

List No. 12

Gorton North Ward	Application Number 085126/FO/2007/N2	Date of Appln 30th Nov 2007	Committee Date 14th Feb 2008
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Proposal Continuance of stock car racing for a maximum of eight meetings per season during a period from 1st March to 30th November for a temporary period of 4 years

Location Belle Vue Greyhound Stadium, Kirkmanshulme Lane, Gorton, Manchester, M18 7BA

Applicant Startrax Oval Motorsport, 29 Banks Road, Linthwaite, Huddersfield, HD7 5LP

Agent

Description

The application site is within a mixed commercial and residential area, with the stadium's made use being for speedway and greyhound racing. There is a history of Stock car racing at the site, with continuous use of the stadium for stock car racing between 1999-2007. The planning permission for this has always been approved on a temporary basis to allow for continued monitoring and assessment of the impact on the residential amenity.

Planning History

The Committee approved application 062940/FU/NORTH2/01 in March 2002 for a temporary two-year period for Five Formula one and seven Regular stock car meetings to operate for two seasons subject to a number of conditions.

In February 2004 a temporary approval was granted by committee for the variation of conditions 1 and 3 of permission 062940/FU/NORTH2/01 to allow 8 stock car meetings per year including 4 Formula One events up to 31 October 2007.

Current proposal

The current application is for the continuance of stock car racing for a maximum of eight meetings per season during a period from 1st March to 30th November for a temporary period of 4 years.

The 2008 season is planned to have one stock car meeting in March, April, August and October and two meetings in May and November. This pattern will continue through the four-year period applied for. The events will run between 6.30pm and 9.30pm with no repair works taking place after 11pm. Each race lasts approximately 4 minutes with approximately 3 races an hour for 3 hours.

In 2007 the average attendance to the stock car racing events was 2100, with highs of 3100 and lows of 1000. There are 490 car parking spaces on site, 200 on street car parking spaces and it is proposed to rent 650 spaces from the showcase cinema site on event days.

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Consultations

Neighbours

Occupiers of the nearby properties were consulted (see appendix for full list). Five letters of objection were received from local residents, including Gala Bingo and two letters of support for the application. The following objections were made;

- Noise from the cars and supporters - Noise from the car engines and from the supporters close to residential properties.
- Behaviour of supporters - noise and other anti-social behaviour
- Impact on residents amenity
- Noise disturbance to residents pets
- Use of fireworks
- Parking - Gala Bingo focused their objections on the Stock car organisers not complying with the previous car-parking conditions and the use of stewards and as such the congestion caused by the stock car supporters and the affect on the surrounding businesses.

Standard consultations.

Greater Manchester Police have no objections to the scheme after seeing the car-parking plan.

Environmental Health Have not objected to the proposed scheme however have requested conditions relating to hours, noise silencers and dust suppression be attached to any approval. However prior to the committee meeting further comments may be received from Environmental Health relating to noise impact and conditions, any further comments received will be reported to committee.

Head of Engineering - No objections to the proposal however requested that all the conditions requested for the previous approval be attached.

New East Manchester - No comments received.

Issues

PPG 24, Planning and Noise states that the impact of noise can be a material consideration in the determination of planning applications. The planning system has the task of guiding development to the most appropriate locations. The planning system should ensure that new development involving noisy activities should, if possible, be sited away from noise-sensitive land uses. Where it is not possible to achieve such a separation of land uses, local planning authorities should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations.

There will also be circumstances when it is acceptable, or even desirable in order to meet other planning objectives to allow noise-generating activities on land near or adjoining a noise-sensitive development. In such cases, local planning authorities should consider the use of conditions or planning obligations to safeguard local amenity. Care should be taken to keep the noisiest activities away from the boundary or to provide for measures to reduce the impact of noise. Authorities should also take into account the fact that the background noise level in some parts of suburban and rural areas is very low,

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and the introduction of noisy activities into such areas may be especially disruptive.

In RPG 13 for the North West, policy EC9, tourism and recreation, makes reference to strategies that effectively manage existing and new opportunities and states that Recreation and leisure are complementary to many tourism activities and together can help to support economic growth and urban renaissance. However they should ensure that the infrastructure and environment is able to accommodate the visitor impact.

The Belle Vue Stadium already provides speedway and greyhound racing facilities and is located in an area within a high proportion of leisure facilities, with a large Bingo club and cinema complex adjacent to the site, demonstrating that the area is capable of managing large scale visitor attractions.

UDP - The site is unallocated in the Unitary Development Plan for Manchester, however relevant policies for the application are H2.2, T2.4, E1.4, GO1 and DC26. Policy H2.2 states that the council will not allow development, which will have an unacceptable impact on residential areas. The matters which the council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Transport 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.

Environmental Improvement and Protection policy, E1.4, states that the Council will control noise levels by ensuring that new development involving high noise levels is not permitted where it would be likely to cause a nuisance to occupiers of nearby properties and minimising the need for heavy goods vehicles to pass through residential areas and the City Centre.

In deciding its attitudes to proposals within Gorton the Council will have regard to area policy GO1 and the general policies in Part 1 of the plan in order to improve the quality of the local environment, improve the quality and promote the use of open spaces and recreational facilities for leisure use, reduce the amount of traffic passing through residential areas so as to improve the safety and the quality of environment and provide an efficient transport system, improving access to job opportunities, shopping & leisure facilities and open space.

It has become increasingly accepted that noise is a major source of environmental pollution, affecting peoples' physical and mental health. Reaching judgments on what is or is not an acceptable amount or type of noise is a complex matter, consideration of which will depend on the particular circumstances on the ground. City-Wide Policy DC26, development and noise states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City.

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In giving effect to this intention, the Council will consider the effect of new development proposals, which are likely to be generators of noise. Developments likely to result in unacceptably high levels of noises will not be permitted in residential areas, near schools, hospitals, nursing homes and similar institutions and near open land used frequently for recreational purposes.

DC26.4 states that where the Council believes that a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.

Principle - The principle use of the Belle Vue stadium is for Greyhound racing and Speedway racing, therefore the use of this site for Stock Car racing complements these uses. Although motor sports by their nature are noisy events, Stock car events have now been held at the stadium for the past nine years and the level of complaints made is very low. The event organisers acknowledge as promoters, the need to protect where possible residents amenity and have also pointed to the lack of complaints. However, the impact of the development on the surrounding residential properties and businesses should be assessed.

Visual amenity - There are no physical changes to the appearance of the building as part of this application; therefore it is considered that the proposal to use the stadium for stock car racing will not visually affect the visual amenity of the area.

Access for Disabled People - As stated previously there are no physical works proposed as part of this submission; the stadium already has disabled car parking spaces, level access and a lift to upper floors and disabled toilet facilities.

Residential amenity - Due to the nature of the proposal the impact on the residential amenity of the area is a key consideration in determining the proposed development. As noise is a major consideration the organisers have deliberately omitted dates for stock car racing events from 1st June to late

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August and moved them to earlier and later in the year to improve residents amenity during the summer months when they are more likely to wish to enjoy their gardens.

As the stadium has consent for speedway and greyhound racing it is acknowledged that stock car events would not introduce a new feature to the area, in terms of a large event, however the possible detriment that the event could cause by way of increased noise and parking problems are assessed in more detail below.

Noise - As confirmed by Environmental Health and the organisers there has only been one complaint in the last four years, which was a result of fireworks at the stock car events, the organisers have now agreed to hold only one firework display a year, at the November event.

All events operate under the rules and regulations of the British Stock Car Association and the British Oval Racing Safety Executive. The event employs scrutiners to ensure all vehicles are fitted with working silencers to MSA/RAC blue book guidelines, the use of silencers on the cars has been attached as a condition of approval.

Motor racing in the form of speedway racing already operates on the site, therefore considering the existing use of the stadium it is not considered the continued use of the stadium for Stock car racing would be unduly detrimental to surrounding residential units.

Traffic Impact/Parking - Parking was a point of objection to the application raised by residents and the manager of the adjacent Gala Bingo Club and therefore is an important consideration for this proposal. The organisers recognise their obligation to provide adequate car parking facilities for the stock car racing events. Within the application submission the applicant outlines the proposed parking plan. The stadium provides 490 car parking spaces within its curtilage; the organisers also propose to rent 650 additional spaces from the adjacent showcase cinema, which will be agreed in a contract with the cinema. The organisers also stated that there is sufficient space for an additional 200 car parking along Kirkmanshulme Lane providing a total of 1340 spaces for an average attendance of 2100.

Although the stock car racing organisers have made reference to a car parking arrangement with the adjacent Showcase cinema, it is considered that the existing stadium provides sufficient car parking to accommodate the stock car racing attendance, given the close proximity to public transport links on Hyde Road. The stadium is already used for greyhound and speedway events, with these events relying solely on the car parking provided within the curtilage of the stadium. This is considered to be adequate provision for these events and as such it is also considered sufficient for the Stock car racing.

Dust - The applicants have stated that to ensure the prevention of dust nuisance from the pit area and race track, the pit will be thoroughly watered prior to and during race events and the track will also be regularly watered to prevent dust nuisance from the stock car racing.

Conclusion - Although it is recognised that the proposed temporary use of the stadium for Stock car racing will increase the number of motor sport events, it is not considered that the stock car events will cause detriment to the residential

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amenity of the area over and above that of the existing speedway use. The organisers have demonstrated a commitment to reduce the impact of the events on local residents and willingness to comply with conditions working to reduce possible noise and parking problems. The use does not introduce an entirely new feature to the area and as such it is not considered that the proposal would be contrary to policies H2.2, DC26, T2.4, E1.4 and GO1 and as such is recommended for approval.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

Recommendation APPROVE

Approve in light of policies H2.2, T2.4, E1.4, GO1 and DC26 of the Unitary Development Plan for Manchester, as it is considered on balance that the proposed temporary use would not significantly increase noise and disturbance close to residential dwellings beyond the existing to the detriment of the residential amenity of the area and therefore is considered acceptable at this location. There are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

1) The permission hereby granted is for a limited period only, expiring at the end of February 2012 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued from 1st March 2012.

Reason - To enable the local planning authority to review the situation in the interest of residential amenity in line with policy H2.2 of the approved Unitary Development Plan.

2) No more than eight stock car meetings shall take place between March and November in a calendar year and no more than two stock car meetings per calendar month.

Reason - In order to protect residential amenity in line with policy H2.2 of the approved Manchester Unitary Development Plan.

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3) The stock car events hereby approved shall take place between 6.30 pm and 9.30 pm and no tidying up after the event shall take place beyond 11.00pm on that night and only between 10.00am - 10.30 pm on any other day.

Reason - To safeguard the amenities of nearby residential accommodation in line with policy H2.2 of the approved Unitary Development Plan.

4) The meeting shall operate without engine noise from competing cars until 30 minutes before the first race and 15 minutes after the final race, including silencer checks.

Reason - To safeguard the amenities of nearby residential properties in line with policy H2.2 of the approved Unitary Development Plan.

5) Prior to the hereby approved development commencing details of dust suppression shall be submitted and approved in writing by the City Council as the local Planning Authority and then implemented and shall be retained at all times whilst the events take place in accordance with the approved scheme.

Reason - To prevent dust nuisance to adjoining streets in line with policy H2.2 of the Manchester Unitary Development Plan.

6) All car parking spaces within the stadium shall be made available for the stock car events hereby approved for people visiting such events.

Reason: To provide adequate car parking for the event and reduce on-street car parking pursuant to policy T2.4 of the Manchester Unitary Development Plan.

7) Car parking stewards shall be provided two hours prior to the race start time and for one hour after the race start time to ensure the designated car parking is managed and fully utilised.

Reason: To protect the amenity of local residents and in the interest of highway safety and in accordance with the applicants submitted car parking stewarding information and pursuant to policy H2.2 of the Manchester Unitary Development Plan.

8) Before the development hereby approved commences a scheme for the storage and disposal of refuse including car parts and engine oil shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy H2.2 of the Unitary Development Plan for Manchester.

9) All competing cars shall be fitted with effective silencers to RAC guidelines. The silencer and exhaust systems shall be subjected to visual and sound pressure level checks prior to the meeting in accordance with the 'Code of practice for the control of noise from oval motor racing'. Any cars with an unsatisfactory system shall not be allowed to race or practice. Full written records and details of noise inspections shall be submitted to the Local Planning Authority.

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Reason: To protect the amenity of residents pursuant to policy H2.2 of the Manchester Unitary Development Plan.

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: 085126/FO/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:

Engineering Services

Environmental Health

Greater Manchester Police

New East Manchester

174b, Stanley Grove, Manchester, M18 7DH

164a, Stanley Grove, Manchester, M18 7DH

166a, Stanley Grove, Manchester, M18 7DH

170a, Stanley Grove, Manchester, M18 7DH

172a, Stanley Grove, Manchester, M18 7DH

174a, Stanley Grove, Manchester, M18 7DH

178a, Stanley Grove, Manchester, M18 7DH

180a, Stanley Grove, Manchester, M18 7DH

182a, Stanley Grove, Manchester, M18 7DH

215a, Stanley Grove, Manchester, M18 7DL

168a, Stanley Grove, Manchester, M18 7DH

176a, Stanley Grove, Manchester, M18 7DH

172 Stanley Grove, Manchester, M18 7DH

176 Stanley Grove, Manchester, M18 7DH

156 – 202 (Even numbers only) Stanley Grove, Manchester, M18 7DH

212 – 238 (Even numbers only) Stanley Grove, Manchester, M18 7DA

193 - 267 (Odd numbers only) Stanley Grove, Manchester, M18 7DL

277 - 319 (Odd numbers only) Stanley Grove, Manchester, M18 7DP

1 - 32 Fernhill Drive, Manchester, M18 7DB

1 - 18 Bourton Drive, Manchester, M18 7DD

30 – 112 (Even numbers only) Shelford Avenue, Manchester, M18 7DE

1 – 79 (Odd numbers only) Shelford Avenue, Manchester, M18 7DF

2 – 8 (Even numbers only) Penketh Avenue, Manchester, M18 7DG

The Happy Chippy, 168 Stanley Grove, Manchester, M18 7DH

Diamond Lodge, Kirkmanshulme Lane, Manchester, M18 7BA

Rileys, Kirkmanshulme Lane, Manchester, M18 7BA

1 - 9 Hoskins Close, Manchester, M12 4JX

11 Hoskins Close, Manchester, M12 4JX

2 Lockhart Close, Manchester, M12 4JY

4 Lockhart Close, Manchester, M12 4JY

6 Lockhart Close, Manchester, M12 4JY

1 Foxley Walk, Manchester, M12 4JZ

3 Foxley Walk, Manchester, M12 4JZ

5 Foxley Walk, Manchester, M12 4JZ

1 - 43 Ellen Wilkinson Crescent, Manchester, M12 4JU

44 - 52 (Even numbers only) Ellen Wilkinson Crescent, Manchester, M12 4JU

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70 Ellen Wilkinson Crescent, Manchester, M12 4JU
74 Ellen Wilkinson Crescent, Manchester, M12 4JU
72 Ellen Wilkinson Crescent, Manchester, M12 4JU
76 Ellen Wilkinson Crescent, Manchester, M12 4JU
56 Ellen Wilkinson Crescent, Manchester, M12 4JU
64 Ellen Wilkinson Crescent, Manchester, M12 4JU
1 - 19 Bracewell Close, Manchester, M12 5WQ
21 Bracewell Close, Manchester, M12 5WQ
Showcase Cinemas Belle Vue Ltd, Hyde Road, Manchester, M12 5AL
Deep Pan Pizza Restaurant, Hyde Road, Manchester, M12 5AL
Gala Clubs, Kirkmanshulme Lane, Manchester, M18 7BA
84 – 120 (Even numbers only) Crossley Street, Manchester, M18 8BA
1 -17 Vasser Road, Manchester, M18 8BN
2 - 6 Harvard Road, Manchester, M18 8BG
8 – 16 (Even numbers only) Harvard Road, Manchester, M18 8BG
2 – 12 (Even numbers only) Queensland Road, Manchester, M18 8BL
699 Hyde Road, Manchester, M12 5PS
2 – 16 (Even numbers only) Odette Street, Manchester, M18 7BS
1 – 18 Balmoral Street, Manchester, M18 7BT
1- 21 (odd numbers only) Windsor Street, Manchester, M18 7BU
20 – 30 (even numbers only) Windsor Street, Manchester, M18 7BU
23 – 43 (odd numbers only) Mount Road, Manchester, M18 7BX
1- 21 Sandringham Street, Manchester, M18 7BY
23 – 33 (Odd numbers only) Sandringham Street, Manchester, M18 7BY
1 - 19 Norfolk Road, Manchester, M18 7BZ
21 Norfolk Road, Manchester, M18 7BZ
23 Norfolk Road, Manchester, M18 7BZ
25 Norfolk Road, Manchester, M18 7BZ
8 – 28 Glencastle Road, Manchester, M18 7QH
1 – 31 (odd numbers only) Buckley Road, Manchester, M18 7QJ
Flat 1, 17 Mount Road, Manchester, M18 7BG
1 - 16 Woodnewton Close, Manchester, M18 7AJ
Flat 1 – Flat 12, 17 Woodnewton Close, Manchester, M18 7AJ
Flat 1 – Flat 12, 19 Woodnewton Close, Manchester, M18 7AJ
18 – 26 (Even numbers only) Woodnewton Close, Manchester, M18 7AJ
1 - 10 Norfolk Avenue, Manchester, M18 7BF
1 - 12 Sanby Avenue, Manchester, M18 7GF
1 - 14 Buckley Avenue, Manchester, M18 7QD
47 – 69 (Odd numbers only) Mount Road, Manchester, M18 7BE
2 – 18 (Even numbers only) Windsor Street, Manchester, M18 7BU
Manchester Housing, Gorton South Neighbourhood Office, 128 Mount Road,
Manchester, M18 7GS
Doctors Surgery, 110 Mount Road, Manchester, M18 7BQ
80 Sunny Brow Road, Manchester, M18 7TX
82 Sunny Brow Road, Manchester, M18 7TX
84 Sunny Brow Road, Manchester, M18 7TX
8 -25 Toft Road, Manchester, M18 7TY
27 Toft Road, Manchester, M18 7TY
29 Toft Road, Manchester, M18 7TY
31 Toft Road, Manchester, M18 7TY
60 Sunny Brow Road, Manchester, M18 7AZ
18a, Chatsworth Road, Manchester, M18 7AF
Projekt Works, Williams Street, Manchester, M18 7AH
Truperm Pleating Co, Williams Street, Manchester, M18 7AH
Flat 1, 522 Hyde Road, Manchester, M18 7AA

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526 Hyde Road, Manchester, M18 7AA
528 Hyde Road, Manchester, M18 7AA
532 Hyde Road, Manchester, M18 7AA
Appliance World N W Ltd, 544-546, Hyde Road, Manchester, M18 7AA
1 - 33 Chatsworth Road, Manchester, M18 7AF
1 – 35(Odd numbers only) Williams Street, Manchester, M18 7AH
1 - 21 (odd numbers only) Mount Road, Manchester, M18 7BG
66 – 100 (Even numbers only) Mount Road, Manchester, M18 7BQ
2-18 (Even numbers only) Mountbatten Street, Manchester, M18 7BR
1 – 13 (Odd numbers only) Odette Street, Manchester, M18 7BS
1 - 7 Glencastle Road, Manchester, M18 7QH
2 –20 (Even numbers only) Sunny Brow Road, Manchester, M18 7AE
1a, Mount Road, Manchester, M18 7BG
534a, Hyde Road, Manchester, M18 7AA
Manchester Paper Co Ltd, Victoria Works, Williams Rd, Manchester, M18 7AY
Manchester & District Working Mens Club, 534 Hyde Rd, Manchester, M18 7AA
Dental Surgery, 524 Hyde Road, Manchester, M18 7AA
29 – 41 (Odd numbers only) Cambert Lane, Manchester, M18 8HA
Kwik Save Group Plc, Garratt Way, Manchester, M18 8HE
Mount Road Childrens Care, 18 Mount Road, Manchester, M18 7BG
Flat 2, 522 Hyde Road, Manchester, M18 7AA
Flat 3, 522 Hyde Road, Manchester, M18 7AA
202 – 208 (Even numbers only) Garratt Way, Manchester, M18 8HD
108-120 (Even numbers only) Hampden Crescent, Manchester, M18 8JH
536 Hyde Road, Manchester, M18 7AA
2 – 26 (Even numbers only) Essoldo Close, Manchester, M18 7BN
1b – 1h, Mount Road, Manchester, M18 7BG
536a – 536d, Hyde Road, Manchester, M18 7AA
British Car Spares, 518 Hyde Road, Manchester, M18 7AA
The Pineapple, Garratt Way, Manchester, M18 8HE
Clearance Sale, 542 Hyde Road, Manchester, M18 7AA
75 Crossley Street, Manchester, M18 8BD
B S B Engraving, Sunny Brow Road, Manchester, M18 7AE
Mega Shirts, 18 Chatsworth Road, Manchester, M18 7AF
T R I M, Chatsworth Mill, Williams Road, Manchester, M18 7AY
M S M Motorcycle Training, Belle Vue Greyhound Stadium, Kirkmanshulme Lane, Manchester, M18 7BD
Belle Vue Greyhound Stadium, Kirkmanshulme Lane, Manchester, M18 7BA

Representations were received from the following third parties:

Engineering Services
Environmental Health
Greater Manchester Police
Mr & Mrs Omole, 1 Fernhill Dr., Gorton, Manchester
George Edwards, 166a Stanley Grove, Gorton, Manchester
Neil Tilstone, 15 Williams Street, Gorton, Manchester
, 2 Fernhill Drive, Manchester, M18 7DB
, 285 Stanley Grove, Manchester, M18 7DP
, 76 Ellen Wilkinson Crescent, Manchester, M12 4JU
, Gala Clubs, Kirkmanshulme Lane, Manchester, M18 7BA

Relevant Contact Officer : Helen Milner
Telephone number : 0161 234 4578
Email : h.milner@manchester.gov.uk