

Application Number	Date of Appln	Committee Date	Ward
088469/VO/2008/N1	27th Nov 2008	12th Feb 2009	Crumpsall Ward

Proposal CITY COUNCIL DEVELOPMENT Erection of a new four storey building comprising nursery, primary and high schools, associated car parking, landscaping, boundary treatments and sports hall and subsequent demolition of existing main school building, nursery unit, infant and junior school

Location King Davids High School, Eaton Road, Crumpsall, Manchester, M8 5DY,

Applicant John Edwards/MCC Childrens Services , Overseas House, Quay Street, Manchester, M3 3BB

Agent Walker Simpson Architects Ltd, 33 Piccadilly, Manchester, M1 1LQ,

### Description

The application site forms the complex of buildings for the King David Schools within the Crumpsall area of north Manchester, close to the junction of prominent road networks, including that of Bury Old Road and Middleton Road. The site is bound by Seymour Road to the south, Eaton Road to the north, a small boundary with Bury Old Road to the south west and the rear of properties on Middleton Road to the west. To the immediate north of the school site on the adjacent side of Eaton Road is the Crumpsall Lane Conservation Area.

The site is split by a public right of way leading from Bury Old Road to Eaton Road and which separates the high school's multi use games area from the rest of the school site.

The current site contains a number of temporary and permanent school buildings providing a range of accommodation for Nursery, Infant, Junior and High School educational provision. These buildings range in age and condition with the most recent additions to be retained and refurbished. The existing high school buildings are to the north of the site, accessed from Eaton Road and the existing infant and junior school and nursery are to the south of the site adjacent to Bury Old Road and Seymour Road. The site is enclosed by a high fence and existing retaining walls with a 24 hour security presence, with security points at the school entrances which operate during opening hours.

The site has a mature landscape, including several large trees, which shield the existing buildings from Bury Old Road. Car Parking areas for the school are concentrated towards the centre of the site with access gained to these spaces via Bury Old Road.

The proposed new school buildings siting and scale have been largely determined by the layout of the existing buildings across the site which would remain occupied during construction of the new building. The new main school building is proposed to occupy a narrow site between the existing school buildings and the public footpath. Due to these site constraints and in order to accommodate all the nursery, primary and high school functions and associated

areas, a 4 storey school building is proposed. The sports hall, school halls and kitchen are contained within a 2 storey element that wraps around the 4 storey building adjacent to the footpath and facing Eaton Road to provide screening for the external play areas. The new school site will accommodate 800 high school (870 existing school role) pupils, 420 primary school pupils and 60 nursery places (455 existing role).

Following completion of the building it is proposed to demolish many of the existing buildings and a dedicated parking area would be provided at the southern edge of the perimeter. In addition, the existing parking area to the north of the site would be increased allowing the centre of the site to be extensively landscaped, including the retention of many of the trees to maintain the existing character of the area.

All principal pedestrian entrances to each of the schools will be accessed from the hard landscaped area to the east of the main school building, the Nursery, Primary and High Schools will have separate entrances that will be distinctly marked either by a glazed area or a canopy.

Due to certain specialist needs, the school wishes to retain 3 number existing buildings on the site, and these will be incorporated within the new landscape proposals and will undergo various maintenance works. In relation to retained 'block 2' this building will require the construction of a new gable end following the demolition of the remainder of the building this will be constructed using matching materials.

Vehicular access points are determined by the existing perimeter wall and fence structures and will remain as existing from Bury Old Road and Eaton Road. Car parking will be split into two areas; one at the southern end of the site near the primary school and nursery entrance and one nearer the high school entrance at the north end, leaving the heart of the site for pedestrian use and children's play. Service access is via a service road, which runs alongside the public right of way and follows the footprint of a historic road (the Wilton Polygon). Cycle storage will be provided towards the northern end of the site near to the high school entrance.

The current King David School sits within a secure boundary made up from a mixture of palisade and weldmesh fencing which is patrolled throughout the day by an on-site security service. Significant existing vegetation on the site consists of a number of mature high and medium quality trees dispersed across the site predating the use of the site as a school. The proposed development will retain trees where practicable and to plant trees to integrate with these to reduce the isolated aspect of the tree planting currently on site.

Playing fields for the school are located off site on Middleton Road and are currently not outlined for any alteration through this current application.

The proposed materials for the building incorporate facing brick rising to two storeys to express the nursery block and the protruding section of the administration area, and will rise to 4 storeys to define the high school entrance. The majority of the 4 storey teaching block and sports hall will be clad with a lighter coloured metal cladding panel to contrast with the brickwork. Glazed slots will be inserted vertically to emphasise principal entrance points.

The school is being delivered as part of the Building Schools for the Future Programme (BSF), the biggest government investment programme for improving school buildings. The intention is to rebuild or renew every secondary school in England over the next 10-15 years. In Manchester, King David has been identified as part of the early wave of schools within the programme.

### Consultations

Greater Manchester Police Architectural Liaison Officers – One area of concern in relation to the buildings proximity to the boundary with the public footpath linking Eaton Road and Wilton Polygon. Recommend that a Secure by Design Condition is attached to any approval.

GMPTA – State that the site is well served by public transport. Recommend that the production of a school travel plan should assist in reducing car travel. Disappointed that there is no on site bus facilities provided.

Greater Manchester Ecology Unit – Recommend a number of conditions be attached to approval relating to: ensuring works identified by the applicant as requiring sensitive removal by hand are done so under the supervision of a licensed bat consultant; no works or clearance of trees/scrub during bird breeding season (March to July); Japanese Knotweed method statement for its control.

Head of Engineering Services – Highway services (HS) have been involved in detailed discussions with the BSF Team regarding the redevelopment of this existing school and the impact of such changes upon the existing highway. There are no proposed changes to the locations of the existing vehicular accesses on Bury Old Rd, Seymour Rd and Eaton Rd and whilst Highway Services are in support of the proposals, we are aware that there are some existing on-street parking problems that currently occur around the school area, particularly on Seymour Rd and Eaton Rd.

As such, the HS Safer Routes To School (SRTS) Team will be assessing what changes could be made to the existing Traffic Regulation Orders (TRO) to alleviate the problems and investigating the potential of traffic calming measures.

In the SKM Transport Statement, there is a statement relating to the movement of servicing vehicles entering and leaving the site via the Bury Old Rd access which, is acceptable. However, the servicing strategy needs to be expanded to include how parents and visitors access the site.

It is understood that Eaton Rd will be part of the construction route for works at the school and will be designated as a one-way road for the duration of the works over a two year period. The accesses into the existing car park off Eaton Rd must therefore accommodate the movements off the one-way system.

Any responses to these points will be reported to Committee.

Head of Regulatory Services (Contaminated Land Section) – Recommend a condition is attached to any approval requiring the submission of an adequate remediation strategy and verification report.

Head of Regulatory Services (Environmental Health) -Recommend conditions relating to hours of outside pitch areas, delivery times, fume extraction details, and insulation of external equipment.

Green Space Manager – Recommend that as a result of the loss of some trees a detailed replacement proposal is required.

Salford City Council – No objections.

Sport England – No objections.

United Utilities – No objections.

Environment Agency – Object to the proposal because the submitted Flood Risk Assessment is inadequate and needs addressing prior to determination of the application. Late representations in relation to further work by the applicant and the acceptability of this will be reported to committee.

6 representations have been received from local residents and businesses issues these representations raise include:

- There is inadequate parking on site now and it is nowhere near enough. This causes problems of pavements being obstructed, inconsiderate parking and traffic turns streets virtually one way and extends several streets away from the school. There needs to be strict enforcement of parking on Eaton Road and surrounding streets and one side of the street should be made resident parking only and the other should be restricted from parking.
- Believe the funding for this school should be made available to other schools in the local community.
- Concern about the lack of maintenance of the school playing fields and railings and gates at Middleton Road/Melton Road which encourages anti social behaviour.
- Access onto Seymour Road is already very bad and concerned about how more traffic in the area is going to be dealt with as a result of the new development will make worse.
- Very concerned that the new school building is to be built directly in front of an existing house and that this will lead to:
  - the new building overlooking a bedroom, front room and garden.
  - It will block out sunlight.
  - Bought property because of the clear views from our front room/ front garden.
  - Believe a concrete building in front of house will be an eyesore.
  - Already live with a high amount of traffic, noise, litter generated by the parents/students which will probably increase.

National Policy

## Planning Policy Statement 1

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development. The statement indicates that regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion and that these issues can only be addressed through better integration of all strategies and programmes, partnership working and effective community involvement.

High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned public spaces that bring people together and provide opportunities for physical activity and recreation. It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development.

It is considered the proposal accords with the principles contained within PPS1.

### Regional Spatial Strategy for the North West to 2021

#### Policy DP 1 - Spatial Principles

Other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to these principles. All may be applicable to development management in particular circumstances:

- promote sustainable communities;
- promote sustainable economic development;
- make the best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel, and increase accessibility;
- marry opportunity and need;
- promote environmental quality;
- mainstreaming rural issues;
- reduce emissions and adapt to climate change.

#### Policy DP 2 - Promote Sustainable Communities

- Building sustainable communities – places where people want to live and work - is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.

#### Policy L 1 - Health, Sport, Recreation, Cultural and Education Services Provision

Plans, strategies, proposals and schemes (including those of education, training and health service providers) should ensure that there is provision for all members of the community (including older people, disabled people and the black & minority ethnic population) for:

- the full spectrum of education, training and skills provision, ranging from childcare and pre-school facilities, through schools, to further and higher education and to continuing education facilities and work-related training;
- health facilities ranging from hospitals down to locally based community - health facilities; and
- sport, recreation and cultural facilities.

In doing so they must take account of the views of the local community (including service users) and carry out an assessment of demographic, sporting, recreational, cultural, educational, skills & training and health needs in local communities. Furthermore, they should ensure that accessibility by public transport, walking and cycling is a central consideration. Particular attention should be given to improving access to and addressing spatial disparities in service and facilities provision, in areas which have the greatest needs (in terms of poverty, deprivation, health and education inequalities, rural service provision), or where communities or the local economy are poorly served. Proposals and schemes, for all major developments and regeneration schemes, and especially for housing, employment or mixed uses, should ensure appropriate health, cultural, recreational, sport, education and training provision from the outset including for example Children's Centres and SureStart Initiatives.

#### Unitary Development Plan for the City of Manchester

The application site is located within the Cheetham and Crumpsall area of the adopted Unitary Development Plan (UDP). There are a number of policies set out in the UDP relevant to the application.

In terms of strategic policies these are:

Policy H2.2 sets out that the Council will not allow development, which will have an unacceptable impact on residential areas. It sets out those matters to be considered in coming to such decisions which include: scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy E1.5 sets out that the Council will encourage high standards of energy efficiency in new development.

Policy E3.5 of the UDP indicates that the Council will promote measures that lead to a safer environment for all people including:

- Ensuring that the layout of new development is designed with safety in mind.
- Designing landscaping schemes so as to minimise the risk of attack.
- That community facilities are located where they are easy and safe to get to.
- Providing safe places for children to play.
- Improving road safety.

Policy T2.6 of the UDP expects that adequate parking provision is made for disabled people so that they can get easy access both to existing and new facilities.

Policy T3.7 of the UDP indicates that the Council will encourage adequate provision of secure cycle parking facilities at various facilities including educational establishments.

Policy T3.9 sets out the broad road user hierarchy used in assessing schemes which promotes the needs and movements of pedestrians, cyclists and public transport in that order above general traffic.

The proposed site lies to the immediate south of an area identified in policy CC5 which states that the Council will act to maintain and improve areas of recognised townscape value, and will encourage the conservation and refurbishment of buildings of character and quality, especially:-

- a) within the general area of Crumpsall Lane and Seymour Road;
- b) in the Crumpsall Green area.

Development control policy DC18.1 deals with conservation areas it states that for development proposals adjacent to Conservation Areas permission will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

As will be evidenced in this report, the proposal accords with the relevant Unitary Development Plan policies.

#### Guide to Development in Manchester (adopted 2007)

The Guide to Development provides guidance which will help to develop and enhance an environment within Manchester, which is visually attractive, has a unique and positive sense of place and which properly caters for the functions which it accommodates both now and in the future.

Paragraph 2.3 states “each new development should be designed having full regard to its context and the character of the area. This should be demonstrated in planning submissions by way of design statements and where appropriate, visual means such as models and photomontages”.

Paragraph 2.13 states “the scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline”.

It is believed the proposal has been designed to incorporate principles embedded in the Guide to Development.

#### Issues

Design

Alternative locations for the provision of the school have been previously assessed and discounted with the preferred option being the redevelopment of the existing school site. This option is a solution supported by national and regional planning policy, as it will allow the efficient use of previously developed land whilst also allowing the school to retain its presence in this area of Manchester.

A number of considerations of developing the site have shaped its design, layout, scale and height; these include: keeping the school open during construction work, the public footpath dividing the site, the existence of significant mature trees of high visual and amenity value. In addition a pre requisite has been to minimise any adverse impact on the surrounding area. The result is a relatively slender building that sits within the site rather than providing a significant street frontage to Bury Old Road or Seymour Road. This is considered to be a pragmatic approach in delivering the improved facilities that are required by the schools.

A local resident has raised an objection to the proposed siting and scale of the school and its impact on their property on Eaton Road.

The Eaton Road elevation of the new school building will from the main sports hall of the school and is two storeys in height before rising to four storeys further away from the road frontage; there are also to be no windows on this part of the building. The applicant has submitted a drawing that includes a sunlight assessment and potential shadowing; this assessment demonstrates that the new proposed building will have limited shadowing impact on residential properties to the north on Eaton Road. The landscaping scheme for the school will also include additional hedge planting in front of the school buildings Eaton Road elevation to further soften its appearance onto the street frontage, whilst the proposed materials at this location are to be facing brick and cladding.

In terms of the proposals impact on Eaton Road and the adjacent Conservation Area it is considered that the new school building will result in an overall improved street presence, with an overall reduction in the amount of school buildings facing directly onto Eaton Road. The proposal will not have a negative impact on the Conservation Area.

#### Access and Car Parking

The proposed school will accommodate similar numbers of pupils to the current school site and also incorporates a similar level of car parking (98 spaces) to the existing school, accessed via the existing access point from Bury Old Road.

A local business and resident have raised issues relating to the level of existing car parking and traffic problems faced in relation to general traffic movements associated with the school. It is not considered that the redevelopment of the school will lead to an increase in the levels of traffic movements. However, it is appropriate that a condition be attached to any approval relating to the development and implementation of a Travel Plan for the school. This Travel Plan should ensure improvements are made in the modal split of pupils and staff accessing the school by public transport, walking and cycling and address issues such as parking in the vicinity of the school.

The Transport Statement supporting the application confirms that the school is well located in relation to public transport routes whilst walking and cycling to school is to be further encouraged through the production and implementation of Travel Plan. This plan will also aim to reduce the number of pupils currently being set-down / picked-up by private car.

Existing vehicular drop off arrangements currently in place for nursery children are to be continued at the redeveloped school. Pedestrian access into the site will be provided via the existing accesses along the Bury Old Road, Seymour Road and Eaton Road frontages to ensure good penetration/accessibility.

Comments have been received regarding the potential for on-site bus provision as part of the school redevelopment. The applicant has confirmed that on site constraints have restricted the ability to provide adequate on site bus facilities and that the present facilities on Upper Park Road and Seymour Road will be retained to serve the school.

It is considered that the level of car parking is appropriate to the proposed new school building and that through the implementation of a School Travel Plan and ongoing monitoring of its effectiveness, impacts of vehicular traffic movements associated with the operation of the school can be addressed.

#### Sustainability and Ecology

The application is accompanied by a number of documents setting out matters relating to sustainability.

The energy strategy for the King David School is to minimise carbon dioxide emissions and reduce the reliance on carbon intensive fuels. Principles used to reduce carbon emission are; minimise heating energy use, minimise cooling energy use, minimise lighting energy use and through minimising ventilation energy use.

The supporting information states that the proposed building will achieve a Very Good rating against the Building Research Establishment BREEAM standards.

The site is identified as providing a low diversity of habitats and is made up of numerous hard standings, buildings, and scattered mature trees with the existing trees along the boundaries providing the greatest ecological value on site. A biodiversity strategy has been developed for the site which includes the retention of the majority of the existing trees, development and enhancement of wildlife margins along the perimeters of the site as well as improved habitats internally to strengthen links across the site to include Wildflower areas, native species rich hedgerow planting, new tree planting and the provision of bird and bat boxes. There will be a loss of some trees on site as a result of the development (30 number), additional replacement trees are proposed (48 number) as well as areas of native woodland. Whilst the number of replacement trees is considered acceptable, however, further details of the native woodland areas are required and will be made a condition of any approval.

#### Disabled Access

The proposed school has been designed to accord with the requirements of national legislation and the City Council's Design For Access 2 document.

#### Secure by design

The proposed new school and its design have been subject to discussions with Greater Manchester Police Architectural Liaison Officers who are generally satisfied with the design except for one area of concern relating to the school buildings relationship to the public footpath. It is considered appropriate to attach an appropriate condition to any approval that the school will achieve the Secure By Design Accreditation.

#### Residential Amenity

The proposed school building will accommodate a similar number of pupils to those currently attending the school. As a result it is not considered that the levels of impact on residential areas will change as a result of the development.

In terms of road safety the supporting Transport Statement indicates that there are currently no significant issues with regards to road safety within the vicinity of the school. The proposal does not include any significant changes to the way the school site is to be accessed either by pedestrians or motor vehicles and is therefore not considered to give rise to issues of road safety.

The scale and appearance of the school building is considered to be acceptable and will reduce the overall presence of the school buildings onto the Eaton Road frontage. The school building has been designed to have a two storey element directly on to Eaton Road to reduce its visual impact on adjacent properties this is further reduced by proposed landscaping in front of this element of the building.

#### Other issues

One local resident has raised issues regarding the maintenance of the current playing fields on Middleton Road that are utilised by the School. The playing fields do not form part of this application and are therefore outside the scope of consideration against the current application.

#### Conclusion

The proposed development will provide enhanced indoor and outdoor facilities for the Nursery, Primary and High schools within a modern purpose built building. The development has been designed to take into account its surrounding context with the retention of a majority of the trees on site and with a reduced physical presence of the school onto Eaton Road it is therefore considered to accord with guidance contained within the Guide to Development Supplementary Planning Document.

By virtue of the proposed developments siting, scale and design it is considered that the proposed development will not harm the adjacent Conservation area or lead to unacceptable impacts on residential amenity the proposal therefore accords with policies H2.2 and DC18 of the adopted Unitary Development Plan for the City of Manchester.

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 SUBJECT TO THE  
SATISFACTORY RESOLUTION OF THE SUBMITTED  
FLOOD RISK ASSESSMENT**

Approve on the basis that the proposed development accords with policies H2.2, E1.5, E3.5, T2.6, T3.7, T3.9, DC18 of the Unitary Development Plan for the City of Manchester adopted 1995 and policies DP1, DP2 and L1 of Regional Spatial Strategy for the North West (2008), national policy contained in PPS1 and guidance contained within the Guide to Development in Manchester Supplementary Planning Document (approved April 2007).

Conditions and/or Reasons

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

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

2) No development shall take place until samples of the materials to be used for the construction of the development hereby permitted have been submitted to and approved in writing by the local Planning Authority unless otherwise agreed in writing by the City Council as local planning authority.

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

3) 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:

Drawing numbers:

WSA.0244.P1.01, WSA.0244.P1.02, WSA.0244.P2.01, WSA.0244.P3.01,  
WSA.0244.P3.02, WSA.0244.P3.03, WSA.0244.P3.04, WSA.0244.P3.05,  
WSA.0244.P3.06, WSA.0244.P3.07, WSA.0244.P3.08, WSA.0244.P3.09,  
WSA.0244.P3.10, WSA.0244.P3.11, WSA.0244.P5.01, WSA.0244.P6.01

D1179.022,

, KD\_PLI\_DR\_S\_91\_AZ\_NS\_6000, KD\_PLI\_DR\_S\_91\_AZ\_NS\_6002,  
KD\_PLI\_DR\_S\_91\_AZ\_NS\_6003, , KD\_PLI\_DR\_S\_91\_AZ\_NS\_6005,  
KD\_PLI\_DR\_S\_91\_AZ\_NS\_6030, KD\_PLI\_DR\_S\_91\_AZ\_NS\_60031

KD\_SKM\_DR\_G\_63\_AZ\_00\_3400\_P2, KD\_SKM\_DR\_G\_SI\_AZ\_NS\_5000

Date stamped as received by the local planning authority 26/11/2008

WSA.0244.P4.01A, WSA.0244.P4.02A Date stamped as received by the local  
planning authority on the 24/12/2008.

KD\_PLI\_DR\_S\_91\_AZ\_NS\_6006 Rev B, KD\_PLI\_DR\_S\_91\_AZ\_NS\_6000 Rev  
E, KD\_PLI\_DR\_S\_91\_AZ\_NS\_6004 Rev A received via email on the  
30/01/2009

Documents titled:

'Design and Access Statement' date stamped as received 26/11/2008;

SKM Flood Risk Assessment January 2009 as received via email on the  
15/01/2009.

TEP Ecological Assessment 1179.015A and TEP Ecological Assessment  
1179.053; SKM BSF King David Extract of fumes and vapours planning  
statement; SRL Technical Reports, C/05/6W/40278/KD/R01/CB/nv 16.10.2008,  
C/05/6W/40278/R03/CB/nv 30.08.2007 and associated drawings  
WSA.0244.A2.02N, WSA.0244.A2.03L, WSA.0244.A2.04L, WSA.0244.A2.01N;  
BREEAM Pre-Assessment Manchester BSF King David prepared by Rambol  
Whitbybird; SKM Site Investigation Reports: Preliminary Phase II Geo-  
Environmental Investigation June 2006, Phase II Geo-Environmental  
Investigation June 2008, Phase II Supplementary Geo-Environmental  
Investigation November 2008; GMP Crime Impact Statement; SKM Transport  
Statement; SKM Environmental Energy Statement BSF King David; SKM  
Sustainability Statement BSF King David; Biodiversity Statement; BSF King  
David Schools Waste Management Strategy; Plincke King David Tree  
Protection Method Statement M07.04.03; Plincke King David 5 year Landscape  
Management Plan; Date stamped as received by the local planning authority on  
the 26/11/2008.

Reason - To ensure that the development is carried out in accordance with the  
approved plans. Pursuant to policies H2.2 of the Unitary Development Plan for  
the City of Manchester.

4) The car parking indicated on the approved plans shall be surfaced,  
demarcated and made available for use prior to the building hereby approved

being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 of the Unitary Development Plan for the City of Manchester.

5) No development 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 LPA. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as LPA 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".

6) Notwithstanding the approved drawings, prior to the commencement of the hereby approved development full details of the proposed Native Woodland Area identified on drawing KD\_PLI\_DR\_S\_91\_NS\_6004 Rev A incorporating a detailed long term maintenance programme for these, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme; shall be implemented prior to first occupation of the hereby approved buildings. 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 agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policy H2.2 and E3.5; of the Unitary Development Plan for the City of Manchester.

7) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied. Unless otherwise agreed in writing by the City Council as local planning authority.

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, and the principles contained within The Guide to Development in Manchester 2 SPD and national Planning Policy Statement 1.

8) Before commencement of the hereby approved development, the building, together with any externally mounted ancillary equipment shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the local planning authority in order to secure a reduction in the level of noise emanating from the site level in each octave band at the nearest residential properties unless otherwise agreed in writing by the City Council as local planning authority.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5db below the existing background (LA90) in each octave band at the nearest noise sensitive location.

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

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

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

10) The details of an emergency telephone contact number for the hereby approved development shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) No activity shall take place on the external sports facilities or pitches outside the of the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday 08:00 - 20:00

Saturday 09:00 – 20:00

Sundays and Bank Holidays 10:00 - 18:00

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

12) Prior to development commencing a Remediation Strategy shall be submitted to and approved in writing by the City Council as local planning authority. Following completion of development 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 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 E1.3; of the Unitary Development Plan for the City of Manchester.

13) Where demolition or partial demolition of existing buildings is undertaken to those sensitive features of buildings that may provide roosting potential for Bats and identified in TEP Ecological Assessment ref 1179.015A (paragraph 6.3); that work shall be undertaken by hand under the supervision of a licensed bat consultant.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

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

15) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

16) All tree work should be carried out by a competent contractor 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 and in order to protect the character of the area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

17) Prior to commencement 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 undertaken and submitted to and approved in writing by the City Council as the Local Planning Authority 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.

18) No part 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. The approved space and 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 relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

19) No development hereby approved, shall commence until a scheme for the extraction and discharge of fumes, vapours and odours has been submitted to and approved in writing by the local planning authority.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2; of the Unitary Development Plan for the City of Manchester.

20) If any lighting at the hereby approved development, when illuminated, causes undue glare or light spillage to the detriment of adjoining and nearby residential properties, baffles and/or cut-offs shall be installed on the units and adjustments made to the angle of the lighting units and the direction of illumination, and shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

21) No deliveries, servicing or collections, including waste collections shall take place outside of the following hours:

Monday - Saturday 07.30 - 20.00

No deliveries/waste collections on Sunday and Bank Holidays

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

22) Details of a Travel Plan Strategy, implementation and monitoring of effectiveness shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy which shall include measures and procedures to ensure that impacts related to vehicular traffic movements generated by the site can be adequately mitigated. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remains effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented unless otherwise agreed in writing by the local planning authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance Note 13 and policy H2.2 of the adopted Unitary Development Plan.

23) Prior to the commencement of development full details, locations and specifications of the proposed vehicular access gates shall be submitted to and approved in writing by the local planning authority. The approved gates shall thereafter be retained in accordance with the details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In the interest of pedestrian and highway safety pursuant to policy E3.5 of the Unitary Development Plan for the City of Manchester.

24) The hard and soft landscaping scheme shown on the approved drawings shall be implemented not later than 12 months from the date of commencement of works. 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 agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out 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.

27) Prior to the commencement of development a strategy indicating the routes of vehicles entering and leaving the construction site shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To protect the amenity of the occupiers of adjacent dwellings , pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 088469/VO/2008/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Sport England (NW Region)  
Chief Executive's Landscape Practice Group  
Engineering Services  
Corporate Property  
Environmental Health  
Contaminated Land Section  
Environment & Operations (Trees)  
North Manchester Regeneration Team  
Travel Change Team  
Environment Agency  
GMPTE  
Greater Manchester Police  
United Utilities  
Salford City Council  
Greater Manchester Ecology Unit  
1,2a, 2b, 2, 3,4, 5, 6 , 7,8, 9, 10, 11,12, 13,14,15,16,17,18, 19, 20, 21 Fraser Road, Manchester, M8 4HH  
7,9, 11, 13, 15, 17, 21,23,25, 27, 28, 29, 31 Middleton Road, Manchester, M8 5DT  
1, 2, 3, 4, 5, 7, 12,14,16 (Flat 1, 18) (Flat 2, 18), Moxley Road, Manchester, M8 4HJ  
Southfield Care, Homeleigh Residential Home, 28 Middleton Road, Manchester, M8 4JX

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Hazelwood, 30 Middleton Road, Manchester, M8 4JX  
Landridge Dental Surgery, 32 Middleton Road, Manchester, M8 4JX  
2, 4, 6, 8, 10, 12,14, 16, 18, 20, 22, 28, 26, 24, 30 , 32, 36, 34, 38, 40, 42, 46,48,44,54,50,52 Makepeace Walk, Manchester, M8 4HL  
2, 4, 6 ,8 ,10 ,12 ,14 ,16 ,18 ,20 ,22 ,24 Maclaren Drive, Manchester, M8 4HB  
2, 2a,4, (Flat 6, 22), (Flat 5), 8, (Levingtons)10, 12, 14,16,18,31,33,35,43 37, 39, 41,Melton Road, Manchester, M8 4HS  
Flat 1, Flat 2, Flat 3, Flat 4, 22 Melton Road Kensington Place, Manchester, M8 4HG  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Kensington Place, 24 Melton Road, Manchester, M8 4HG  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, 26 Melton Road, Manchester, M8 4HG  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, 9-11, Moxley Road, Manchester, M8 4HJ  
13, 15,17,19,21,22,23,24,25, 27,34,36, Moxley Road, Manchester, M8 4HJ  
Langdon College, 12-14, Melton Road, Manchester, M8 4HG  
Cheetham Hill Cricket Club, 26 Catherine Road, Manchester, M8 4HF  
2a, 2, 4,6,8,10,12,14,16,18,20,22,24 Catherine Road, Manchester, M8 4HA  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, 20 Moxley Road, Manchester, M8 4HJ  
Melton Road, Manchester, M8 4HR  
45,47,49,51,53,55,57,59,61, 63, 65 , 67, 69, 71, 73, 75, 77, 79, 80, 81, 82, 83, 84, 85, 86, Melton Road, Manchester, M8 4HR  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 10, Flat 11, Flat 17, Flat 18, Nada Lodge, St. Marys Hall Road, Manchester, M8 5DZ  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 7, Flat 5, Flat 6, Lawn View 1-3, St. Marys Hall Road, Manchester, M8 5BB  
Flat 21, Flat 22, Flat 23, Flat 24, Flat 26, Flat 27, Alder Court, 6 St. Marys Hall Road, Manchester, M8 5DG  
Egerton Arms, 17-19, Hanlon Street, Manchester, M8 5BY  
Cravenwood Primary School, Cravenwood Road, Manchester, M8 5AE  
10, 12, 14, 16, 18, 20, 22, 24, 26, 28,37,(Flat 4, 35), (Flat 2, 35) , (Flat 1, 35), (Flat 3, 35) Rectory Road, Manchester, M8 5EA  
16, 18, 20, 22 St. Marys Hall Road, Manchester, M8 5DZ  
9, 11, 12, 14, 16, 22, 24, 26,28, (Flat 3, 18-20), (Flat 1, 18-20), (Flat 5, 18-20), Flat 2, 18-20, Flat 4, 18-20, Flat 6, 18-20, Flat 9, 18-20, Flat 8, 18-20, Flat 7, 18-20, Seymour Road, Manchester, M8 5BG  
Flat 6, 30 Seymour Road, Manchester, M8 5BG  
Flat 1, Flat 2, Flat 3, Flat 4, Alder Court, 6 St. Marys Hall Road, Manchester, M8 5DG  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12, 8-10, St. Marys Hall Road, Manchester, M8 5DZ  
1, 1a, 3, 4, 7, 8, 10, 11,12, 13, Kingswood Apartments 5-7, St. Marys Hall Road, Manchester, M8 5DZ  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, 2 Eaton Road, Manchester, M8 5DY  
2, 4, 9, 11Eaton Road, Manchester, M8 5DY  
King David High School, Eaton Road, Manchester, M8 5DY  
7a, 7b, 11, 9, 13,15,17,19,24,21, 23, 26, 28, 32, 34, 36,25,38 Flat 1, 30, Flat 2, 30, Flat 3, 30 St. Marys Hall Road, Manchester, M8 5DZ  
26-28, Bennett Road, Manchester, M8 5DX

Manchester Talmudical College, Saul Rosenberg House 1-7, Seymour Road, Manchester, M8 5BQ  
2,5,6,9, Kingswood Apartments 5-7, St. Marys Hall Road, Manchester, M8 5DZ  
24,28,30,32 Bennett Road, Manchester, M8 5DX  
17 Bennett Road, Manchester, M8 5FA  
15 Bennett Road, Manchester, M8 5FA  
Subway, 1 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Caribe Cook Out, 2 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
3 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Jolly Roger, 4 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Woolworths Plc, 56 Bury Old Road, Manchester, M8 5BN  
The Eye-sight Opticians Ltd, 58 Bury Old Road, Manchester, M8 5BN  
Abbey National Plc, 58a, Bury Old Road, Manchester, M8 5BL  
Argencia Newsagents, 60 Bury Old Road, Manchester, M8 5BN  
62 Bury Old Road, Manchester, M8 5BN  
Natwest, 64 Bury Old Road, Manchester, M8 5NW  
Lloyds Tsb Bank Plc, 70 Bury Old Road, Manchester, M8 5BN  
Bargain Brands, 72 Bury Old Road, Manchester, M8 5BN  
Martins Bakers & Sandwich Makers, 74 Bury Old Road, Manchester, M8 5BW  
Harris & Sons, 76 Bury Old Road, Manchester, M8 5BW  
Ethel Austin Ltd, 80 Bury Old Road, Manchester, M8 5BW  
Betfred, 78 Bury Old Road, Manchester, M8 5BW  
A C C Automotive, 2 Seymour Road, Manchester, M8 5BG  
Seymour Motor Co, 4 Seymour Road, Manchester, M8 5BG  
7b, Eaton Road, Manchester, M8 5DY  
7a, Eaton Road, Manchester, M8 5DY  
Flat 5-8, Hani Court, Eaton Road, Manchester, M8 5DY  
Flat 1-4, Hani Court, Eaton Road, Manchester, M8 5DY  
Flat 9-12, Hani Court, Eaton Road, Manchester, M8 5DY  
20-22, Bennett Road, Manchester, M8 5DX  
16-18, Bennett Road, Manchester, M8 5DX  
11 Bennett Road, Manchester, M8 5DU  
Anchor Trust, Israel Sieff Court 7a, Bennett Road, Manchester, M8 5DU  
16 Crumpsall Lane, Manchester, M8 5FB  
16a, Crumpsall Lane, Manchester, M8 5FB  
14 Crumpsall Lane, Manchester, M8 5FB  
Westwood Nursing Home, 8 Polygon Road, Manchester, M8 5DD  
Jaffa Fried Chicken, 19 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Horwitz, 20 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
21a King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Golden Wines, 21 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
22, 22a King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Allweis China & Crystal, Bank House, Bury Old Road, Manchester, M7 4PX  
Allens Fried Chicken, 82 Bury Old Road, Manchester, M8 5BW  
Prime Pizza, 84 Bury Old Road, Manchester, M8 5BW  
Endlars, 86a, Bury Old Road, Manchester, M8 5BW  
Leyat Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Third Millennium Ltd, 86 Bury Old Road, Manchester, M8 5BW  
H J Pinczewski & Co, 86 Bury Old Road, Manchester, M8 5BW  
Sporting Legends Ltd, 86 Bury Old Road, Manchester, M8 5BW

Kelvinwell Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Railshunt Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Red Supplies (uk) Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Autographs R Us, 86 Bury Old Road, Manchester, M8 5BW  
Everetts, 86 Bury Old Road, Manchester, M8 5BW  
Skybath Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Freedom Car Hire Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Stewart Kay Financial Services Ltd, 86 Bury Old Road, Manchester, M8 5BW  
Natan, 88 Bury Old Road, Manchester, M8 5BW  
Nauraz Barbers, 90b, Bury Old Road, Manchester, M8 5BW  
Jewellery Workshop, 90a, Bury Old Road, Manchester, M8 5BW  
90c, Bury Old Road, Manchester, M8 5BW  
Ferdosi Store, 92 Bury Old Road, Manchester, M8 5BW  
Liefman Rose & Co, 94 Bury Old Road, Manchester, M8 5BW  
San Rocco Ristorante & Pizzeria, 96 Bury Old Road, Manchester, M8 5BW  
King David Junior School, Wilton Polygon, Bury Old Road, Manchester, M8 5DJ  
King David Infant School, Wilton Polygon, Bury Old Road, Manchester, M8 5DJ  
The Bungalow, Eaton Road, Manchester, M8 5DY  
Devonia, Eaton Road, Manchester, M8 5DY  
Oakdene, Eaton Road, Manchester, M8 5DY  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12, 23-25, Polygon Road, Manchester, M8 5DD  
2,4, Polygon Road, Manchester, M8 5DE  
10,12,14 Bennett Road, Manchester, M8 5DX  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, N F C House, 6 Polygon Road, Manchester, M8 5DE  
3,5,7 George Street North, Manchester, M7 4PL  
4, 6, 8, 10,12,14,16,18,20,22,24,26 Warren Street, Manchester, M7 4QN  
Charcoal Kebab House, 18 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Heritage Kebab House, 17 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
The Beauty Salon, 16 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Mitha Ghar Ltd, 15 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Steve Watson Fishmonger, 14 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
R B Sports, 13 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Johnson Cleaners Uk Ltd, 12 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Coversure Insurance, 11 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
The Laughing Lentil, 10 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
7, 9 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Style Shoes, 8 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
Standguide Ltd, 6 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
A H C Homeopathic Clinic, 5 King Edward Buildings, Bury Old Road, Manchester, M7 4QJ  
The Coach House, 4 George Street North, Manchester, M7 4PL

Higher Crumpsall & Higher Broughton Synagogue, Bury Old Road, Manchester, M7 4PX

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12, Glover Court, Leicester Avenue, Manchester, M7 4HA

1,3, 6, 7, 11, 12, 14, 16, 17, 18, 20, 21, 23, 25, 26, 27, 32, 33, 40, 42, 41, 45, 47, 48, 49, 50, 51, 52, 56, 57, Anchor Court Bury Old Road, Manchester, M8 5DR

Roselands Consulting Rooms, 4 Middleton Road, Manchester, M8 5DS

Flat 1, Flat 2, Flat 3, Flat 4, 2 Bennett Road, Manchester, M8 5DX

6b, 6a, 4, 8 Bennett Road, Manchester, M8 5DX

11, 13, 15, 17 Polygon Road, Manchester, M8 5DE

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, 19-21, Polygon Road, Manchester, M8 5DE

Flat 1, Flat 2, Flat 3, Flat 5, Flat 6, Flat 7, Flat 8, Flat 4, 16 Leicester Avenue, Manchester, M7 4HA

2, 4, 5, 8, 9, 10, 15, 22, 24, 28, 29, 30, 31, 34,35, 36, 37, 38, 39, 43, 44, 46, 53, 55,54,19 Anchor Court Bury Old Road, Manchester, M8 5DR

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, 14 Leicester Avenue, Manchester, M7 4HA

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12, Flat 14, Flat 15, Flat 16, Flat 17, Seymour Court, Bury Old Road, Manchester, M7 4PX

Half Way House Hotel, Middleton Road, Manchester, M8 5DS

Half Way House Garage, 2 Middleton Road, Manchester, M8 5DS

2a, Middleton Road, Manchester, M8 5DS

Emanuel Raffles House, Upper Park Road, Manchester, M7 4HL

Our Kids, 4 Upper Park Road, Manchester, M7 4HL

Primesite Properties Ltd, 4 Upper Park Road, Manchester, M7 4HL

Flat 1, Flat 4, Flat 5, Flat 2, Flat 6, Flat 3, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12, Beech Court, 18 Crumpsall Lane, Manchester, M8 5FB

40, 42, 44, 46, 48, St. Marys Hall Road, Manchester, M8 5DZ

18a, 18b, 20, 22 Crumpsall Lane, Manchester, M8 5FB

Crumpsall Lane, Manchester, M8 5FB

Crumpsall Lane, Manchester, M8 5FB

Crumpsall Lane, Manchester, M8 5FB

Flat 1, Flat 2, Flat 3, Flat 4, 27 Polygon Road, Manchester, M8 5DD

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, 29 Polygon Road, Manchester, M8 5DD

31, 33,35,37 Polygon Road, Manchester, M8 5DE

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Thompson House 6a, Polygon Road, Manchester, M8 5DE

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12,

Flat 1, Flat 3, Flat 4, 8 Crumpsall Lane, Manchester, M8 5FB

Commercial Insurance, 10 Crumpsall Lane, Manchester, M8 5FB

6 Crumpsall Lane, Manchester, M8 5FB

Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, 4 Crumpsall Lane, Manchester, M8 5FB

18 Middleton Road, Manchester, M8 5DS

Wilton Grange Hotel, 2 Crumpsall Lane, Manchester, M8 5FB

12, 12a, Crumpsall Lane, Manchester, M8 5FB

6 Middleton Road, Manchester, M8 5DS

3,5,7 Bennett Road, Manchester, M8 5DU  
Flat 1, Flat 3, Flat 5, Flat 7, Flat 9, Flat 11, 1 Bennett Road, Manchester, M8 5DU  
14 Middleton Road, Manchester, M8 5DS  
West Lynne Hotel, 16 Middleton Road, Manchester, M8 5DS  
Flat 2, Flat 5, Flat 6, 8 Crumpsall Lane, Manchester, M8 5FB  
Flat 1, Flat 2, Flat 3, Flat 4, Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, George Halstead Court 1a, Station Road, Manchester, M8 5BS  
3,5,7,9,11,13,15, 17, 19 Lowther Road, Manchester, M8 5BD  
1,3 ,5,7,9,11,13,15,17,19,21,23,25, 27,29,31, Station Road, Manchester, M8 5BS  
Seymour Kindergarten, 23 Seymour Road, Manchester, M8 5BR  
1,2,3,4, 5,6 7,9,11,13,15,19,17, Andover Walk, Manchester, M8 5AJ  
47,49,51 Cravenwood Road, Manchester, M8 5AE  
1,3,5,7, 9 Ewing Close, Manchester, M8 5EE  
19, 21,23,25,27,29,31,33, 34, 35, 36, 37, 39 41,43, Bennett Road, Manchester, M8 5FA  
24, 26,28,30,32, 40,42, 44 Crumpsall Lane, Manchester, M8 5FB  
17, 39, 41,45 Rectory Road, Manchester, M8 5EA  
Flat 1, 43 Rectory Road, Manchester, M8 5EA  
Flat 2, 43 Rectory Road, Manchester, M8 5EA  
38,40 Crumpsall Lane, Manchester, M8 5FB  
Mr Howard The Hair Shop, 46 Crumpsall Lane, Manchester, M8 5FB  
Flat 1, Flat 2, Flat 3, 50 Crumpsall Lane, Manchester, M8 5FB  
Werner Dry Cleaners, 48 Crumpsall Lane, Manchester, M8 5FB  
33, 35,37,39,41,43,45,47,53, 55,57, 59 Station Road, Manchester, M8 5EB  
Flat 1, Flat 2, Flat 3, Flat 4, 19 Rectory Road, Manchester, M8 5EA  
Flat, Burford House, 21 Rectory Road, Manchester, M8 5EA  
1,3,5,6,7,8,9. 11,13,15, 21,27,29,31,49,51 Rectory Road, Manchester, M8 5EA  
N A C R O, 33 Rectory Road, Manchester, M8 5EA  
15,17,19,21, Seymour Road, Manchester, M8 5BR  
Flat 5, Flat 6, Flat 7, Flat 8, Flat 9, Flat 10, Flat 11, Flat 12, Flat 14, Flat 15, Flat 16, Flat 17, Flat 18, Flat 20, Flat 19 Flat 25, Alder Court, 6 St. Marys Hall Road, Manchester, M8 5DG  
13, 40 ,44,46,48, Seymour Road, Manchester, M8 5BR  
1,4,6,8,10,12,14 Lowther Road, Manchester, M8 5BD  
1, 2, 3, 4, 5, 6, Tara Apartments, 12 St. Marys Hall Road, Manchester, M8 5DZ  
14 St. Marys Hall Road, Manchester, M8 5DZ  
Flat 9, Flat 12, Flat 13, Flat 14, Flat 15, Flat 16, Flat 19, Flat 20, Nada Lodge, St. Marys Hall Road, Manchester, M8 5DZ

Representations were received from the following third parties:

18 Moxley Road,, Manchester.  
17 Lowther Road, Crumpsall, Manchester  
14 Crumpsall Lane  
Everetts, 86 Bury Old Road, Cheetham, Manchester  
Devonia, 3 Eaton Road, Manchester

Relevant Contact Officer : Robert Griffin  
Telephone number : 0161 234 4527  
Email : r.griffin@manchester.gov.uk