

Application Number	Date of Appln	Committee Date	Ward
096175/MO/2011/S2	25th May 2011	15th Sep 2011	Didsbury East Ward

Proposal RESERVED MATTERS APPLICATION for the part retrospective appearance, landscaping and scale of the site, including ramps for East Didsbury Metrolink stop approved under ref 091677/OO/2009/S2

Location Cutting Of The Former Midland Railway Line Between Kingsway And Parrs Wood Lane, East Didsbury

Applicant Mr James Duffy , Transport for Greater Manchester (TFMG), 2 Piccadilly Place, Manchester, M1 3BG,

Agent Mr Steven Boulton, MPact-Thales, Trafford Plaza, 73 Seymour Grove, Old Trafford, Manchester, M16 0LD,

Description

This application is a Reserved Matters application relating to the expansion of the Metrolink South Manchester Line and the provision of the East Didsbury stop in particular.

Outline planning permission was granted under application reference 091677/OO/2009/S2 to construct a new Metrolink stop as part of the Metrolink Phase 3B contract along the existing railway cutting of the former Midland railway line.

Matters relating to appearance, landscaping and scale (the detailed layout and design) were to be considered at the time of the Reserved Matters application which is now being considered.

Drawings show the installation of a twin platform Metrolink stop to the north of the former Parrswood Allotments on Parrwood Lane, and to the south of Lynnwood Road. The access points for the stop would be taken from the west side (northbound) of the Kingsway (A34) via the existing underpass near Tesco, from the east side (southbound) of the Kingsway (A34) via steps and lift, from the corner of Parrwood Lane and the Kingsway (A34) via ramped access and at the junction of Parrswood Lane with Burnage Lane, near to the shared boundary with Stockport Metropolitan Borough Council (the eastern side also shown to be the location of kiss and ride parking, disabled parking bays and cycle parking). It is proposed that the Trans Pennine Trail will be retained. It would be re-positioned within the existing disused rail corridor as part of the introduction of Metrolink.

The proposed stop would provides for cycle racks, shelter, CCTV, Ticket Vending Machines (TVMs), Passenger Information Displays (PIDs), Poster Cases, Signs, Lighting, Seating, Bins and Passenger Emergency call Points (PECs).

Some works have commenced on site. The applicant was advised to stop works until such a time that their application has been determined by Planning and Highways Committee. They have done so with regards to the staircase to the west of the A34.

Consultations

There have been **5 letters of objection** received, comments received can be summarised as relating to:

- The impact of the replacement stairs for access to the west of the A34 on residential amenity on properties on **Saddlewood Avenue** with respect to security and overlooking.
- Impact on residents of **Lynnwood Road** with respect to security, noise, light pollution, overlooking and position of CCTV (one resident had an issue in relation to a right of way)
Loss of trees, hedgerows and greenery has been noted and suggestions made about planting to boundaries and to the cycle way

Contaminated Land Section – “Please be advised that historical information relating to this site indicates the possible presence of significant levels of contamination. It is therefore recommended that the following condition should be attached to any approval given.

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 None of the Unitary Development Plan for the City of Manchester.” (Contaminated Land Condition was attached to the Outline Consent and can be reimposed)

Highway Services – “The proposed 'Kiss and Ride' 1/2 layby facility on Kingsway is unsafe bearing in mind that it is situated on a busy dual carriageway with a speed limit of 40mph

The proposed disabled bays on Burnage Lane are actually in Stockport, under the jurisdiction of Stockport MBC. Consultation should be carried out with them regarding this matter.

Cycle lockers should also be provided at the Burnage Lane end of the tram stop to facilitate cyclists travelling along the Trans-Pennine Trail from Stockport side, as previously agreed.”

“The TPT office have commented on a plan of works, which have now been put on hold, regarding the access ramp works from Burnage Lane to the East Didsbury Stop.

On the plan it suggest the access ramp to Burnage Lane is a 'footpath', when it is currently used by both cyclists and pedestrians as an access to the Trans Pennine Trail.

As a result they have asked for clarification that this will be constructed as a combined pedestrian/cycling route which should be of a recommended minimum width of 3 metres, which is currently proposed at two metres. I understand this may be a little late for the planning consent but should be correctly identified on any planning consent drawings and a note that all combined cycling/pedestrian route should be designed to three metres in widths. Some local narrowing is accepted in short section but we should aim to avoid this where possible, especially in busy area such as adjacent to new tram stops.”

Environmental Health – “No adverse comment or objection”

Environment & Operations (Trees) – “The proposed works are acceptable to this department”

Greater Manchester Police – “I refer to your request for our observations on planning application ref: 096175/MO/2011/S2, and I would like to make the following comments:-

1. The proposed stop and its approaches covers a large area with the platform areas somewhat remote from the surrounding street scene. I note that the applicant has indicated provision of a passenger help point on the platform, but I would like to see another located in the vicinity of the stairs off the east side of Kingsway, close to the cycle parking area.
 2. Visual links between the stop and Kingsway should be maximised, and I would recommend that the solid parapet wall include some visually permeable elements so improve sight lines from the road to the lower level
 3. The access ramps from Parrs Wood Lane and Burnage Lane should incorporate features designed to slow down any bikes and discourage access by motorbikes. Any features introduced for this purpose should not compromise the security of any adjacent boundaries.
- In other respects that proposals appear acceptable in relation to security.”

MPT agent and contractor for TfGM have responded to consultation responses received as below:

A meeting was held on the 29th August 2011 with residents of **Saddlewood Avenue** to discuss the stairs on the west side of the A34.

The stairs previously in position at this location were not considered adequate in terms of safety, natural surveillance and maintenance. A new staircase was therefore incorporated into the overall stop design and works to this area. This was indicated on the outline planning drawings. Whilst the steps will serve both the Trans Pennine Trail and access to the stop the design has been developed to create the feeling of entering the "stop area" as soon as commuters exit from Kingsway. The concrete finishes, guard rail hand rails, lighting and CCTV are as per the "Metrolink Phase 3 Family" of entrance areas used on the South Manchester Line and other stop areas situated in former railway cuttings. In order to address the amenity concern, TfGM met with the residents of the adjacent houses and discussed potential options of screening. This could include physical screen barriers as part of the staircase and or screen planting. Concern of antisocial behaviour beneath the staircase are mitigated by the installation of a paladin fence enclosing the area underneath the stairs.

Met with residents at **Lynnwood Road** on the 22nd August 2011 and wrote to the resident addressing issues that had been raised by a number of residents on Lynnwood Road:

"CCTV locations and security

The stop area and all access routes to the stop from adjacent roads are covered by CCTV monitored 24 hours a day, 7 days a week. Metrolink Passenger Service Representatives are deployed to deal with any incidents. All security systems are reviewed with Greater Manchester Police Design for Security and TfGM are working towards safer tram stop accreditation.

In terms of privacy, note that Metrolink security camera systems are designed to avoid impacting on the privacy of local residents. An individual site assessment for each camera is carried out and "video masking" is implemented to ensure that views into properties are prevented.

Plans for Trans Pennine Trail

As detailed on the attached Landscaping Plan (MPT3B-SM4-23-LDP-401) the Trans Pennine Trail generally runs along the route of Footpath 219.

Levels for Trans Pennine Trail

Broadly speaking the proposed level of the Trans Pennine Trail closely follows the existing ground level. This can be seen on Cross Section A-A, on attached drawing reference MPT3B-SM4-23-KDP-400

Who owns the land (public right of way)?

Footpath 219 is a statutory right of way owned by MCC, which will be upgraded to allow the passage of cyclists as well as pedestrians

The corridor within which the Metrolink Line is being constructed, is currently in MCC ownership, but ownership will be transferred to TfGM soon.

As with all areas landscaped as part of the Metrolink scheme, the designers have followed good practise regards landscaping design and ecology mitigation. As far as possible the existing vegetation and habitat has been maintained to the rear of the properties alongside the Stop.

Low maintenance grass has been detailed in the area around the access to Burnage Lane. This has been driven by advice from Design for Security to keep both the walkway and stop as open as possible to promote natural surveillance and ensure lighting and CCTV function in a way that minimises crime and maximises security.

The resident of No 60 Lynnwood Road has a Right Of Way between Burnage Lane and the rear of the property and this right of way will be safeguarded. Accordingly it will not be possible to provide any planting between the footpath and the properties' boundaries, as it would obstruct this Right of Way.

Do you have powers to move footpath 219 on top of the TPT?

The intention is effectively to do the opposite, by accommodating the Trans Pennine Trail on the route of FP 219.

TfGM have powers to construct the Trans Pennine Trail. In this location, the Trans Pennine Trail will be improved in quality and generally be laid to a width of 3m to allow the passage of cyclists as well as pedestrians.

Landscaping design - sound shielding for car park

Should the proposal for a park and ride site be progressed, it will be the subject of a separate planning application

Lighting spillage.

The lighting design is optimised to maximise security. Accordingly the access routes to the stop are generally lit to a level of 25lux, whilst minimising light pollution wherever possible. If the amount of light spilling into residential gardens is found to be excessive, we will consider the installation of light baffles or guards where appropriate.

It should be noted that the Iso-lux contour layout (Drawing MPT3B-SM4-23-KDP-411 Rev Q02) was generated by a computer model which endeavours to indicate the lighting levels that will be produced. Where significant structures or objects exist that restrict or affect the light spread they are incorporated into the computer model. However, the garden fences and local trees present will not have been picked up by the computer model and therefore the amount of light entering the gardens is likely to be less than indicated.

Noise

The acoustic report produced for the East Didsbury Line confirms that no acoustic attenuation is required at the East Didsbury Stop, in order to comply with guidelines.

Reports of Contractor not dampening the site and working out of hours without any notification.

The Contractor has been reminded of their obligations under the Code of Construction Practice, which requires regular damping down to reduce the spread of dust and dirt and working within defined working hours (unless agreed differently with the Local Authority)

It is possible that noise experienced recently from people in the compound at 6:40am in the morning was generated by security staff (reports were that one was shouting to another for the keys) rather than construction work. We have arranged for a briefing for the security team or relevant staff to ensure that this scenario is not repeated."

Response to consultation response from **Highways**:

“MPT and TfGM are looking into alternative designs / locations for the Kiss and Ride. If no alternative design can be found then the Kiss and Ride will be removed from the stop design.

MPT confirm that liaison will commence with Stockport.

TfGM and MPT have no record of additional cycle lockers being discussed at this location. MPT are investigating the practicalities of providing an extra 5No cycle stands at the Burnage Lane end of the tram stop. We would note however that parking for 25 cycles has already been provided adjacent to the stop and this area has good natural surveillance and is fully covered by CCTV and lighting levels.”

“MPT confirm that the footpath will be amended to 3m wide to take into the requirements of the TPT. This change to the current footpath will also have to take into account the RoW allowance from the garden gate of No. 60 Lynnwood Road. Therefore some local narrowing may be required, but will be avoided if at all possible.”

Response to consultation response from the **Police**:

“1. We do not support the request for an additional passenger emergency call point (PEC). The area is well lit and covered by CCTV and passive surveillance is being maximised by careful choice of planting.

In order to ensure consistency of provision, standard Metrolink practice is that PECs are located at the platforms and these will be provided at East Didsbury stop. It could cause confusion for passengers if they were additionally located in other areas.

2. Due to the requirement to have solid parapets in bridges that run over rail systems with electrified overhead wires it is not possible to form openings. The formation of "windows" with a transparent material within the bridge parapet is not a viable solution and would compromise the vehicle restraint systems which are provided to reduce the risk of vehicles coming off the bridge onto the tram system.

3. Yes - measures will be introduced. We enclose drawing MPT3A-AL0-00-LDG-608 Rev Q01 - Chicane Barrier Standard Detail (Please refer to details with "no handrails").

Issues

There is no site specific policy in the Unitary Development Plan that relates to this application site, when dealing with applications of this nature, consideration is given to policies E2.6, H2.2 and T2.4 in part 1 of the UDP and policy DC26 in part 2 of the UDP.

Policy E2.6 states that the Council will prevent wherever possible the loss of existing trees and, in addition, will encourage extensive broadleaved tree planting schemes especially as a means to enhance informal recreational areas and to improve the appearance of built up areas.

Policy H2.2 states that the Council will not normally 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.

Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements.

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

North West of England Plan Regional Spatial Strategy (RSS) to 2021 (adopted September 2008) – The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. It contains policies that address core principles of development, including the following:

DP2: Promoting sustainable communities - Ensuring development contributes to a high quality of life for existing and future residents;

DP 5: Manage Travel Demand - Ensuring development is located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.

DP7: Promote Environmental Quality - Ensuring that new development demonstrates good design and respect for its setting;

Planning Policy Statement 1 (PPS 1 "Delivering Sustainable Development") – PPS1 states that planning proposals should be determined in accordance with the development plan, unless material considerations indicate otherwise. PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. In addition to this PPS1 clearly outlines the importance of creating sustainable communities

Planning Policy Statement 9 (PPS9, "Biodiversity and Geological Conservation") – PPS9 (para 1[vi]) states that the aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to biodiversity and geological interests which cannot be prevented or adequately mitigated against, appropriate compensation measures should be sought. If that significant harm cannot be prevented, adequately mitigated against, or compensated for, then planning permission should be refused.

Furthermore, paragraph 16 states that planning authorities should ensure that species such as Great Crested Newts and Bats are protected from the adverse effects of development, where appropriate, by using planning conditions or obligations.

Planning Policy Guidance 13 (PPG 13, “Transport”) - The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

1. promote more sustainable transport choices for both people and for moving freight;
2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
3. reduce the need to travel, especially by car.

Furthermore, within the context of the local transport plan, local authorities should work in partnership with public transport providers and operators, and use their planning and transport powers to improve public transport in ways which will reinforce the effectiveness of location policies in the development plan. The aim should be to establish a high quality, safe, secure and reliable network of routes, with good interchanges, which matches the pattern of travel demand in order to maximise the potential usage of public transport.

Planning Policy Statement 1: Delivering Sustainable Development sets out the Government's objectives for the planning system, and how planning should facilitate and promote sustainable patterns of development, avoiding flood risk and accommodating the impacts of climate change. The Planning Policy Statement Planning and Climate Change¹, provides expanded policy on planning's contribution to mitigating and adapting to climate change.

Planning Policy Guidance Note 24 (PPG24, “Planning and Noise”) – PPG24 (para 2) states that the planning system should ensure that, wherever practicable, noise sensitive developments are separated from major sources of noise. 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.

Principle of the Proposal - The proposal would provide a sustainable and accessible form of public transport. The principal of the proposal and with regards to ecology, trees, traffic, parking, vehicular movement and disabled access was considered at the time of the Outline Approval. The legislative requirements of the relevant legislation in relation to ecology and biodiversity were met at the time of the Outline Approval. Notwithstanding this, consideration must now be given to the detailed design of the proposal and the proposal's impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site.

Design – Concerns were expressed by **Greater Manchester Police**, requesting the addition of a passenger emergency call point. However, this is not supported by Transport for Greater Manchester, as they wish to adopt a routewide approach to the location of PEC's for ease of understanding from a passenger perspective. This approach understood, however given the stop layout Transport for Greater Manchester have been asked to reconsider their position.

Similarly it understood that the request for a less solid parapet to the wall of the bridge could have safety implications, but again Transport for Greater Manchester have been asked to consider a castellated parapet with ironwork insets to allow some natural surveillance of the stop from the bridge.

Chicanes have been introduced to the ramp from the corner of Parrswood Lane, shown on drawing MPT3A-AL0-00-LDG-608 Rev Q01 - Chicane Barrier Standard Detail (Please refer to details with "no handrails").

Concerns were expressed by **Highways**, requesting the removal of the Kiss and Ride facility from the A34. If the City Council is minded to approve this application, it must be subject to the receipt of revised drawings that show the removal of the Kiss and Ride facility from the plans submitted.

With regards to the request for further cycle storage, in a remote location, this is not supported, as this may have implicated for stop security. Transport for Greater Manchester are looking into whether or not it is possible to accommodate further cycle parking at the stop.

Highways have also raised that the Trans Pennine Trail must be 3m wide for the access from Burnage Lane. MPT have confirmed that the footpath will be amended to 3m in width. If the City Council is minded to approve this application, it must be subject to the receipt of revised drawings that show the widening of the Trans Pennine Trail to 3m at this point.

Residential Amenity – Impact of the replacement stairs for access to the west of the A34 on residential amenity on properties on **Saddlewood Avenue** with respect to security and overlooking.

A meeting was held on site with residents of Saddlewood Avenue and representatives from Transport for Greater Manchester. Screening measures were discussed which included a fence to the top of the stairs, screening views towards residential properties and providing a security barrier. Planting was discussed, to be located within people's gardens to screen views of the stairs with fence on top. Residents were informed that the plans show paladin fencing below the proposed structure to preventing access to any persons.

Details of the measures now proposed were not submitted in time for the writing of this report, being 4 working days after the meeting on site. However, it is hoped that these details will be submitted and that residents will have had opportunity to comment upon them by the time of committee.

Impact on residents of **Lynnwood Road** with respect to security, noise, light pollution, overlooking and position of CCTV (one resident had an issue in relation to a right of way) Loss of trees, hedgerows and greenery has been noted and suggestions made about planting to boundaries and to the cycle way.

Security – Concerns have been expressed that brambles on the other side of a hedge that sits to the rear of properties on Lynnwood Road have been removed and that this reduces security. This has led residents to suggest further tree and hedgerow planting. We have asked Transport for Greater Manchester to give this thought as part of their further landscaping works. A landscaping condition has been attached to this consent, as it was to the Outline approval.

Noise – The applicant has discharged the noise condition attached to the outline consent through the submission of the SML Didsbury Extension Proposed Stops - Operational Noise Assessment Report dated 20th April 2011. This stated that no acoustic attenuation was required. However, this will be reimposed to ensure that none of the alterations required as part of the detailed design process have had an impact on noise mitigation requirements.

The applicant has stated that the **lights** have been designed to a level of 25 lux for purposes of security and that they have located lighting so as to minimise light pollution. They have stated that if lighting is found to be excessive that they will consider light baffles / guards. A condition was attached to the outline which can be reimposed to ensure that this concern is addressed, this reads:

“External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. Before the development commences an external lighting scheme shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.”

Overlooking – There is an elevated section of the access ramp from Burnage Lane adjoining the rear of properties on Lynnwood Road. There is not a great distance provided, however from the plans submitted it is not considered that the ramp would be sufficiently elevated so as to provide significant overlooking.

There will be no overlooking from the **CCTV** proposed to surrounding residential properties by virtue of the “video masking” that is put in place for each CCTV camera.

The **Trans Pennine Trail** has been moved so as not to impact on the right of way of the resident at No. 60 Lynnwood Road. Although we are yet to receive a revised plan showing this location, as referred to above.

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 receipt of revised drawings showing the removal of the Kiss and Ride facility, widening of the Trans Pennine Trail and screening measures to the staircase to the west of the A34, together with agreement on the further consideration asked for in relation to the additional emergency call point and parapet redesign of the Kingsway Bridge.

Reason for recommendation

On the basis that the proposal is in accordance with the City Council's Unitary Development Plan, in particular the following policies and there are no material considerations of sufficient weight to indicate otherwise: E2.6, H2.2, T2.4 and DC26.

Conditions and/or Reasons

1. The development must be begun not later than the expiration of two 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 that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy 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:

Plans to be revised as per report.

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

4. No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or

shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise 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.

5. The Metrolink stop shall be designed according to a scheme to minimise the level of noise produced from the development. The design should include features such as barriers, sound absorption treatment and careful siting and orientation of public address systems. The scheme shall be submitted to and approved by the City Council before the development commences.

Reason - To protect the amenity of adjoining and nearby residential properties from the noise of trams entering and leaving the station, the public address system and passengers using the station pursuant to policies H2.2 and DC26 of the Unitary Development Plan for the City of Manchester.

6. A scheme for the protection of the habitat of all protected species inhabiting the site shall be submitted to and agreed in writing by the City Council as local planning authority before the development commences, this scheme shall be implemented in full accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policies E2.2, E2.3 and E2.4 of the adopted Manchester Unitary Development Plan.

7. No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the local planning authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

Reason - To ensure the satisfactory drainage of the site pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester

8. Development shall not begin until details of the facilities required for the storage of oils, fuels, or chemicals have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason - To prevent pollution of the water environment pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester

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

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

10. Prior to the Stop being operational, unless otherwise agreed, a scheme shall be prepared and implemented for the mitigation of the effects of commuter parking associated with the stop. The scheme shall also resolve any highway safety issues and take the form of Traffic Regulation Order and a road safety scheme which shall be prepared and tested.

Reason - In order to facilitate the development, protect residential amenity and secure satisfactory disabled access and in the interests of local amenity pursuant to policy H2.2. of the UDP for the City of Manchester.

11. No development shall commence until prior written agreement has been received from Manchester City Council, for the removal of any existing trees or hedges. This agreement shall detail which trees and hedges are to be protected and which are to be removed. In addition, any measures and / or working methods necessary to safeguard the trees, which are to be retained, shall be agreed.

Reason – In order to ensure that the development is carried out in a way 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.

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a

Completion/Verification Report shall be submitted to and approved in writing by the City with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is 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, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 H2.2 of the Unitary Development Plan for the City of Manchester."

13. All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

14. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. Before the development commences an external lighting scheme shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

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: 096175/MO/2011/S2 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:

Contaminated Land Section
Highway Services
Environmental Health
Environment & Operations (Trees)
South Manchester Regeneration - South SRF
Greater Manchester Police
Greater Manchester Ecology Unit
Didsbury Civic Society
Stockport Metropolitan Borough Council

1 Antrim Close, Manchester, M19 1TB
1 Bolton Avenue, Manchester, M19 1RP
1 Kinburn Road, Manchester, M19 1RH
1 Lynnwood Road, Manchester, M19 1RL
1 Saddlewood Avenue, Manchester, M19 1QW
10 Antrim Close, Manchester, M19 1TB
10 Bolton Avenue, Manchester, M19 1RP
10 Kinburn Road, Manchester, M19 1RH
10 Lynnwood Road, Manchester, M19 1RJ
10 Saddlewood Avenue, Manchester, M19 1QN
11 Antrim Close, Manchester, M19 1TB
11 Bolton Avenue, Manchester, M19 1RP
11 Kinburn Road, Manchester, M19 1RH
11 Lynnwood Road, Manchester, M19 1RL
11 Saddlewood Avenue, Manchester, M19 1QW
12 Antrim Close, Manchester, M19 1TB
12 Bolton Avenue, Manchester, M19 1RP
12 Kinburn Road, Manchester, M19 1RH
12 Lynnwood Road, Manchester, M19 1RJ
12 Saddlewood Avenue, Manchester, M19 1QN
13 Antrim Close, Manchester, M19 1TB
13 Bolton Avenue, Manchester, M19 1RP
13 Kinburn Road, Manchester, M19 1RH
13 Lynnwood Road, Manchester, M19 1RL
13 Saddlewood Avenue, Manchester, M19 1QW
14 Antrim Close, Manchester, M19 1TB
14 Bolton Avenue, Manchester, M19 1RP
14 Kinburn Road, Manchester, M19 1RH
14 Lynnwood Road, Manchester, M19 1RJ
14 Saddlewood Avenue, Manchester, M19 1QN
15 Antrim Close, Manchester, M19 1TB
15 Bolton Avenue, Manchester, M19 1RP
15 Kinburn Road, Manchester, M19 1RH
15 Lynnwood Road, Manchester, M19 1RL
158 School Lane, Manchester, M19 1GN
16 Antrim Close, Manchester, M19 1TB
16 Bolton Avenue, Manchester, M19 1RP
16 Kinburn Road, Manchester, M19 1RH
16 Lynnwood Road, Manchester, M19 1RJ
16 Saddlewood Avenue, Manchester, M19 1QN
160 School Lane, Manchester, M19 1GN
162 School Lane, Manchester, M19 1GN
17 Antrim Close, Manchester, M19 1TB
17 Bolton Avenue, Manchester, M19 1RP
17 Kinburn Road, Manchester, M19 1RH
17 Lynnwood Road, Manchester, M19 1RL
17 Saddlewood Avenue, Manchester, M19 1QW
18 Bolton Avenue, Manchester, M19 1RP
18 Kinburn Road, Manchester, M19 1RH
18 Lynnwood Road, Manchester, M19 1RJ

18 Riva Road, Manchester, M19 1GP
18 Saddlewood Avenue, Manchester, M19 1QN
19 Antrim Close, Manchester, M19 1TB
19 Bolton Avenue, Manchester, M19 1RP
19 Kinburn Road, Manchester, M19 1RH
19 Lynnwood Road, Manchester, M19 1RL
19 Saddlewood Avenue, Manchester, M19 1QW
2 Antrim Close, Manchester, M19 1TB
2 Bolton Avenue, Manchester, M19 1RP
2 Kinburn Road, Manchester, M19 1RH
2 Lynnwood Road, Didsbury, Manchester, M19 1RJ
2 Saddlewood Avenue, Manchester, M19 1QN
2 The Stables, Parris Wood Entertainment Centre, Wilmslow Road, Manchester, M20
5PG
20 Bolton Avenue, Manchester, M19 1RP
20 Lynnwood Road, Manchester, M19 1RJ
20 Saddlewood Avenue, Manchester, M19 1QN
21 Bolton Avenue, Manchester, M19 1RP
21 Kinburn Road, Manchester, M19 1RH
21 Lynnwood Road, Manchester, M19 1RL
21 Saddlewood Avenue, Manchester, M19 1QW
22 Bolton Avenue, Manchester, M19 1RP
22 Lynnwood Road, Manchester, M19 1RJ
22 Saddlewood Avenue, Manchester, M19 1QN
23 Bolton Avenue, Manchester, M19 1RP
23 Kinburn Road, Manchester, M19 1RH
23 Lynnwood Road, Manchester, M19 1RL
23 Saddlewood Avenue, Manchester, M19 1QW
24 Lynnwood Road, Manchester, M19 1RJ
24 Saddlewood Avenue, Manchester, M19 1QN
25 Bolton Avenue, Manchester, M19 1RP
25 Kinburn Road, Manchester, M19 1RH
25 Lynnwood Road, Manchester, M19 1RL
25 Saddlewood Avenue, Manchester, M19 1QW
26 Lynnwood Road, Manchester, M19 1RJ
26 Saddlewood Avenue, Manchester, M19 1QN
27 Bolton Avenue, Manchester, M19 1RP
27 Kinburn Road, Manchester, M19 1RH
27 Lynnwood Road, Manchester, M19 1RL
27 Saddlewood Avenue, Manchester, M19 1QW
28 Lynnwood Road, Manchester, M19 1RJ
28 Saddlewood Avenue, Manchester, M19 1QN
29 Bolton Avenue, Manchester, M19 1RP
29 Kinburn Road, Manchester, M19 1RH
29 Lynnwood Road, Manchester, M19 1RL
29 Saddlewood Avenue, Manchester, M19 1QW
3 Antrim Close, Manchester, M19 1TB
3 Bolton Avenue, Manchester, M19 1RP
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3 Lynnwood Road, Manchester, M19 1RL

3 Saddlewood Avenue, Manchester, M19 1QW
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31 Bolton Avenue, Manchester, M19 1RP
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31 Lynnwood Road, Manchester, M19 1RL
31 Saddlewood Avenue, Manchester, M19 1QW
32 Lynnwood Road, Manchester, M19 1RJ
32 Saddlewood Avenue, Manchester, M19 1QN
33 Kinburn Road, Manchester, M19 1RH
33 Lynnwood Road, Manchester, M19 1RL
33 Saddlewood Avenue, Manchester, M19 1QW
34 Lynnwood Road, Manchester, M19 1RJ
34 Saddlewood Avenue, Manchester, M19 1QN
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35 Saddlewood Avenue, Manchester, M19 1QW
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37 Saddlewood Avenue, Manchester, M19 1QW
38 Lynnwood Road, Manchester, M19 1RJ
38 Saddlewood Avenue, Manchester, M19 1QN
39 Saddlewood Avenue, Manchester, M19 1QW
4 Antrim Close, Manchester, M19 1TB
4 Arthog Road, Didsbury, Manchester, M20 6HG
4 Bolton Avenue, Manchester, M19 1RP
4 Kinburn Road, Manchester, M19 1RH
4 Lynnwood Road, Manchester, M19 1RJ
4 Saddlewood Avenue, Manchester, M19 1QN
40 Lynnwood Road, Manchester, M19 1RJ
40 Saddlewood Avenue, Manchester, M19 1QN
41 Saddlewood Avenue, Manchester, M19 1QW
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43 Saddlewood Avenue, Manchester, M19 1QW
44 Lynnwood Road, Manchester, M19 1RJ
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5 Antrim Close, Manchester, M19 1TB
5 Bolton Avenue, Manchester, M19 1RP
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51 Saddlewood Avenue, Manchester, M19 1QW

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8 Saddlewood Avenue, Manchester, M19 1QN
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828 Kingsway, Manchester, M20 5WQ
874 Wilmslow Road, Manchester, M20 5AB
9 Antrim Close, Manchester, M19 1TB
9 Bolton Avenue, Manchester, M19 1RP
9 Kinburn Road, Manchester, M19 1RH
9 Lynnwood Road, Manchester, M19 1RL
9 Saddlewood Avenue, Manchester, M19 1QW
944 Burnage Lane, Manchester, M19 1RQ
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Apartment 1, 874 Wilmslow Road, Manchester, M20 5AB
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Apartment 80, 874 Wilmslow Road, Manchester, M20 5AB
Apartment 9, 870 Wilmslow Road, Manchester, M20 5AA
Apartment 9, 874 Wilmslow Road, Manchester, M20 5AB
Arc Design & Interiors Ltd, Parrs Wood Entertainment Centre, Wilmslow Road,
Manchester, M20 5PG
Buckingham Bingo, Parrs Wood Entertainment Centre, Wilmslow Road, Manchester,
M20 5PG
Flat 1, Michael Court, Burnage Lane, Manchester, M19 1RN
Flat 1, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 10, Michael Court, Burnage Lane, Manchester, M19 1RN
Flat 10, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 11, Michael Court, Burnage Lane, Manchester, M19 1RN
Flat 11, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 12, Michael Court, Burnage Lane, Manchester, M19 1RN
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Flat 4, Michael Court, Burnage Lane, Manchester, M19 1RN
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Flat 49, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 5, Michael Court, Burnage Lane, Manchester, M19 1RN
Flat 5, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 50, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 51, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
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Flat 6, Michael Court, Burnage Lane, Manchester, M19 1RN
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Flat 8, Michael Court, Burnage Lane, Manchester, M19 1RN
Flat 8, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Flat 9, Michael Court, Burnage Lane, Manchester, M19 1RN
Flat 9, Parrs Wood Court, 880 Wilmslow Road, Manchester, M20 5NG
Holmes Place Healthclubs Plc, Parrs Wood Entertainment Centre, Wilmslow Road,
Manchester, M20 5PG

Jones Lowndes Dwyer Llp, 4 The Stables, Parrs Wood Entertainment Centre,
Wilmslow Road, Manchester, M20 5PG
Khandoker Restaurant, 812 Kingsway, Manchester, M20 5WY
Khandoker Takeaway, 806 Kingsway, Manchester, M20 5WY
Northern Rail Ltd, East Didsbury Railway Station, Wilmslow Road, Manchester, M20
5WP
Outgoing Ltd, 3 The Stables, Parrs Wood Entertainment Centre, Wilmslow Road,
Manchester, M20 5PG
P A Thomas Piano Tuners, 36 Saddlewood Avenue, Manchester, M19 1QN
Peter R Hartley Equipment, 804 Kingsway, Manchester, M20 5WY
Styl2, 810 Kingsway, Manchester, M20 5WY
Tesco Stores Ltd, Parrs Wood Lane, Manchester, M20 5NP
The Bell House, Parrs Wood Entertainment Centre, Wilmslow Road, Manchester,
M20 5PG
Tudor Insurance, 808-810, Kingsway, Manchester, M20 5WY
Warrington Martin, 1 The Stables, Parrs Wood Entertainment Centre, Wilmslow
Road, Manchester, M20 5PG

Representations were received from the following third parties:

Contaminated Land Section
Highway Services
Environmental Health
Environment & Operations (Trees)
Greater Manchester Police
29 Lynnwood Road, Manchester, M19 1RL
31 Lynnwood Road, Manchester, M19 1RL
46 Lynnwood Road, Manchester, M19 1RJ
53 Saddlewood Avenue, Manchester, M19 1QW
60 Lynnwood Road, Manchester, M19 1RJ

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk