be said to provide a similar range of physical sporting facilities.
- (c) The local plan shows an excess of sports pitch provision and public open space in the area, taking account of the recreation and amenity value of such provision. There is a clear and well expressed demand for this type of recreational provision in the local area that could not be met without the former sports ground. The issue is not whether to provide alternative facilities, but how and where they should be located.

#### Planning Policy Statement Note No.23 Planning and Pollution Control.

This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments, which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

In this particular instance a significant part of this site was previously used for industrial uses, and therefore it the land would have to be fully remediated to allow re-use for the uses proposed.

#### Planning Policy Guidance Note No.24 Planning and Noise.

Paragraph 2 of the guidance sets out the general principle that wherever practicable noise sensitive developments should be separated from major sources of noise, and new development involving noisy activities should be sited away from noise sensitive uses. A noise survey has been carried out to determine existing noise levels around the site. Changes in traffic flows around the site due to the proposed development have been considered in terms of noise impact, and this is not considered to have a significant impact.

#### Planning Policy Guidance Note No.25 Flood Risk.

This guidance looks at how flood risk should be considered at all stages of the planning and development process. It details the importance of the management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change.

A flood risk assessment has been provided within the Environmental Statement. Following hydraulic modelling, the indicative masterplan has been driven by the flood zones and where practicable the more vulnerable areas have been

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located in the low risk zones. Where residential development is located within the Flood Zone 2, finished floor levels of the buildings will be set at a minimum height of 600mm above the flood level, and where the development falls within Flood Zone 3, land will be used appropriately for amenity/leisure. The flood risk assessment has been assessed by the Environment Agency who has recommended the inclusion of certain conditions in any approval.

#### Relevant Regional Policies

##### Regional Planning Guidance for the North West ( RPG 13) ( 2003)

Policy UR1 identifies the sustainable regeneration of the Region's urban areas as being a clear priority, and policy UR4 establishes targets for the recycling of land and buildings. It sets a target of achieving 90% in Manchester between 1996 and 2016.

##### Draft Regional Spatial Strategy ( RSS ) ( January 2006)

The document sets out the framework for delivering sustainable development in the North West. The strategy allocated a maximum housing provision of 63,000 for Manchester between 2003 and 2021. Policy MCR1 sets out the priorities within the Manchester City region including accommodating housing growth in locations that are accessible by public transport to areas with strong economic prospects. A high level of residential development will be encouraged in the inner areas to secure a significant increase in the population of these areas. The proposed development would accord with the aspirations of the draft RSS.

#### Relevant Local Policies

##### Unitary Development Plan for the City of Manchester (1995)

The application site is located within Area 4 of the UDP for East Manchester. The general area policy for East Manchester states that East Manchester is one of the United Kingdom's most deprived areas and suffers poor housing conditions, industrial wastelands, redundant buildings, a declining employment base, a poor physical environment and severe social and economic conditions. East Manchester is located to the east of Manchester City Centre adjacent to the regional centre. It is bounded by Great Ancoats Street to the west, Oldham Road and the Manchester Victoria to Oldham Railway line to the north, the Manchester City boundary to the east and the Manchester Piccadilly to Gorton Railway line to the south.

Key features within the area include the Medlock Valley and Phillips Park, and the Ashton and Rochdale Canals. These canals are both Grade A Sites of Biological Importance (SBIs), and in the neighbouring borough of Oldham the Rochdale Canal is a Site of Special Scientific Interest (SSSI) and a candidate Special Area for Conservation (cSAC). Major transport routes include the A62 (Oldham Road), A662 (Ashton New Road) and A635 (Ashton Old Road) which all link the City Centre and East Manchester to the M60. Running from Victoria and Piccadilly Railway Stations there are various railway lines and junctions which cross East Manchester creating opportunities for development but also severance between areas. East Manchester has lost a significant proportion of its population since 1991, while overall the population of Manchester has grown. The unemployment rate is more than double the Greater Manchester and national average. The area has higher morbidity and early death rates than the

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rest of Manchester and the mortality rate is 50% higher than the national average. Educational attainment is low in terms of pupils gaining 5 or more grade A-C GCSE's when compared with Manchester and the national average. Local business's find it difficult to recruit in the area due to lack of skills (particularly IT, basic literacy and numeracy).

Within Area 4, part of the application site is located within the Lower Medlock Valley area which is covered by Policy EM4 and the whole site is located within Sub Area 10: Lower Medlock Valley area. These Policies read as follows:

Policy EM4 states that the Medlock Valley is an important area of multi-functional open space, with open landscape, informal recreation, biodiversity, semi-natural habitat and green belt value. Within the Medlock Valley, as shown on the proposals map, development will not be permitted which will have an unacceptable adverse affect on:

- i. the open landscape character and appearance/visual amenity of the Medlock Valley, including its edges;
- ii. its semi-natural habitats or other biodiversity/ nature conservation value;
- iii. people's ability to access it by sustainable means, from within and on the edge of the valley;
- iv. the informal recreational quality of the valley, including anything which reduces people's safety in or adjacent to the valley;
- v. the character, appearance and setting of the Registered Park and Garden. Any development should be compatible with its setting in terms of siting/location, scale, materials, design and landscaping.

Policy EM14 states that the Lower Medlock Valley area contains a spine of open space, which passes through a predominantly residential area. The adjacent residential areas are in a strategic position close to the City Centre and Sportcity. Within the Lower Medlock Valley Area development will be permitted which includes:

- i. Residential development including redevelopment and remodelling with a mix of dwelling size, type and tenure that establishes a hierarchy of streets, particularly fronting the Medlock Valley to enhance use and a sense of stewardship of the valley;
- ii. Protection of and environmental improvements to the Medlock Valley area of protection including provision of a pedestrian route linking the area to the City Centre and Sportcity, additional access points to the Valley to increase use and safety, improvement of the open space to create opportunities for informal recreation;
- iii. Improve linkages between the Medlock Valley and Ashton Canal by improving access at the meeting point of the Medlock Valley and Ashton Old Road.

When dealing with applications of this nature, regard is given to Development Control Policies No. 7 " New Housing Development" and No. 16 "Street Landscapes". Policy DC7 states that the Council will negotiate with developers

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to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC16 can be applied here as this requires the retention of existing trees and the provision of tree planting along the public frontages of sites.

Further housing policies include H1.2, H2.1, H2.2 and H2.7. 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 through Policy H2.1. Policy H2.2 is also relevant and 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 its 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.

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

There are also Environmental Policies that are relevant in this case. Policy E1 advises that major new development will be required to be located where it can be easily served by public transport. With regards to the City Council's aim to ensure sustainability within developments, Policy E1.5 outlines that the Council will contribute towards energy conservation by ensuring that new development is located where it can be easily served by public transport and by encouraging high standards of energy efficiency. Policy E1.6 relates to the materials used for developments and outlines how the Council will require that building materials used are environmentally friendly wherever it is possible.

Policy E2.2 relates to sites of biological importance, and the requirement to protect them; policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. In addition policy E3.4 aims to create a network of safe and attractive recreational open spaces by linking river valleys, canals, and policy E3.1 encourages the reclamation of derelict land with a view to re-use. Policy E2.4 states that the Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. Most importantly for this application, Policy E2.6 outlines that the Council will prevent wherever possible the loss of existing trees and will encourage the extensive use of broadleaved trees in planting schemes to improve the appearance of built up areas.

Finally, Policy E3.5 explains that 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:-

- a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- b) designing landscaping schemes so as to minimise the risk of attack;
- c) that community facilities are located where they are easy and safe to get to;

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- d) providing safe places for children to play;
- e) improving road safety.

Transport policies T2.4 and T3.1 can also be applied to this proposal. 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 T3.1 states that the Council will ensure that the particular needs of both pedestrians and cyclists are catered for in new development schemes.

#### Supplementary Policy Guidance

##### Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

The Guide advises that design should respect and be informed by location; buildings should front onto streets; buildings should relate well to each other; building height should be carefully considered, and site boundaries and treatment should contribute to the street scene. Whilst this is an outline proposal, the applicant has provided an illustrative masterplan showing a potential site layout and this is based on many of the design guidance principles contained within this document.

##### New East Manchester Framework

The objectives of the framework are to create sustainable communities, including developing a range of housing types, promoting high quality urban design, promoting accessibility and increased demand for homes. The proposed development would contribute to the objectives and aspirations of the framework.

Principle - It is considered that the principle of a residential development in this area to aid the comprehensive regeneration of the Lower Medlock Valley neighbourhood is acceptable. However, the impact of the development on the river valley, the loss of the sports pitches at North Ridge High School, and the impact of the development on the character of the area and the surrounding residential properties should be assessed.

Major Development - The proposal has been advertised as a Major Development by virtue of the number of units and the size of the proposed application site.

Departure – Although this application has been advertised as a departure to the Unitary Development Plan, it is now considered following a detailed assessment of the proposal and relevant policy that the proposals do accord with policies EM4 and EM14, as outlined in more detail below. Therefore, the City Council no longer believes that this proposal is a departure from the UDP.

Environmental Impact Assessment - The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning

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(Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees and it is considered that the issues that could give rise to significant impact are:

Community Effects;

Ground Conditions;

Ecology and Nature Conservation;

Surface Water Environments;

Flood Risk and Drainage;

Landscape, Townscape and Visual Impact assessment;

Archaeology and Heritage;

Noise and Vibration;

Air quality;

Traffic, Transportation, Pedestrians and Cyclists; and

Cumulative impacts.

These issues are dealt with below in this report.

Impact on the River Valley – It is well documented within the planning submission that although the majority of the proposed development is located on existing brownfield sites, the proposal does involve the creation of residential development within 6 incursion areas into the River Valley covered by Policy EM4. As outlined above, Policy EM4 does not prevent development within the valley, but requires development to satisfy specific criteria. The policy explains that development will not be permitted in the River valley that will have an unacceptable adverse impact on the open landscape character and appearance/visual amenity of the valley and its edges, the semi-natural habitats or other biodiversity/nature conservation value, peoples ability to access it by sustainable means, and the informal recreational quality of the valley.

Taylor Young have completed a very detailed assessment of the development in the 6 incursion areas and have demonstrated that the proposals satisfy the tests of Policy EM4 and do not conflict or depart from the Unitary Development Plan. The proposals for the valley include significant enhancements to the open space and improvements to the usability, accessibility and security of this space. It is also proposed to create additional areas of enhanced open space proposed outside the valley boundary. The river valley boundary line shown within the application has actually been created from the boundary of the valley open space with the flood plain as defined by the Environment Agency.

As outlined in Taylor Young's submission, the edges of the development have been very carefully considered in terms of the relationship between the buildings and the River Valley. The position of the buildings in areas 5 and 6 seek to create a well defined setting to the river valley, which will emphasise the openness rather than constricting the valley. The open characteristics of the River Valley are retained to the south and framed by buildings at 3, 4, 5 & 6. To the north the character of the valley changes, becoming narrower and steeper, and it is considered that development at 1 & 2 reflect this different character and tie into building frontages further to the north.

Out of the 6 incursion areas, the pieces of land known as 1 and 4 are those that have caused some concern. However, it can be confirmed that area 1 is currently a derelict area of hard-standing, which is backed onto by properties on Pattishall Close. The presence of this poorly maintained area currently creates a low quality landscape character and visual appearance at the edge of the

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Valley. This area has no amenity value in its current form and would be significantly improved by the proposed scheme. It is considered that the development proposals have attempted to remedy this problem through the provision of low rise high quality family housing with associated landscaping and public realm improvements. The reasoning given by Taylor Young behind the decision to place development within this area is to enhance the visual appearance of the valley with an outward looking design and a quality public realm. Within the future reserved matters application for the development of this area, a staggered layout of the properties could be used to ensure that the open character and appearance of the river corridor will be maintained. It is considered that development here will enhance the visual amenity of the Medlock Valley and will not detract from its open landscape character.

In relation to area 4, it has been confirmed that the reasoning behind the decision to place development within this area is that improvement of the frontage to the valley is important, the properties will face the river valley providing opportunities for an interesting and lively setting for recreation. Principally this incursion allows for a new local access road enabling houses to face the valley. This will improve the visual amenity of the valley edge. It should be noted that the northern part of this area comprises an element of road together with enhanced open space, and no new development. The open landscape character of the valley will not be unacceptably adversely affected as the valley open space widens at this point.

It is noted within the submission that the ES identified the following items of conservation interest in the area: bats, black redstarts, little ringed plover, kingfisher, nesting birds, fish, the River Medlock, managed greenspace, woodland, neutral grassland. Section 8 concluded that redevelopment will provide a similar mix of residential and non-residential uses in the area. Provided that the recommended protection and mitigation measures are put in place, followed by appropriate management of ecological and landscape areas then the residual effects of development will be beneficial and negligible. The overall effect on nesting birds and bats will be beneficial in the long term with the introduction of native tree and shrub planting will strengthen the green corridors. Foraging habitats will also be improved along the watercourse. Therefore, it is not considered that development will have an unacceptable adverse effect on semi-natural habitats or other biodiversity/nature conservation value.

In relation to accessibility from within and on the edge of the valley, the public's ability to access the valley will not be affected by development as one of the main aims and aspirations is to improve accessibility of the whole valley by creating a network of safe pedestrian and cycle routes integrated into the new residential areas. In addition the introduction of facing development will improve natural surveillance and generate activity; making these routes safer and more attractive to use.

The approach of the development consortium in respect of the River Valley boundary has been to look carefully at the built form of the edge, and the quality of the open space, taking account of issues such as flood risk, accessibility, security, amenity, biodiversity and openness. From the development competition to the appointment of the development consortium, the overall approach has been to create high quality open space within the river valley. It is acknowledged that this now involves encroaching into the Valley boundary,

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however this is seen to be justified to satisfy the criteria of EM4 by seeking to enhance the valley open space.

The policy also states that development should maintain a continuous link between the Upper and Lower Medlock Valleys, which is not compromised by this proposal. In fact the proposals will encourage movement between both parts of the Valley through significant improvements to access and permeability within the valley and surrounding areas. The UDP text also goes on to say that in contrast, within the Lower Medlock Valley problems of vandalism, tipping and safety and security have led to an underused, unsafe, poor quality open space. The valley will be enhanced with the introduction of a pedestrian gateway into the valley from Great Ancoats Street, enhanced biodiversity and semi-natural habitats, greater safety and security from over looking housing fronting onto the valley and provision of footpaths and improved informal open space. These aspirations are echoed by the aims of the masterplan and neighbourhood plan, which form part of the planning application. The proposals will create a pedestrian gateway from Great Ancoats Street, enhanced habitats, improved informal open space and enhanced pedestrian/cycle routes, made safer by surveillance from new housing facing the valley.

Therefore, following a detailed assessment of the impact of the proposed development on the character and value of the river valley area, it is considered that the regeneration of the Lower Medlock Valley area as a whole will create a higher quality, useable, sustainable community with greater security and improved linkages, that will not be to the detriment to the openness, biodiversity and accessibility of the existing river valley area. When the application is viewed as a whole, the significant improvements proposed to the river valley and open space within the area will mitigate against the proposed development within the 6 small and minor incursion areas and is therefore considered to be acceptable and not contrary to UDP policy.

In terms of the greenfield / brownfield nature of the site, it has been presented by Taylor Young that the site has been developed until the 1970s since when parts of it have reverted to a natural state. However, a small amount of land within the application site, within the incursion areas, may be interpreted as being on greenfield land. It is considered that this small amount of development on potentially greenfield land is mitigated by the context of regenerating the site as a whole, which is predominantly brownfield. Additionally, as added by Taylor Young, it is agreed that this site is an inner urban site and is one of the few opportunities to provide family housing within walking distance of the City Centre.

PPG17 and Loss of Open Space - National policy, principally through PPS 1 and PPG 17, seeks to protect high quality open spaces but where open spaces, sport or recreation facilities are found to be in surplus, following a robust up to date study, there may be opportunities to remedy deficiencies in other types of open space. New development will provide opportunities to make access and quality improvements. Regional spatial strategy for the NW places an emphasis on enhancement of existing urban green space (policy UR10). Submitted Draft RSS for the NW (Jan 2006) introduces the concept of green infrastructure planning (policy EM3) which focuses open spaces multi functions in supporting sustainable communities.

PPG17 states that 'land should not be built on unless an assessment has been undertaken which has clearly shown the open space or the buildings and land

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to be surplus to requirements' and that 'surplus to requirements should include consideration of all the functions that open space can perform.' The proposal includes the provision of development on the site of North Ridge High School, which includes a number of sports pitches. Therefore, it is necessary to replace these facilities elsewhere. The existing playing field on the North Ridge High Schools site will be re-provided on the site of the new East Manchester Academy on Grey Mare in Beswick. This is within walking distance of the existing pitch. Facilities at the Academy will include:-

- An All Weather pitch
- 1 MUGA – 1,900m<sup>2</sup>
- Playing fields – 35,000m<sup>2</sup> containing 2 football pitches, 1 rugby pitch and training areas
- Playground -1,800m<sup>2</sup>

These additional facilities were discussed at an early meeting with Sport England convened by Taylor Young as part of the stakeholder consultation re the development of the draft Neighbourhood Plan. These facilities will be completed in September 2010 when the Academy will open and will be shared community/school use. The Sponsors of the Academy are committed to developing a programme of community sport access and participation and will be developing a programme of community sport activities in partnership with Manchester Leisure in the months preceding the opening.

The proposals for the valley open space enhancements, described in Section 5 of the Neighbourhood Plan, include scope for new sports pitches and a LEAP (Locally Equipped Area for Play). These enhancements will address any shortfall resulting from loss of the school playing fields, and will also provide a sufficient play and amenity resource for the proposed new community, especially when considered in the context of wider provision in the local area.

The proposal also includes the addition of pocket parks and children's play facilities located within the development. The details of these facilities will be provided at the detailed design stage forming part of subsequent reserved matters applications. A comprehensive management agreement has been prepared, relating to the long-term management of all open spaces within the planning application area, which is contained within the Development Agreement.

In order to secure the provision of the replacement sports facilities at the East Manchester Academy and the provision of new facilities within the development area, a condition and/or a S106 agreement will be included or this provision could be secured through another appropriate mechanism. Therefore, the Head of Planning is satisfied that the proposal secures an adequate level of replacement and new sports facilities in and near the application site and fulfils the criteria set out in PPG17.

Maintenance and Management of the River Valley – As outlined above, part of the development proposal for the Lower Medlock Valley includes significant improvements to the River Valley and open spaces within the area. However, it is necessary to secure the long term management and maintenance of these areas to ensure that the quality is retained and that the situation does not revert back to the current state. Therefore, it is deemed necessary to secure this management and maintenance through either a condition, S106 agreement or another appropriate mechanism. It is requested that the final decision on the

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most effective delivery mechanism to be delegated to the Head of Planning in conjunction with the Chair of Planning and Highways Committee.

Density and Scale – The Lower Medlock Valley redevelopment would be promoted as a neighbourhood that can provide low density family living in a high quality landscaped setting. It would be a mixed-use residential development that is intended to attract families with a broad range of lifestyles, who want to live in a suburban setting close to the city centre. The Lower Medlock Valley proposals will provide a range of larger family accommodation that will benefit from high quality open space, good community facilities, private parking and superb public transport links. The overall density of the development ranges from 45 to 60 dwellings per hectare, over two to five storeys in height, which in comparison to surrounding residential schemes is very low in number and scale. The level of built form to landscaped areas provides a low density that is in keeping with the layout and density of the vicinity. It is felt that the application has secured an appropriate scale and massing to development in relation to the surrounding area. Therefore, the Head of Planning considers this development acceptable in relation to density and massing. These issues will be dealt with in more detail at the reserved matters stage.

Layout, Appearance and Landscaping – Due to the outline nature of this application, the matters of layout, external appearance and landscaping are being considered at a later stage. However, the Neighbourhood Plan and the illustrative masterplan for the development are based on the spirit of the Guide to Development for Manchester. The applicant has incorporated the principles of the Development Guide by ensuring that all units have their principle frontage to the street and a commitment has been made to ensure primarily that car parking will be within the dwelling curtilage, if not in a secure parking court. The proposal reflects a traditional form of development influenced by the character of the surrounding urban area. The layout adopts a traditional permeable street pattern, symbolic of many suburban areas, but has a low density level to be in keeping with the existing residential and river valley area. The development is set around the existing road pattern and will connect existing residential estates with new properties. In addition and in accordance with The Guide to Development in Manchester, the development will be orientated to face the key frontages of in order to help integrate it into the existing urban fabric. Therefore, it is not considered to be overdevelopment of the site and the proposal would provide a landmark development at a gateway into East Manchester.

Design Quality - As this development proposal is the result of a development brief and is being released by the City Council, the level of design quality has to be very high. Therefore, this development is fully compliant with Design for Access 2 in terms of disabled accessibility, will achieve Secured by Design, would have a minimum Breeam Code for Sustainable Homes rating of level 2, and will assess the Building for Life and the Lifetime Homes accreditations. All of the above points are confirmed within the neighbourhood plan and the parameters set out in the Design and Access Statement. Therefore, the Head of Planning is satisfied that this development will be a very high design quality and will be available and accessible to all.

Traffic / Highways - A Traffic Impact Assessment has been submitted as part of the Environmental Impact Assessment, which reviews, the local accessibility, existing traffic conditions, highway facilities and transportation constraints effecting this proposal. Following a detailed assessment of the Traffic

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Assessment, there were a number of concerns raised by the Head of Engineering in relation to signalised junction proposals, traffic modelling, pedestrian linkages, car parking, adoption and requests for clarity on a number of matters. A meeting was held with all relevant parties to discuss these concerns and additional information, modelling and detailed junction drawings have since been submitted. The Head of Engineering has confirmed that most of the initial concerns have now been addressed, however there are still concerns about the Ashton Old Road/Midland Street junction. As the engineers are in discussions with the Transport Consultant over this issue, the problems around this junction are likely to be resolved by the Committee meeting and this will be reported through later representations.

This is an outline application with the main access points into the wider site being applied for at this stage. However, the more detailed highways issues in relation to car parking within each phase, vehicle and pedestrian movements around the smaller sites and new access roads within the future phases will be dealt with at the reserved matters stage.

It has been confirmed that the car parking provision across the site will be dealt with in accordance with the Guide to Development in Manchester. Car parking will be designed in detailed as part of subsequent reserved matters applications. At this stage the developers agree to the following position statement, which follows City Council guidance, as expressed in the Guide to Development in Manchester. Car parking will be provided in at least a 100% ratio. All dwellings will have a dedicated parking space. In the first instance, wherever possible, these will be provided in-curtilage. Where this is not possible they will be provided in small parking courts. The detailed design of car parking provision will be discussed and agreed with the City Council in respect to reserved matters applications.

Ecology - It is acknowledged that the impact of the proposed development would have a moderately adverse effect on the ecology of the site, given the scale and scope of development. It is however, considered that the extensive and diverse network of open spaces alongside other habitat enhancement features could provide a qualitative improvement through the creation of a diverse ecosystem. A number of conditions have been included that either request the submission of further details in relation to protection and enhancement of ecological habitats or appropriate management and maintenance conditions to ensure long term security. With the significant improvement being made to the River Valley area, it is considered that this development will not have an adverse impact on the ecological value and importance of this area.

Amenity Space – Although this issue will primarily be dealt with through the Reserved Matters process, it is deemed important to state that the development would provide a significant amount of high quality private and public amenity spaces for the future and existing residents of this area. The private spaces will include balconies, roof terraces, gardens, and patios and the public spaces will be within the river valley and other pockets of open space. These matters would be considered in more detail at the reserved Matters stage of the process.

Disabled Access - This aspect of the scheme would be dealt with in detail at the Reserved Matters stage of the process, however, the applicant has confirmed that each property will be designed to comply with the Design for Access 2 requirements. The application site is owned by the City Council and has been

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the subject of a development brief. Therefore, 100% compliance with Design for Access 2 is required. Prototypes of dwelling types have been provided which demonstrate that internal doorways, bathroom and master bedroom sizes comply with DFA2, and that all corridors and internal spaces are of sufficient size to accommodate the turning circle of wheelchairs. Therefore, the Head of Planning is satisfied that this development will be available and accessible to all.

Affordability - 'Providing for Housing Choice' is the relevant City Council document in relation to the delivery of affordable housing. New East Manchester have confirmed that it recognises the significance of this development to attract higher income families into East Manchester to support the local economy, to greatly encourage a mixed community and to create a housing offer not previously available on any existing or proposed east Manchester residential development schemes. To this end, it is NEM's view that in order to meet these regeneration objectives outlined within the refreshed Strategic Regeneration Framework, there should be no significant provision of affordable housing.

The development of the site for housing contributes to the regeneration objectives in the East Manchester Regeneration Framework by increasing the amount of family housing in this area of East Manchester, which is dominated by social housing, much of which consists of the same type and size of property. The scheme would provide a range of property types and sizes that will be available for private sale and will help to provide more variety in the local housing stock. The value of properties in this particular area is already low in comparison to other areas of the City and therefore, this development would assist to improve this situation and provide a different type of property for the local people to move into.

In light of existing housing stock within the Lower Medlock Valley area which is predominantly social housing for rent, all to be retained, New East Manchester wishes to promote "pathways to home ownership". If permission is granted, the applicants will be working with New East Manchester to ensure that Eastlands Homes bring forward an element of shared ownership within the development.

Within this document, Paragraph 5.56 of "Providing for Housing Choice" provides a list of exceptions for the provision of affordable housing under the Policy where material considerations indicate that this would be appropriate. This proposal meets a number of exceptions listed at paragraph 5.56, in that there is already a very high level of affordable housing in the immediate area, there is a high proportion of socially rented housing and low house prices in the immediate area, and the inclusion of affordable housing would prejudice the achievement of other important regeneration objectives included in the local Strategic Regeneration Framework.

Therefore, it is for these reasons that it has been agreed by Planning, Housing and New East Manchester that the scheme proposed does not include the provision of affordable housing at this time. However, it is necessary to allow the flexibility to review this situation in the future based on changing circumstances. Therefore, through a S106 agreement or other appropriate mechanism it will be possible to provide more affordable housing at this location if necessary through the long term development of this site.

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Secured by Design - The applicants have provided a Crime Impact Statement completed by Greater Manchester Police, which confirms that crime prevention measures will be incorporated into the design, and the design will have full regard to the principles of Secure by Design. To ensure that each phase of the development achieves the Secured by Design accreditation, a condition has been included to request further work to be carried out.

Flood Risk Assessment - PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of high risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. Part of the development on this site is located within a flood zone area and therefore, a Flood Risk Assessment is required as part of the planning application. Annex F of PPS25 relates to Managing Surface Water and it highlights that the effective disposal of surface water from development is a material planning consideration in determining proposals for the development and use of land and as such a flood risk assessment must be submitted to show how surface water arising from a developed site should, as far as is practicable, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account. Based on the above, a flood risk assessment has been submitted as part of the Environmental Statement and this has been assessed by the Environment Agency. The EA have suggested a number of conditions that will be applied to each phase of the development within the flood zones. A condition has specifically been included that requests the submission of a new Flood Risk Assessment with each of the subsequent reserved matters applications.

Ground Conditions – A contaminated land report has been submitted within the Environmental Statement. The precise nature of remediation measures would be defined and agreed at the reserved matters stage, and given the comments made by the Head of Regulatory Services, it is recommended that this aspect of the scheme is conditioned.

Noise – The issue of noise and vibration has been covered within the Environmental Statement. The technical review concludes that the existing and future noise climate is appropriate for the residential use proposed, and that the two effects of any particular noise generator could be controlled by mitigation measures. Following comments by Head of Regulatory Services, it is recommended that this aspect of the scheme is conditioned.

Residential Amenity - It is acknowledged that there are residential properties directly surrounding the application site and there would be a significant increase in the amount of development on the site compared to the existing vacant and occupied land. Concerns have been raised about the overdevelopment of the area and the development on Greenfield land. As the development mainly includes the provision of a low density two to three storey family houses, it is not considered that there would not be any reduction in the light currently received by existing properties. The main areas of height up to five storeys are located on the main radial routes away from the existing two storeys houses. The general environment in this residential area will be significantly improved through the upgrade and improvement to the river valley and public open space areas. As this is a residential proposal, there should not

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be a significant increase in the noise generated from the site and the general activity should be limited to residents leaving and returning the accommodation. Therefore, the Head of Planning does not consider that this proposal will have a detrimental impact on the residential amenity currently enjoyed by the surrounding occupants. A significant number of conditions would be included in any approval that would protect the amenity of the surrounding residents.

S106 Agreement - It is recommended that a section 106 agreement be attached to any planning approval, which would need to include the following matters:-

- Long term management and maintenance of the River Valley and open Space
- Affordability
- Provision of replacement and new sports facilities

Although it is recommended that this application be subject to a section 106 agreement, if it is deemed to be appropriate to secure these measures through an alternative mechanism such as a development agreement, then it is requested that the final decision be delegated to the Head of Planning in conjunction with the Chair of Planning and Highways Committee.

**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 MINDED TO APPROVE**

The Head of Planning recommends that the Committee be MINDED TO APPROVE planning application 085309/00/2007/N2 relating to OUTLINE APPLICATION for the principle of a residential development comprising residential floor space (equating to a maximum of 800 dwellings) with associated car parking, landscaping and infrastructure plus environmental enhancements within the Lower Medlock Valley, with associated means of access and open space (with Layout, Scale, Appearance and Landscaping reserved) for the reasons set out in this report, subject to a section 106 agreement, and on the basis that the Council has taken the environmental information (as defined in the EIA regulations) into consideration and the applications are in accordance with the City Council's Unitary Development Plan (in particular Policies EM4, EM14, DC7, DC16, H1.2, H2.1, H2.2, H2.7, R1, E1,

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E1.5, E1.6, E2.2, E3.3, E3.4, E3.1, E2.4, E2.6, E3.5, T2.4 and T3.1) and with other material considerations of material weight (in particular the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, the New East Manchester Framework, Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 16 (PPG16), Planning Policy Guidance 17 (PPG17), Planning Policy Statement 23 (PPS23), Planning Policy Guidance 24 (PPG24), Planning Policy Statement 25 (PPS25), and the Regional Planning Guidance for the North West.) on the basis that the proposal would not have a detrimental impact on the Lower Medlock Valley, the existing neighbouring occupiers in the area and that the development would make effective use of previously developed land for high quality housing with good public transport links, and there are no material considerations to indicate otherwise.

#### **Conditions and/or Reasons**

1) Applications for approval of reserved matters must be made not later than the expiration of ten years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters and other matters as are required under condition nos. 3 to 45 of this permission: the layout, scale, the external appearance of all buildings; and the landscaping of the site.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each phase or contract related to the implementation to which they are relevant.

3) No development shall be commenced until full details of the proposed phasing programme including land areas and timescales, have been submitted to and approved in writing by the Local Planning Authority. The development will then be carried out in full accordance with the approved phasing programme unless otherwise agreed with the Local Planning Authority.

Reason - The applicants have indicated that the works necessary to implement the scheme fully are likely to come forward in a phased manner.

4) 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:

The Planning Design and Access Statement, drawings Planning Application Boundary numbered 3331.2.02 and Illustrative Masterplan 33331.3.1, Crime Impact Statement, Transport Assessment, Travel Plan, Neighbourhood Plan, and three Volumes of the Environmental Statement (Vol 1 Non-Technical Summary, Vol 2 Main Text and Vol 3 Figures, Appendices and Plates), stamped

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as received by the Local Planning Authority on the 11<sup>th</sup> December 2007, the application forms stamped as received by the Local Planning Authority on the 13<sup>th</sup> December 2007, the floor plans of the indicative DFA2 compliant house types, received by email by the Local Planning Authority on the 14<sup>th</sup> January 2008, the Faber Maunsell file note response dated 16<sup>th</sup> April 2008, the Faber Maunsell diagrams showing Base, Development and Committed development traffic flows, received by email by the Local Planning Authority on the 1<sup>st</sup> May 2008, and the Town Planning Response to issues Raised document and Parameters Plan Figure 1 numbered 3331.2.01, stamped as received by the Local Planning Authority on the 7<sup>th</sup> May 2008.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies EM4, EM14, DC7, DC16, H1.2, H2.1, H2.2, H2.7, R1, E1, E1.5, E1.6, E2.2, E3.3, E3.4, E3.1, E2.4, E2.6, E3.5, T2.4 and T3.1 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, the New East Manchester Framework, Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Statement 9 (PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 16 (PPG16), Planning Policy Guidance 17 (PPG17), Planning Policy Statement 23 (PPS23), Planning Policy Guidance 24 (PPG24), Planning Policy Statement 25 (PPS25), and the Regional Planning Guidance for the North West.

5) Construction of any building or phase of development hereby approved shall not take place 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 policies EM4, EM14, H1.2, H2.1, H2.2, H2.7, E1.6, and E3.5 of the Manchester Unitary Development Plan and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance and Planning Policy Statement 1 (PPS1).

6) Prior to the commencement of the phase of the development hereby approved that includes the loss of sports facilities at North Ridge High School, full details of replacement facilities together with timescales for the provision of those facilities shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development of that phase shall only take place in full accordance with these details, unless otherwise approved in writing by the Local Planning Authority.

Reason

To ensure that adequate replacement sports facilities are provided for the future occupants and existing residents in the surrounding area, pursuant to Planning Policy Guidance Note 17 Planning for Open Space, Sport and Recreation.

7) Prior to the commencement of any phase of the development hereby approved, full details of the upgrade and improvement works to the River Valley including timescales for the delivery of these works and full details of the long term maintenance and management for all area of open space including the

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River Valley, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only take place in full accordance with these details, unless otherwise approved in writing by the Local Planning Authority.

#### **Reason**

To ensure the satisfactory improvement, maintenance and management of the Lower Medlock Valley, pursuant to Policies EM4, EM14, DC16, R1, E1, E1.5, E1.6, E2.2, E3.3, E3.4, E3.1, E2.4, E2.6 and E3.5 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, the New East Manchester Framework, Planning Policy Statement 1 (PPS1), Planning Policy Guidance Note 16 (PPG16), Policy Statement 23 (PPS23), Policy Statement 25 (PPS25), and the Regional Planning Guidance for the North West.

8) 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 and T2.6 of the Unitary Development Plan for the City of Manchester.

9) Full detailed designs (including specifications) of all highways works, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development of each phase of the development hereby approved commencing. The development shall be implemented in accordance with the approved details, prior to the residential units in each phase being occupied, unless otherwise agreed with the local planning authority.

Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

10) Within six months of any phase of the development hereby approved first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossings around the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a phasing programme to be approved by the Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to Manchester Unitary Development Plan policy H2.2.

11) No part of each phase of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority, and in accordance with the phasing programme unless otherwise agreed in writing. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in

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relation to mode of transport, pursuant to policy T3.7 of the Unitary Development Plan for the City of Manchester.

12) No part of each phase of the development hereby approved shall commence until details of the measures to be incorporated into the development ( or phase thereof ) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. No part of each phase of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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".

13) All phases of the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 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 or phase of the development 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 SPD and Planning Policy Statement 1.

14) Details of access proposals to each building or phase of development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority before development commences. The approved details shall be implemented before that part of the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

15) No part of each phase of the development hereby approved an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of each of the phases of the residential development first commences.

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Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

16) No part of each phase of the development hereby approved shall be first occupied until the building, together with any externally mounted ancillary equipment, are acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

17) a) Before each phase 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.

18) Any Reserved Matters application submitted within the neighbourhood plan area shall be accompanied by a site specific flood risk assessment.

Reason - To ensure that the Lower Medlock Valley development will not increase the risk of flooding, pursuant to policy DC25.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

19) No part of each phase of the development approved by this permission shall be commenced until details of the existing and proposed floor levels have been submitted and approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason

To ensure that the development is subject to minimum risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

20) The building hereby permitted in areas identified at risk of flooding within the Flood Risk Assessment (FRA) shall be constructed in materials which would be resistant to damage from the ingress of flood water and with services located at an appropriate level in accordance with details to be submitted and approved in writing to the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason

The buildings are within an area potentially at risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

21) Each phase of the development hereby permitted shall not be commenced until such time as a scheme to identify and provide safe route(s) into and out of the site and Emergency Evacuation Plan have been submitted to, and approved in writing by, the Local Planning Authority. Each phase of the scheme shall be completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

Reason

To ensure safe access and egress from and to the site, pursuant to Planning Policy Statement 25 Planning and Flooding.

22) No part of each phase of the development approved by this permission shall be commenced until a scheme for the provision and implementation, of surface water regulation system has been approved by the Local Planning Authority.

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The scheme shall be developed following the recommendations made in the Flood Risk Assessment Rev No C dated 20/07/07 prepared by Faber Maunsell applying a 30% increase on peak rainfall intensities. Any such scheme shall be supported by detailed calculations, include a maintenance programme, and establish current and future ownership of the facilities to be provided. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

#### **Reason**

To reduce the increased risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

23) No part of each phase of the development approved by this permission shall commence until a marginal strip of land at least 8 metres wide is established between the proposed development (i.e. residential buildings, car parking areas, etc.) and the banktop of the River Medlock in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

#### **Reason**

To enhance the ecological and amenity value of the river by providing a buffer between the hard standing development and the River Medlock, pursuant to the UDP policies E2.3, E2.4 and E3.4 for the City of Manchester and Planning Policy Statement 25 Planning and Flooding.

24) Prior to any phase of the development hereby approved commencing on site, a method statement giving details of measures to be taken to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the River Medlock shall be submitted to and approved in writing by the City Council as local planning authority. The measures to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the canal hereby approved shall be implemented in full before each phase of the development commences.

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

25) No part of each phase of the development approved by this permission shall be commenced until details of flow investigations and existing and proposed sewage discharge have been submitted and approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the Local Planning Authority.

#### **Reason**

To ensure that the existing sewage infrastructure in the area is suitable for the development, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

#### **List No. 4**

26) No part of each phase of the development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels of that phase have been 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, unless otherwise agreed with the local planning authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

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

28) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the

#### **List No. 4**

character of the area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

29) All tree work carried out during the construction of the development hereby approved should be carried out in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

30) Prior to the commencement of each phase of the development hereby approved, a Tree Protection Plan and Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. This should include correctly calculated construction exclusion zones, proposals for protection barriers and ground protection measures, engineering construction details where foundations, driveways and paving fall within the root protection areas of the retained trees, and details of any necessary tree surgery to facilitate construction operations. The development shall then be constructed in full accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason

In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

31) No development approved by this permission shall commence until a scheme for the conservation and restoration of the River Medlock has been agreed by the City Council as Local Planning Authority. The development shall be implemented in accordance with the details so approved.

Reason -To conserve and enhance biodiversity within the River Medlock corridor, pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

32) Within six months of the date of approval for separate detailed schemes for individual phases, a comprehensive Landscape and Ecology management plan for the long term management of all newly established planting, newly created or enhanced habitats, including wetland areas, shall be submitted for approval to the City Council as the local planning authority.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policies E1.3, E2.3, and E2.4 of the Unitary Development Plan for the City of Manchester.

33) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless otherwise agreed with the City Council as Local Planning Authority.

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

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34) No phase of development approved by this permission shall commence until the existing buildings and trees have been surveyed for evidence of use by bats prior to demolition, and the results of this survey shall be submitted to and approved by the City Council as Local Planning Authority. If bats are found to inhabit these buildings or trees, no development shall commence until a scheme for the conservation of this species has been agreed with the Local Planning Authority. The phase of development shall be implemented in accordance with the details so approved.

Reason - To protect bats and their roost sites pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

35) No part of each phase of the development hereby permitted (such works to include the demolition of built structures) shall commence until details of a permanent bat roost, as part of the approved development and associated lighting scheme have been submitted and agreed with the Local Planning Authority. The permanent bat roost and lighting scheme should then be installed in accordance with the agreed design, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To provide a replacement roost for bats a European Protected Species (Habitats Regulations 1994) and to comply with policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester.

36) An annual programme of ongoing protected species surveys shall be submitted to, and approved in writing by, the City Council as local planning authority. The programme, approved annually, shall identify the protected species to be surveyed in the following twelve months, the objectives of the surveys and shall set out the methodologies to be used and the procedures for reporting to the local planning authority the survey results. The results of all surveys shall be utilised as baseline information in relation to specific mitigation works. Detailed mitigation measures shall be proposed for each phase of development to address any impacts that will either affect reptiles, bats and Black Redstarts directly or the areas reptiles, bats and Black Redstarts may use for shelter, and include compensatory measures for the possible loss of terrestrial habitat, foraging areas and breeding sites. The mitigation measures shall be submitted to and approved in writing by the City Council as local Planning authority, and the scheme shall be implemented in accordance with the particulars so approved.

Reason - The site includes existing buildings that have the potential to contain bats. The implementation of ongoing protection surveys would ensure that there would be adequate protection measures in place during a phased construction, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995).

37) Prior to commencement of any phase of development, full details of a scheme for the management, destruction and /or disposal of Japanese knotweed or any other invasive weed species, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be

#### **List No. 4**

undertaken and submitted to the Local Planning Authority for approval in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese Knotweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

38) No phase of development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

- (a) A desk based archaeological assessment of the site;
- (b) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);
- (c) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out said tasks).

The schemes approved under (b) and (c) above shall be implemented in accordance with a programme of archaeological works and the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.

The applicant shall also devise a scheme for community involvement with the history and archaeology of the proposal area, the details of the scheme to be agreed with Manchester Planning Authority.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

39) The applicant will provide proposals for the presentation and interpretation of key heritage features as amenities within the public space, and this will form part of the landscaping works at a later stage of the development. The scheme to be submitted to and agreed in writing by the City Council as Local Planning Authority, and implemented on site in accordance with the approved scheme.

Reason

To commemorate the history of the site by means of suitable presentation and an interpretation board, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

40) 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) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (Ofcom), or by a body approved by Ofcom and shall include an assessment of when in the construction process an impact on television reception might occur.

#### **List No. 4**

b) Measure the existing television signal reception within the potential impact area identified in (a) above 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, and shall include an assessment of the survey results obtained.

c) 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 in accordance with the phasing programme required by condition 3 of this planning permission 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. If the development is found to have a detrimental impact upon existing television signal reception, the study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or in accordance with the phasing programme required by condition 3 of this planning permission 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, pursuant to Manchester Unitary Development Plan policy H2.2.

41) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development of each phase commencing. The wheel wash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheel wash shall be submitted to and approved by the City Council prior to being implemented.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policy H2.2 of the Unitary Development

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

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

43) 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.

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

44) The details outlined in the submitted Travel Plan with the objective of reducing car borne journeys; and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be fully implemented prior to occupation of each phase of dwellings; For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

45) No phase of the development hereby approved shall commence until full specifications of the pocket parks and children's play facilities within that phase and long term maintenance plan for pocket parks and children's play facilities have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in accordance with a timescale to be agreed in writing with the Local Planning Authority. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policy H2.2 and policy E3.4 of the Unitary Development Plan for the City of Manchester.

46) The permission hereby granted relates to the principle of developing the land for a residential development comprising residential floor space (equating to a maximum of 800 dwellings) with associated car parking, landscaping and infrastructure plus environmental enhancements within the Lower Medlock Valley.

Reason - For the avoidance of doubt and other details should be subject to a separate application under the Town and Country Planning (Listed Building and Conservation Areas) Act 1990.

#### **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: 085309/OO/2007/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 held by the Planning Division.

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

#### **List No. 4**

British Waterways Board  
Environmental Health  
British Waterways Board  
Chief Executive's Landscape Practice Group  
Environmental Health  
Contaminated Land Section  
Environment Agency  
United Utilities  
GMPTE  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Greater Manchester Archaeological Unit  
Sport England (NW Region)  
Natural England  
North West Regional Assembly  
English Heritage (NW Region)  
Chief Executive's Landscape Practice Group  
Engineering Services  
Head Of Valuation & Property Services  
Environmental Health  
Contaminated Land Section  
Director Of Housing  
Environment & Operations (Trees)  
Environment & Operations (Highway Authority)  
Environment & Operations (Refuse & Sustainability)  
New East Manchester  
English Heritage (NW Region)  
Environment Agency  
United Utilities  
Commissions For Architecture And The Built Environment  
GMPTE  
Greater Manchester Police  
Greater Manchester Ecology Unit  
Greater Manchester Archaeological Unit  
Sport England (NW Region)  
North West Regional Assembly  
Lancashire Wildlife Trust  
Inland Waterways Association  
National Playing Fields Association  
Natural England  
British Waterways Board  
North West Regional Assembly  
Sport England (NW Region)  
Contaminated Land Section  
Environmental Health  
Environment & Operations (Highway Authority)  
Director Of Housing  
Chief Executive's Landscape Practice Group  
New East Manchester  
Environment & Operations (Refuse & Sustainability)  
Engineering Services  
Environment & Operations (Trees)  
Head Of Valuation & Property Services  
Greater Manchester Ecology Unit  
Lancashire Wildlife Trust

#### **List No. 4**

Greater Manchester Archaeological Unit  
National Playing Fields Association  
Inland Waterways Association  
Commissions For Architecture And The Built Environment  
English Heritage (NW Region)  
Environment Agency  
Greater Manchester Police  
GMPTE  
Natural England  
United Utilities  
British Waterways Board  
Evans Textiles (sales) Ltd, 22 Piccadilly Trading Estate, Manchester, M1 2NP  
Climate Center, 28 Piccadilly Trading Estate, Manchester, M1 2NP  
26 Piccadilly Trading Estate, Manchester, M1 2NP  
River Inn, 48-50, Palmerston Street, Manchester, M12 6PE  
Manchester Mercedes Benz Direct, 83 Ashton Old Road, Manchester, M12 6BL  
10 Spire Walk, Manchester, M12 6WE  
12 Spire Walk, Manchester, M12 6WE  
2 Spire Walk, Manchester, M12 6WE  
4 Spire Walk, Manchester, M12 6WE  
6 Spire Walk, Manchester, M12 6WE  
8 Spire Walk, Manchester, M12 6WE  
25 Aden Close, Manchester, M12 6WH  
27 Aden Close, Manchester, M12 6WH  
29 Aden Close, Manchester, M12 6WH  
31 Aden Close, Manchester, M12 6WH  
33 Aden Close, Manchester, M12 6WH  
19 Aden Close, Manchester, M12 6WD  
21 Aden Close, Manchester, M12 6WD  
1 Ashlar Drive, Manchester, M12 6WN  
3 Ashlar Drive, Manchester, M12 6WN  
5 Ashlar Drive, Manchester, M12 6WN  
2 Morna Walk, Manchester, M12 6WP  
4 Morna Walk, Manchester, M12 6WP  
6 Morna Walk, Manchester, M12 6WP  
8 Morna Walk, Manchester, M12 6WP  
10 Morna Walk, Manchester, M12 6WP  
12 Morna Walk, Manchester, M12 6WP  
14 Morna Walk, Manchester, M12 6WP  
16 Morna Walk, Manchester, M12 6WP  
18 Morna Walk, Manchester, M12 6WP  
20 Morna Walk, Manchester, M12 6WP  
23 Aden Close, Manchester, M12 6WH  
185 Fairfield Street, Manchester, M12 6EE  
Ark Traders, 2 Pin Mill Brow, Manchester, M12 6EH  
Mr Clutch, Blackett Street, Manchester, M12 6EJ  
M Adams (floorcoverings) Ltd, Unit E, Aldow Enterprise Park Blackett Street,  
Manchester, M12 6AE  
Unit B, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE  
David Seed Photography, Unit A, Aldow Enterprise Park Blackett Street,  
Manchester, M12 6AE  
Worlds Apart, Unit C, Aldow Enterprise Park Blackett Street, Manchester, M12  
6AE  
Ancoats Nursery School, Palmerston Street, Manchester, M12 6PE  
1 Linton Close, Manchester, M4 7DJ

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11 Linton Close, Manchester, M4 7DJ  
3 Linton Close, Manchester, M4 7DJ  
5 Linton Close, Manchester, M4 7DJ  
7 Linton Close, Manchester, M4 7DJ  
9 Linton Close, Manchester, M4 7DJ  
10 Ancoats Grove, Manchester, M4 7DL  
12 Ancoats Grove, Manchester, M4 7DL  
14 Ancoats Grove, Manchester, M4 7DL  
16 Ancoats Grove, Manchester, M4 7DL  
17 Ancoats Grove, Manchester, M4 7DL  
19 Ancoats Grove, Manchester, M4 7DL  
21 Ancoats Grove, Manchester, M4 7DL  
23 Ancoats Grove, Manchester, M4 7DL  
25 Ancoats Grove, Manchester, M4 7DL  
27 Ancoats Grove, Manchester, M4 7DL  
29 Ancoats Grove, Manchester, M4 7DL  
31 Ancoats Grove, Manchester, M4 7DL  
33 Ancoats Grove, Manchester, M4 7DL  
20 Every Street, Manchester, M4 7DN  
22 Every Street, Manchester, M4 7DN  
24 Every Street, Manchester, M4 7DN  
26 Every Street, Manchester, M4 7DN  
28 Every Street, Manchester, M4 7DN  
30 Every Street, Manchester, M4 7DN  
32 Every Street, Manchester, M4 7DN  
1 Ripley Close, Manchester, M4 7DP  
3 Ripley Close, Manchester, M4 7DP  
5 Ripley Close, Manchester, M4 7DP  
7 Ripley Close, Manchester, M4 7DP  
9 Ripley Close, Manchester, M4 7DP  
11 Ripley Close, Manchester, M4 7DP  
13 Ripley Close, Manchester, M4 7DP  
15 Ripley Close, Manchester, M4 7DP  
17 Ripley Close, Manchester, M4 7DP  
19 Ripley Close, Manchester, M4 7DP  
21 Ripley Close, Manchester, M4 7DP  
23 Ripley Close, Manchester, M4 7DP  
Broadcasting Support Services, 24 Piccadilly Trading Estate, Manchester, M1 2NP  
Hugo James Ltd, Unit D, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE  
35 Ancoats Grove, Manchester, M4 7DL  
37 Ancoats Grove, Manchester, M4 7DL  
E M A S, Ancoats Nursery, Palmerston Street, Manchester, M12 6PE  
Hire 2, Unit A, Aldow Enterprise Park Blackett Street, Manchester, M12 6AE  
Realtime Trading Ltd, 25 Piccadilly Trading Estate, Manchester, M1 2NP  
Pc World, Pin Mill Brow, Manchester, M12 6EH  
Manchester Youth College, Ardwick Youth Centre, 100 Palmerston Street, Manchester, M12 6PE  
14 Gurney Street, Manchester, M4 7DZ  
16 Gurney Street, Manchester, M4 7DZ  
2 Guest Street, Manchester, M4 7EJ  
4 Guest Street, Manchester, M4 7EJ  
6 Guest Street, Manchester, M4 7EJ  
8 Guest Street, Manchester, M4 7EJ

#### List No. 4

10 Guest Street, Manchester, M4 7EJ  
12 Guest Street, Manchester, M4 7EJ  
14 Guest Street, Manchester, M4 7EJ  
16 Guest Street, Manchester, M4 7EJ  
18 Guest Street, Manchester, M4 7EJ  
20 Guest Street, Manchester, M4 7EJ  
22 Guest Street, Manchester, M4 7EJ  
24 Guest Street, Manchester, M4 7EJ  
26 Guest Street, Manchester, M4 7EJ  
28 Guest Street, Manchester, M4 7EJ  
Jarvis & Blackman, Pollard Street, Manchester, M4 7AN  
Cohen & Chapman, Vulcan Works, Pollard Street, Manchester, M4 7AN  
1 Grace Walk, Manchester, M4 7DA  
11 Grace Walk, Manchester, M4 7DA  
13 Grace Walk, Manchester, M4 7DA  
15 Grace Walk, Manchester, M4 7DA  
3 Grace Walk, Manchester, M4 7DA  
5 Grace Walk, Manchester, M4 7DA  
7 Grace Walk, Manchester, M4 7DA  
9 Grace Walk, Manchester, M4 7DA  
1 Tutbury Street, Manchester, M4 7DG  
10 Tutbury Street, Manchester, M4 7DG  
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40 Tutbury Street, Manchester, M4 7DG  
42 Tutbury Street, Manchester, M4 7DG  
44 Tutbury Street, Manchester, M4 7DG  
5 Tutbury Street, Manchester, M4 7DG  
7 Tutbury Street, Manchester, M4 7DG  
15 Ancoats Grove, Manchester, M4 7DL  
34 Every Street, Manchester, M4 7DN  
36 Every Street, Manchester, M4 7DN  
Riverside Publishing, 1 Harding Street, Manchester, M4 7DR  
10 Harding Street, Manchester, M4 7DR  
11 Harding Street, Manchester, M4 7DR  
12 Harding Street, Manchester, M4 7DR  
13 Harding Street, Manchester, M4 7DR  
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19 Harding Street, Manchester, M4 7DR  
2 Harding Street, Manchester, M4 7DR

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6 Harding Street, Manchester, M4 7DR  
7 Harding Street, Manchester, M4 7DR  
8 Harding Street, Manchester, M4 7DR  
9 Harding Street, Manchester, M4 7DR  
1 Mayes Gardens, Manchester, M4 7FN  
10 Mayes Gardens, Manchester, M4 7FN  
11 Mayes Gardens, Manchester, M4 7FN  
12 Mayes Gardens, Manchester, M4 7FN  
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6 Mayes Gardens, Manchester, M4 7FN  
7 Mayes Gardens, Manchester, M4 7FN  
8 Mayes Gardens, Manchester, M4 7FN  
9 Mayes Gardens, Manchester, M4 7FN  
12a, Mayes Gardens, Manchester, M4 7FN  
Aunt Mary's Nursery, Taunton Street, Manchester, M4 7FA  
1 Badby Close, Manchester, M4 7EY  
3a, Badby Close, Manchester, M4 7EY  
5 Badby Close, Manchester, M4 7EY  
7 Badby Close, Manchester, M4 7EY  
9 Badby Close, Manchester, M4 7EY

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2 Badby Close, Manchester, M4 7EY  
4 Badby Close, Manchester, M4 7EY  
6 Badby Close, Manchester, M4 7EY  
8 Badby Close, Manchester, M4 7EY  
10 Badby Close, Manchester, M4 7EY  
12 Badby Close, Manchester, M4 7EY  
14 Badby Close, Manchester, M4 7EY  
1 Hackleton Close, Manchester, M4 7EZ  
3 Hackleton Close, Manchester, M4 7EZ  
5 Hackleton Close, Manchester, M4 7EZ  
7 Hackleton Close, Manchester, M4 7EZ  
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6 Hackleton Close, Manchester, M4 7EZ  
8 Hackleton Close, Manchester, M4 7EZ  
10 Hackleton Close, Manchester, M4 7EZ  
12 Hackleton Close, Manchester, M4 7EZ  
1 Maidford Close, Manchester, M4 7EG  
3 Maidford Close, Manchester, M4 7EG  
5 Maidford Close, Manchester, M4 7EG  
7 Maidford Close, Manchester, M4 7EG  
9 Maidford Close, Manchester, M4 7EG  
11 Maidford Close, Manchester, M4 7EG  
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21 Maidford Close, Manchester, M4 7EG  
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4 Maidford Close, Manchester, M4 7EG  
6 Maidford Close, Manchester, M4 7EG  
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12 Maidford Close, Manchester, M4 7EG  
14 Maidford Close, Manchester, M4 7EG  
16 Maidford Close, Manchester, M4 7EG  
1 Blisworth Close, Manchester, M4 7DT  
3 Blisworth Close, Manchester, M4 7DT  
5 Blisworth Close, Manchester, M4 7DT  
7 Blisworth Close, Manchester, M4 7DT  
2 Blisworth Close, Manchester, M4 7DT  
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14 Blisworth Close, Manchester, M4 7DT  
16 Blisworth Close, Manchester, M4 7DT  
2 Adstone Close, Manchester, M4 7DY

#### List No. 4

4 Adstone Close, Manchester, M4 7DY  
6 Adstone Close, Manchester, M4 7DY  
8 Adstone Close, Manchester, M4 7DY  
10 Adstone Close, Manchester, M4 7DY  
12 Adstone Close, Manchester, M4 7DY  
14 Adstone Close, Manchester, M4 7DY  
16 Adstone Close, Manchester, M4 7DY  
201 Every Street, Manchester, M4 7EX  
203 Every Street, Manchester, M4 7EX  
205 Every Street, Manchester, M4 7EX  
207 Every Street, Manchester, M4 7EX  
1 Taunton Street, Manchester, M4 7FA  
3 Taunton Street, Manchester, M4 7FA  
1 Gurney Street, Manchester, M4 7DZ  
2 Gurney Street, Manchester, M4 7DZ  
3 Gurney Street, Manchester, M4 7DZ  
4 Gurney Street, Manchester, M4 7DZ  
5 Gurney Street, Manchester, M4 7DZ  
6 Gurney Street, Manchester, M4 7DZ  
7 Gurney Street, Manchester, M4 7DZ  
8 Gurney Street, Manchester, M4 7DZ  
9 Gurney Street, Manchester, M4 7DZ  
10 Gurney Street, Manchester, M4 7DZ  
11 Gurney Street, Manchester, M4 7DZ  
12 Gurney Street, Manchester, M4 7DZ  
1 Pattishall Close, Manchester, M4 7DU  
3 Pattishall Close, Manchester, M4 7DU  
5 Pattishall Close, Manchester, M4 7DU  
7 Pattishall Close, Manchester, M4 7DU  
9 Pattishall Close, Manchester, M4 7DU  
11 Pattishall Close, Manchester, M4 7DU  
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15 Pattishall Close, Manchester, M4 7DU  
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2 Pattishall Close, Manchester, M4 7DU  
4 Pattishall Close, Manchester, M4 7DU  
6 Pattishall Close, Manchester, M4 7DU  
8 Pattishall Close, Manchester, M4 7DU  
All Souls Rectory, Every Street, Manchester, M4 7DQ  
2 Towcester Close, Manchester, M4 7FB  
4 Towcester Close, Manchester, M4 7FB  
6 Towcester Close, Manchester, M4 7FB  
8 Towcester Close, Manchester, M4 7FB  
10 Towcester Close, Manchester, M4 7FB  
12 Towcester Close, Manchester, M4 7FB  
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7 Towcester Close, Manchester, M4 7FB  
9 Towcester Close, Manchester, M4 7FB  
11 Towcester Close, Manchester, M4 7FB  
13 Towcester Close, Manchester, M4 7FB

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15 Towcester Close, Manchester, M4 7FB  
Flat A, 54 Every Street, Manchester, M4 7DN  
Flat B, 54 Every Street, Manchester, M4 7DN  
Flat C, 54 Every Street, Manchester, M4 7DN  
Flat D, 54 Every Street, Manchester, M4 7DN  
Flat E, 54 Every Street, Manchester, M4 7DN  
Flat F, 54 Every Street, Manchester, M4 7DN  
Flat G, 54 Every Street, Manchester, M4 7DN  
Flat H, 54 Every Street, Manchester, M4 7DN  
Flat I, 54 Every Street, Manchester, M4 7DN  
Flat J, 54 Every Street, Manchester, M4 7DN  
Flat K, 54 Every Street, Manchester, M4 7DN  
Flat L, 54 Every Street, Manchester, M4 7DN  
Ashbrook Lucas & Robinson, All Souls Church, Every Street, Manchester, M4 7DQ  
2 Fairham Walk, Manchester, M4 7DD  
4 Fairham Walk, Manchester, M4 7DD  
6 Fairham Walk, Manchester, M4 7DD  
2 Caterham Street, Manchester, M4 7DE  
4 Caterham Street, Manchester, M4 7DE  
6 Caterham Street, Manchester, M4 7DE  
8 Caterham Street, Manchester, M4 7DE  
10 Caterham Street, Manchester, M4 7DE  
Corpus Christy With St. Anne Rc Primary School, Carruthers Street, Manchester, M4 7EQ  
St. Annes Presbytery, Carruthers Street, Manchester, M4 7EQ  
Mattinson Ginty & Partners (employee Benefits) Ltd, The Bank, 209 Every Street, Manchester, M4 7EX  
1 Oswald Street, Manchester, M4 7DW  
38 Every Street, Manchester, M4 7DN  
40 Every Street, Manchester, M4 7DN  
Sanderson Clearance Outlet, 2 Pollard Street, Manchester, M4 7DS  
Brays Furniture, 275 Great Ancoats Street, Manchester, M4 7DB  
Davenport Trimmings Ltd, The Whitehouse, Snell Street, Manchester, M4 7EL  
3b, Badby Close, Manchester, M4 7EY  
7a, Badby Close, Manchester, M4 7EY  
7c, Badby Close, Manchester, M4 7EY  
9a, Badby Close, Manchester, M4 7EY  
Apartment 1, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 2, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 3, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 4, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 5, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 6, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 7, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 8, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 9, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 10, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 11, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 12, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 13, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 14, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 15, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 16, Block A, Pollard Street, Manchester, M4 7AJ  
Apartment 17, Block A, Pollard Street, Manchester, M4 7AJ







































#### List No. 4

Apartment G07, 2 Malta Street, Manchester, M4 7BH  
Apartment G08, 2 Malta Street, Manchester, M4 7BH  
Apartment G09, 2 Malta Street, Manchester, M4 7BH  
Apartment G10, 2 Malta Street, Manchester, M4 7BH  
Apartment G11, 2 Malta Street, Manchester, M4 7BH  
Apartment G12, 2 Malta Street, Manchester, M4 7BH  
Apartment G14, 2 Malta Street, Manchester, M4 7BH  
City Loft Developments Ltd, 2a, Munday Street, Manchester, M4 7BA  
Isis Rentals Ltd, 139 Ashton Old Road, Manchester, M12 6LE  
149 Rylance Street, Manchester, M11 3NA  
151 Rylance Street, Manchester, M11 3NA  
153 Rylance Street, Manchester, M11 3NA  
155 Rylance Street, Manchester, M11 3NA  
157 Rylance Street, Manchester, M11 3NA  
17 Rimmer Close, Manchester, M11 3AD  
19 Rimmer Close, Manchester, M11 3AD  
21 Rimmer Close, Manchester, M11 3AD  
23 Rimmer Close, Manchester, M11 3AD  
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38 Rimmer Close, Manchester, M11 3AD  
40 Rimmer Close, Manchester, M11 3AD  
42 Rimmer Close, Manchester, M11 3AD  
44 Rimmer Close, Manchester, M11 3AD  
St. Jeromes Church, Baden Street, Manchester, M11 3NX  
Beswick Clothing Co, 217-225, Ashton Old Road, Manchester, M11 3WU  
Seven Stars, 163 Ashton Old Road, Manchester, M11 3WU  
282 Viaduct Street, Manchester, M12 6NE  
284 Viaduct Street, Manchester, M12 6NE  
286 Viaduct Street, Manchester, M12 6NE  
288 Viaduct Street, Manchester, M12 6NE  
290 Viaduct Street, Manchester, M12 6NE  
292 Viaduct Street, Manchester, M12 6NE  
294 Viaduct Street, Manchester, M12 6NE  
296 Viaduct Street, Manchester, M12 6NE  
298 Viaduct Street, Manchester, M12 6NE  
300 Viaduct Street, Manchester, M12 6NE  
302 Viaduct Street, Manchester, M12 6NE  
304 Viaduct Street, Manchester, M12 6NE  
308 Viaduct Street, Manchester, M12 6NE  
17 Attlee Way, Manchester, M12 6NT  
19 Attlee Way, Manchester, M12 6NT  
21 Attlee Way, Manchester, M12 6NT

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23 Attlee Way, Manchester, M12 6NT  
25 Attlee Way, Manchester, M12 6NT  
27 Attlee Way, Manchester, M12 6NT  
14 Spire Walk, Manchester, M12 6WE  
16 Spire Walk, Manchester, M12 6WE  
20 Spire Walk, Manchester, M12 6WE  
22 Spire Walk, Manchester, M12 6WE  
24 Spire Walk, Manchester, M12 6WE  
210 Viaduct Street, Manchester, M12 6WF  
212 Viaduct Street, Manchester, M12 6WF  
214 Viaduct Street, Manchester, M12 6WF  
216 Viaduct Street, Manchester, M12 6WF  
218 Viaduct Street, Manchester, M12 6WF  
220 Viaduct Street, Manchester, M12 6WF  
222 Viaduct Street, Manchester, M12 6WF  
224 Viaduct Street, Manchester, M12 6WF  
226 Viaduct Street, Manchester, M12 6WF  
246 Viaduct Street, Manchester, M12 6WF  
248 Viaduct Street, Manchester, M12 6WF  
250 Viaduct Street, Manchester, M12 6WF  
252 Viaduct Street, Manchester, M12 6WF  
254 Viaduct Street, Manchester, M12 6WF  
256 Viaduct Street, Manchester, M12 6WF  
258 Viaduct Street, Manchester, M12 6WF  
260 Viaduct Street, Manchester, M12 6WF  
262 Viaduct Street, Manchester, M12 6WF  
264 Viaduct Street, Manchester, M12 6WF  
266 Viaduct Street, Manchester, M12 6WF  
268 Viaduct Street, Manchester, M12 6WF  
270 Viaduct Street, Manchester, M12 6WF  
272 Viaduct Street, Manchester, M12 6WF  
274 Viaduct Street, Manchester, M12 6WF  
276 Viaduct Street, Manchester, M12 6WF  
278 Viaduct Street, Manchester, M12 6WF  
280 Viaduct Street, Manchester, M12 6WF  
10 Markham Close, Manchester, M12 6WR  
2 Markham Close, Manchester, M12 6WR  
4 Markham Close, Manchester, M12 6WR  
6 Markham Close, Manchester, M12 6WR  
8 Markham Close, Manchester, M12 6WR  
Enterprise Rent A Car, 131 Ashton Old Road, Manchester, M12 6LE  
Manchester Care Ltd, Eastcliffe Residential Care Home, Markham Close,  
Manchester, M12 6WR  
2 Gaitskell Close, Manchester, M12 6NU  
4 Gaitskell Close, Manchester, M12 6NU  
6 Gaitskell Close, Manchester, M12 6NU  
8 Gaitskell Close, Manchester, M12 6NU  
10 Gaitskell Close, Manchester, M12 6NU  
12 Gaitskell Close, Manchester, M12 6NU  
14 Gaitskell Close, Manchester, M12 6NU  
16 Gaitskell Close, Manchester, M12 6NU  
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20 Gaitskell Close, Manchester, M12 6NU  
22 Gaitskell Close, Manchester, M12 6NU  
24 Gaitskell Close, Manchester, M12 6NU

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1 Aden Close, Manchester, M12 6WD  
3 Aden Close, Manchester, M12 6WD  
5 Aden Close, Manchester, M12 6WD  
7 Aden Close, Manchester, M12 6WD  
9 Aden Close, Manchester, M12 6WD  
11 Aden Close, Manchester, M12 6WD  
13 Aden Close, Manchester, M12 6WD  
15 Aden Close, Manchester, M12 6WD  
17 Aden Close, Manchester, M12 6WD  
2 Lacy Walk, Manchester, M12 6WG  
4 Lacy Walk, Manchester, M12 6WG  
6 Lacy Walk, Manchester, M12 6WG  
8 Lacy Walk, Manchester, M12 6WG  
10 Lacy Walk, Manchester, M12 6WG  
12 Lacy Walk, Manchester, M12 6WG  
14 Lacy Walk, Manchester, M12 6WG  
16 Lacy Walk, Manchester, M12 6WG  
18 Lacy Walk, Manchester, M12 6WG  
20 Lacy Walk, Manchester, M12 6WG  
2 Coalbrook Walk, Manchester, M12 6WJ  
4 Coalbrook Walk, Manchester, M12 6WJ  
6 Coalbrook Walk, Manchester, M12 6WJ  
8 Coalbrook Walk, Manchester, M12 6WJ  
10 Coalbrook Walk, Manchester, M12 6WJ  
2 Alderman Square, Manchester, M12 6WL  
4 Alderman Square, Manchester, M12 6WL  
6 Alderman Square, Manchester, M12 6WL  
8 Alderman Square, Manchester, M12 6WL  
10 Alderman Square, Manchester, M12 6WL  
12 Alderman Square, Manchester, M12 6WL  
14 Alderman Square, Manchester, M12 6WL  
2 Helsby Walk, Manchester, M12 6WS  
4 Helsby Walk, Manchester, M12 6WS  
6 Helsby Walk, Manchester, M12 6WS  
8 Helsby Walk, Manchester, M12 6WS  
10 Helsby Walk, Manchester, M12 6WS  
12 Helsby Walk, Manchester, M12 6WS  
306 Viaduct Street, Manchester, M12 6NE  
228 Viaduct Street, Manchester, M12 6WF  
7 Wren Way, Manchester, M11 3NH  
9 Wren Way, Manchester, M11 3NH  
23 Wren Way, Manchester, M11 3NH  
27 Wren Way, Manchester, M11 3NH  
22 Lloyd Wright Avenue, Manchester, M11 3NJ  
16 Lloyd Wright Avenue, Manchester, M11 3NJ  
1 Wren Way, Manchester, M11 3NH  
3 Wren Way, Manchester, M11 3NH  
5 Wren Way, Manchester, M11 3NH  
11 Wren Way, Manchester, M11 3NH  
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15 Wren Way, Manchester, M11 3NH  
21 Wren Way, Manchester, M11 3NH  
25 Wren Way, Manchester, M11 3NH  
29 Wren Way, Manchester, M11 3NH  
17 Wren Way, Manchester, M11 3NH

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8 Lloyd Wright Avenue, Manchester, M11 3NJ  
10 Lloyd Wright Avenue, Manchester, M11 3NJ  
12 Lloyd Wright Avenue, Manchester, M11 3NJ  
14 Lloyd Wright Avenue, Manchester, M11 3NJ  
18 Lloyd Wright Avenue, Manchester, M11 3NJ  
20 Lloyd Wright Avenue, Manchester, M11 3NJ  
24 Lloyd Wright Avenue, Manchester, M11 3NJ  
26 Lloyd Wright Avenue, Manchester, M11 3NJ  
28 Lloyd Wright Avenue, Manchester, M11 3NJ  
30 Lloyd Wright Avenue, Manchester, M11 3NJ  
32 Lloyd Wright Avenue, Manchester, M11 3NJ  
34 Lloyd Wright Avenue, Manchester, M11 3NJ  
1 Rylance Street, Manchester, M11 3NP  
17 Lloyd Wright Avenue, Manchester, M11 3NJ  
M G M Motors Ltd, 139 Ashton Old Road, Manchester, M12 6LE  
5 Rylance Street, Manchester, M11 3NP  
19 Wren Way, Manchester, M11 3NH  
17 Paxton Place, Manchester, M11 3NL  
21 Paxton Place, Manchester, M11 3NL  
23 Paxton Place, Manchester, M11 3NL  
3 Rylance Street, Manchester, M11 3NP  
31 Wren Way, Manchester, M11 3NH  
33 Wren Way, Manchester, M11 3NH  
35 Wren Way, Manchester, M11 3NH  
1 Lloyd Wright Avenue, Manchester, M11 3NJ  
3 Lloyd Wright Avenue, Manchester, M11 3NJ  
5 Lloyd Wright Avenue, Manchester, M11 3NJ  
7 Lloyd Wright Avenue, Manchester, M11 3NJ  
9 Lloyd Wright Avenue, Manchester, M11 3NJ  
11 Lloyd Wright Avenue, Manchester, M11 3NJ  
13 Lloyd Wright Avenue, Manchester, M11 3NJ  
15 Lloyd Wright Avenue, Manchester, M11 3NJ  
19 Lloyd Wright Avenue, Manchester, M11 3NJ  
21 Lloyd Wright Avenue, Manchester, M11 3NJ  
25 Lloyd Wright Avenue, Manchester, M11 3NJ  
27 Lloyd Wright Avenue, Manchester, M11 3NJ  
23 Lloyd Wright Avenue, Manchester, M11 3NJ  
6 Lloyd Wright Avenue, Manchester, M11 3NJ  
4 Lloyd Wright Avenue, Manchester, M11 3NJ  
2 Lloyd Wright Avenue, Manchester, M11 3NJ  
15 Paxton Place, Manchester, M11 3NL  
19 Paxton Place, Manchester, M11 3NL  
25 Paxton Place, Manchester, M11 3NL  
27 Paxton Place, Manchester, M11 3NL  
29 Paxton Place, Manchester, M11 3NL  
31 Paxton Place, Manchester, M11 3NL  
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20 Paxton Place, Manchester, M11 3NL  
22 Paxton Place, Manchester, M11 3NL  
24 Paxton Place, Manchester, M11 3NL  
26 Paxton Place, Manchester, M11 3NL  
1 Hassop Close, Manchester, M11 3JS

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10 Hassop Close, Manchester, M11 3JS  
11 Hassop Close, Manchester, M11 3JS  
12 Hassop Close, Manchester, M11 3JS  
13 Hassop Close, Manchester, M11 3JS  
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6 Hassop Close, Manchester, M11 3JS  
7 Hassop Close, Manchester, M11 3JS  
8 Hassop Close, Manchester, M11 3JS  
9 Hassop Close, Manchester, M11 3JS  
1 Euclid Close, Manchester, M11 3JT  
10 Euclid Close, Manchester, M11 3JT  
11 Euclid Close, Manchester, M11 3JT  
12 Euclid Close, Manchester, M11 3JT  
13 Euclid Close, Manchester, M11 3JT  
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9 Euclid Close, Manchester, M11 3JT  
1 Orme Close, Manchester, M11 3JX  
11 Orme Close, Manchester, M11 3JX  
13 Orme Close, Manchester, M11 3JX  
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33 Orme Close, Manchester, M11 3JX  
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37 Orme Close, Manchester, M11 3JX

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39 Orme Close, Manchester, M11 3JX  
41 Orme Close, Manchester, M11 3JX  
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74 Orme Close, Manchester, M11 3JY  
76 Orme Close, Manchester, M11 3JY  
78 Orme Close, Manchester, M11 3JY  
8 Orme Close, Manchester, M11 3JY  
80 Orme Close, Manchester, M11 3JY  
1 Longham Close, Manchester, M11 3WA  
10 Longham Close, Manchester, M11 3WA

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11 Longham Close, Manchester, M11 3WA  
12 Longham Close, Manchester, M11 3WA  
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8 Longham Close, Manchester, M11 3WA  
9 Longham Close, Manchester, M11 3WA  
1 Stedman Close, Manchester, M11 3WB  
11 Stedman Close, Manchester, M11 3WB  
2 Stedman Close, Manchester, M11 3WB  
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6 Stedman Close, Manchester, M11 3WB  
7 Stedman Close, Manchester, M11 3WB  
8 Stedman Close, Manchester, M11 3WB  
9 Stedman Close, Manchester, M11 3WB  
11 Croston Walk, Manchester, M11 3WD  
13 Croston Walk, Manchester, M11 3WD  
9 Croston Walk, Manchester, M11 3WD  
1 Burbridge Close, Manchester, M11 3DW  
3 Burbridge Close, Manchester, M11 3DW  
5 Burbridge Close, Manchester, M11 3DW  
7 Burbridge Close, Manchester, M11 3DW  
9 Burbridge Close, Manchester, M11 3DW  
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25 Burbridge Close, Manchester, M11 3DW  
27 Burbridge Close, Manchester, M11 3DW  
29 Burbridge Close, Manchester, M11 3DW  
31 Burbridge Close, Manchester, M11 3DW  
159 Rylance Street, Manchester, M11 3NA  
161 Rylance Street, Manchester, M11 3NA  
163 Rylance Street, Manchester, M11 3NA  
165 Rylance Street, Manchester, M11 3NA  
167 Rylance Street, Manchester, M11 3NA  
169 Rylance Street, Manchester, M11 3NA

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171 Rylance Street, Manchester, M11 3NA  
1 Rimmer Close, Manchester, M11 3AD  
3 Rimmer Close, Manchester, M11 3AD  
5 Rimmer Close, Manchester, M11 3AD  
7 Rimmer Close, Manchester, M11 3AD  
9 Rimmer Close, Manchester, M11 3AD  
11 Rimmer Close, Manchester, M11 3AD  
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14 Rimmer Close, Manchester, M11 3AD  
16 Rimmer Close, Manchester, M11 3AD  
29 Attlee Way, Manchester, M12 6NT  
31 Attlee Way, Manchester, M12 6NT  
33 Attlee Way, Manchester, M12 6NT  
35 Attlee Way, Manchester, M12 6NT  
37 Attlee Way, Manchester, M12 6NT  
39 Attlee Way, Manchester, M12 6NT  
41 Attlee Way, Manchester, M12 6NT  
1 Blakemore Walk, Manchester, M12 6PH  
10 Blakemore Walk, Manchester, M12 6PH  
11 Blakemore Walk, Manchester, M12 6PH  
12 Blakemore Walk, Manchester, M12 6PH  
14 Blakemore Walk, Manchester, M12 6PH  
15 Blakemore Walk, Manchester, M12 6PH  
16 Blakemore Walk, Manchester, M12 6PH  
17 Blakemore Walk, Manchester, M12 6PH  
18 Blakemore Walk, Manchester, M12 6PH  
19 Blakemore Walk, Manchester, M12 6PH  
2 Blakemore Walk, Manchester, M12 6PH  
20 Blakemore Walk, Manchester, M12 6PH  
21 Blakemore Walk, Manchester, M12 6PH  
22 Blakemore Walk, Manchester, M12 6PH  
23 Blakemore Walk, Manchester, M12 6PH  
24 Blakemore Walk, Manchester, M12 6PH  
25 Blakemore Walk, Manchester, M12 6PH  
26 Blakemore Walk, Manchester, M12 6PH  
27 Blakemore Walk, Manchester, M12 6PH  
28 Blakemore Walk, Manchester, M12 6PH  
29 Blakemore Walk, Manchester, M12 6PH  
3 Blakemore Walk, Manchester, M12 6PH  
30 Blakemore Walk, Manchester, M12 6PH  
31 Blakemore Walk, Manchester, M12 6PH  
32 Blakemore Walk, Manchester, M12 6PH  
33 Blakemore Walk, Manchester, M12 6PH  
34 Blakemore Walk, Manchester, M12 6PH  
35 Blakemore Walk, Manchester, M12 6PH  
36 Blakemore Walk, Manchester, M12 6PH  
37 Blakemore Walk, Manchester, M12 6PH  
38 Blakemore Walk, Manchester, M12 6PH

#### List No. 4

39 Blakemore Walk, Manchester, M12 6PH  
4 Blakemore Walk, Manchester, M12 6PH  
40 Blakemore Walk, Manchester, M12 6PH  
41 Blakemore Walk, Manchester, M12 6PH  
42 Blakemore Walk, Manchester, M12 6PH  
43 Blakemore Walk, Manchester, M12 6PH  
44 Blakemore Walk, Manchester, M12 6PH  
45 Blakemore Walk, Manchester, M12 6PH  
46 Blakemore Walk, Manchester, M12 6PH  
47 Blakemore Walk, Manchester, M12 6PH  
5 Blakemore Walk, Manchester, M12 6PH  
6 Blakemore Walk, Manchester, M12 6PH  
7 Blakemore Walk, Manchester, M12 6PH  
8 Blakemore Walk, Manchester, M12 6PH  
9 Blakemore Walk, Manchester, M12 6PH  
10 Ramage Walk, Manchester, M12 6PJ  
12 Ramage Walk, Manchester, M12 6PJ  
14 Ramage Walk, Manchester, M12 6PJ  
16 Ramage Walk, Manchester, M12 6PJ  
18 Ramage Walk, Manchester, M12 6PJ  
2 Ramage Walk, Manchester, M12 6PJ  
20 Ramage Walk, Manchester, M12 6PJ  
4 Ramage Walk, Manchester, M12 6PJ  
6 Ramage Walk, Manchester, M12 6PJ  
8 Ramage Walk, Manchester, M12 6PJ  
10 Bellis Close, Manchester, M12 6PL  
12 Bellis Close, Manchester, M12 6PL  
14 Bellis Close, Manchester, M12 6PL  
16 Bellis Close, Manchester, M12 6PL  
18 Bellis Close, Manchester, M12 6PL  
2 Bellis Close, Manchester, M12 6PL  
20 Bellis Close, Manchester, M12 6PL  
22 Bellis Close, Manchester, M12 6PL  
24 Bellis Close, Manchester, M12 6PL  
26 Bellis Close, Manchester, M12 6PL  
4 Bellis Close, Manchester, M12 6PL  
6 Bellis Close, Manchester, M12 6PL  
8 Bellis Close, Manchester, M12 6PL  
221 Palmerston Street, Manchester, M12 6PT  
223 Palmerston Street, Manchester, M12 6PT  
225 Palmerston Street, Manchester, M12 6PT  
227 Palmerston Street, Manchester, M12 6PT  
229 Palmerston Street, Manchester, M12 6PT  
231 Palmerston Street, Manchester, M12 6PT  
233 Palmerston Street, Manchester, M12 6PT  
235 Palmerston Street, Manchester, M12 6PT  
3 Purslow Close, Manchester, M12 6PR  
5 Purslow Close, Manchester, M12 6PR  
7 Purslow Close, Manchester, M12 6PR  
9 Purslow Close, Manchester, M12 6PR  
11 Purslow Close, Manchester, M12 6PR  
13 Purslow Close, Manchester, M12 6PR  
15 Purslow Close, Manchester, M12 6PR  
17 Purslow Close, Manchester, M12 6PR  
19 Purslow Close, Manchester, M12 6PR

#### List No. 4

21 Purslow Close, Manchester, M12 6PR  
23 Purslow Close, Manchester, M12 6PR  
25 Purslow Close, Manchester, M12 6PR  
2 Purslow Close, Manchester, M12 6PR  
4 Purslow Close, Manchester, M12 6PR  
6 Purslow Close, Manchester, M12 6PR  
8 Purslow Close, Manchester, M12 6PR  
10 Purslow Close, Manchester, M12 6PR  
12 Purslow Close, Manchester, M12 6PR  
14 Purslow Close, Manchester, M12 6PR  
16 Purslow Close, Manchester, M12 6PR  
18 Purslow Close, Manchester, M12 6PR  
20 Purslow Close, Manchester, M12 6PR  
22 Purslow Close, Manchester, M12 6PR  
24 Purslow Close, Manchester, M12 6PR  
26 Purslow Close, Manchester, M12 6PR  
28 Purslow Close, Manchester, M12 6PR  
30 Purslow Close, Manchester, M12 6PR  
32 Purslow Close, Manchester, M12 6PR  
34 Purslow Close, Manchester, M12 6PR  
36 Purslow Close, Manchester, M12 6PR  
38 Purslow Close, Manchester, M12 6PR  
40 Purslow Close, Manchester, M12 6PR  
42 Purslow Close, Manchester, M12 6PR  
44 Purslow Close, Manchester, M12 6PR  
1 Bevan Close, Manchester, M12 6NR  
2 Bevan Close, Manchester, M12 6NR  
3 Bevan Close, Manchester, M12 6NR  
4 Bevan Close, Manchester, M12 6NR  
5 Bevan Close, Manchester, M12 6NR  
6 Bevan Close, Manchester, M12 6NR  
7 Bevan Close, Manchester, M12 6NR  
1 Gaitskell Close, Manchester, M12 6NU  
3 Gaitskell Close, Manchester, M12 6NU  
5 Gaitskell Close, Manchester, M12 6NU  
7 Gaitskell Close, Manchester, M12 6NU  
9 Gaitskell Close, Manchester, M12 6NU  
11 Gaitskell Close, Manchester, M12 6NU  
13 Gaitskell Close, Manchester, M12 6NU  
15 Gaitskell Close, Manchester, M12 6NU  
Mary & Joseph House, 217 Palmerston Street, Manchester, M12 6PT  
Shashs Mini Market, 1 Purslow Close, Manchester, M12 6PR  
North Ridge High School, Palmerston Street, Manchester, M12 6PT  
2b, Albert Street, Manchester, M11 3AU  
173 Rylance Street, Manchester, M11 3NA  
2a, Albert Street, Manchester, M11 3AU  
2c, Albert Street, Manchester, M11 3AU  
2d, Albert Street, Manchester, M11 3AU  
2e, Albert Street, Manchester, M11 3AU  
2f, Albert Street, Manchester, M11 3AU  
2g, Albert Street, Manchester, M11 3AU  
2h, Albert Street, Manchester, M11 3AU  
2j, Albert Street, Manchester, M11 3AU  
2k, Albert Street, Manchester, M11 3AU  
2l, Albert Street, Manchester, M11 3AU

#### List No. 4

2m, Albert Street, Manchester, M11 3AU  
2n, Albert Street, Manchester, M11 3AU  
2p, Albert Street, Manchester, M11 3AU  
2q, Albert Street, Manchester, M11 3AU  
33 Stedman Close, Manchester, M11 3WB  
35 Stedman Close, Manchester, M11 3WB  
11a, Purslow Close, Manchester, M12 6PR  
Arch 11, Blind Lane, Manchester, M12 6JT  
5 Pittbrook Street, Manchester, M12 6LR  
Ashbury Service Station, Ashton Old Road, Manchester, M11 3LW  
Gerards Ice Cream Co, William Street, Manchester, M12 5FX  
Refinery Group Ltd, Pittbrook House, 10 Pittbrook Street, Manchester, M12 6JX  
Sanderson Ford & Truck, Ashton Old Road, Manchester, M12 6JD  
G B M Digital Technologies, 16-18, Midland Street, Manchester, M12 6LB  
4 Midland Street, Manchester, M12 6LB  
Lawrence Supply, 8 Midland Street, Manchester, M12 6LB  
64 North Western Street, Manchester, M12 6DX  
Hentcho Recycling Services Ltd, 65-66, North Western Street, Manchester, M12 6DX  
Shopmail Design, 68 North Western Street, Manchester, M12 6DX  
70-71, North Western Street, Manchester, M12 6DX  
Kendle Motors, 72 North Western Street, Manchester, M12 6DX  
Fresh Products, 73 North Western Street, Manchester, M12 6DX  
Tom Blackburn Garage, 74 North Western Street, Manchester, M12 6DX  
Into Action Ltd, 76 North Western Street, Manchester, M12 6DY  
77 North Western Street, Manchester, M12 6DY  
Manchester Light & Stage Co, 78 North Western Street, Manchester, M12 6DY  
79 North Western Street, Manchester, M12 6DY  
80 North Western Street, Manchester, M12 6DY  
S B Wholesalers, 82 North Western Street, Manchester, M12 6DY  
Shawk Hall Products, 83 North Western Street, Manchester, M12 6DY  
Bake Select, 84 North Western Street, Manchester, M12 6DY  
Manchester City Council, Operational Depot, Hooper Street, Manchester, M12 6LA  
T C Catering Supplies Ltd, Unit 2, Dark Lane, Manchester, M12 6FA  
Shahi Yarns Ltd, 84a, North Western Street, Manchester, M12 6DY  
Manchester Garage Doors, 70 Temperance Street, Manchester, M12 6HU  
2 Midland Street, Manchester, M12 6LB  
Cooneen Textiles Ltd, Unit 1, Dark Lane, Manchester, M12 6FA  
Loftus Motors, 2-3, Tonge Street, Manchester, M12 6LY  
Total Fina Elf, Ardwick Service Station, Chancellor Lane, Manchester, M12 6JZ  
81 North Western Street, Manchester, M12 6DY  
72 Temperance Street, Manchester, M12 6HU  
C H S Cases, 60 Temperance Street, Manchester, M12 6DP  
Passion Knitwear Ltd, Dark Lane, Manchester, M12 6FA  
Ideal Printing Services, Mill Green Street, Manchester, M12 6FB  
Manchester Sandwich Co, 73 Temperance Street, Manchester, M12 6HU  
Telegraph Service Stations Ltd, 38 Ashton Old Road, Manchester, M12 6LP  
Supertech, Arch 9-10, Blind Lane, Manchester, M12 6JT  
Arch 5, Blind Lane, Manchester, M12 6JT  
Arch 13, Blind Lane, Manchester, M12 6JT  
Sandy Press Ltd, 2 Handsworth Street, Manchester, M12 6LH  
The Kings Hotel, 13 Chancellor Lane, Manchester, M12 6JZ  
3 Pittbrook Street, Manchester, M12 6LT  
Produce Partners, 75-76, Temperance Street, Manchester, M12 6HU

#### **List No. 4**

Chancellor Sandwich Bar, 2 Chancellor Lane, Manchester, M12 6JY  
Key2sell Ltd, 78b, Temperance Street, Manchester, M12 6HU  
61 North Western Street, Manchester, M12 6DX  
Arch 15, Blind Lane, Manchester, M12 6JT  
Arch 14, Blind Lane, Manchester, M12 6JT  
Arch 6, Blind Lane, Manchester, M12 6JT  
William James, Arch 7-8, Blind Lane, Manchester, M12 6JT  
Arch 12, Blind Lane, Manchester, M12 6JT  
Kelly, Arch 16, Blind Lane, Manchester, M12 6JT  
Tim Ainsworth Photography, 24 Midland Street, Manchester, M12 6LB  
Turner Bianca, 12-14, Midland Street, Manchester, M12 6LB  
Rink Air Conditioning Equipment Ltd, Midland Street, Manchester, M12 6LB  
Shawe Hall, 85 North Western Street, Manchester, M12 6DY  
West Way Manchester, Chancellor Lane, Manchester, M12 6JZ  
62 North Western Street, Manchester, M12 6DX  
Flat 25, 1 Barleywood Drive, Manchester, M11 3LP  
A F G Manchester, Chancellor Lane, Manchester, M12 6JZ  
Gen X I T Ltd, Choudhary House, 24 Dark Lane, Manchester, M12 6FA  
Jarvis, Ashton Old Road, Manchester, M11 3LW  
Shopmate, 68 North Western Street, Manchester, M12 6DX  
His Yartex, 84a, North Western Street, Manchester, M12 6DY  
PO Box 274, Manchester, M12 6WT  
Chuk Ltd, PO Box 305, Manchester, M12 6WQ  
Chatfields Of Manchester, 40-46, Ashton Old Road, Manchester, M12 6NA  
Birch Skip Hire Ltd, Unit 12-18, Rondin Road, Manchester, M12 6BF  
48 Ashton Old Road, Manchester, M12 6LP  
P McGuinness & Co Ltd, Unit 15, Rondin Road, Manchester, M12 6BF  
Propaganda Uk Ltd, Unit 21, Rondin Road, Manchester, M12 6BF  
Unit 1, Rondin Road, Manchester, M12 6BF  
Unit 17-19, Rondin Road, Manchester, M12 6BF  
1 Rondin Road, Manchester, M12 6LL  
Precision Printing Plates Ltd, Philips Park Road, Manchester, M11 3FU  
Northern Optical Co, 1 Edwin Road, Manchester, M11 3NQ  
Hall & Rogers Ltd, Hillkirk Street, Manchester, M11 3EZ  
Studio Alexander Ltd, 30 Philips Park Road, Manchester, M11 3FX  
Community Security (north West) Ltd, 6 Cambrian Street, Manchester, M11 3FY  
P C Hydraulics (northern) Ltd, 6-8, Hillkirk Street, Manchester, M11 3EZ  
Clonezone Ltd, 9-12, Edwin Road, Manchester, M11 3ER  
L Littlewood & Son Ltd, 3 Edwin Road, Manchester, M11 3ER  
Comet Couriers, 8 Edwin Road, Manchester, M11 3ER  
Connect Engineering, Thomas Brown House, 10 Edwin Road, Manchester, M11 3ER  
I C A Panels, Thomas Brown House, 10 Edwin Road, Manchester, M11 3ER  
Instrumatics Ltd, Thomas Brown House, 10 Edwin Road, Manchester, M11 3ER  
Community Building Ltd, The Security Park, Cambrian Street, Manchester, M11 3FY  
Britannia Car Hire Service Ltd, Edwin Road, Manchester, M11 3ER  
Burlington Works, Keymer Street, Manchester, M11 3HB

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

British Waterways Board  
Chief Executive's Landscape Practice Group

**List No. 4**

United Utilities

Greater Manchester Ecology Unit

Chief Executive's Landscape Practice Group

Environmental Health

Contaminated Land Section

Environment Agency

United Utilities

Commissions For Architecture And The Built Environment

GMPTE

Greater Manchester Police

Greater Manchester Ecology Unit

Greater Manchester Archaeological Unit

Sport England (NW Region)

Natural England

North West Regional Assembly

English Heritage (NW Region)

David Harland, Appt 104 Block D, Albion Works, Pollard Street, Manchester

Niall O'Shea, Apt. 23, Block A, Albion Mill, Pollard St.

**Relevant Contact Officer :** Jeni Wilson  
**Telephone number :** 0161 234 4164  
**Email :** j.wilson3@manchester.gov.uk