

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
112196/FO/2016/N2	18th May 2016	25th Aug 2016	Gorton North Ward

**Proposal** Erection of 158 two storey dwellinghouses (Use Class C3a) and the erection of one, 3 storey block of 12 residential apartments (Use Class C3a) together with vehicular access from Ackroyd Avenue with associated car parking, landscaping, boundary treatment, pedestrian link to open space to the south and other associated works following demolition of 10 and 12 Ackroyd Avenue

**Location** Former Godfrey Erman Playing Fields, Land At Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL

**Applicant** Parkleigh Developments (Manchester) Ltd, MCI Developments Ltd, The Trustees Of The Greater Manchester Trust For Recreation & Messrs Mooney, C/o Agent,

**Agent** Miss Wendy Sockett, Nathaniel Lichfield & Partners, One James Square, Manchester, M2 6DN

## **Description**

The application site is approximately 4.39 hectares and is an area of natural and semi-natural open space known locally as Godfrey Erman Playing Fields. The site is bounded by Ackroyd Avenue to the north together with the an allotment area and Underwood Close and a cycle track to the south. To the west are a series of short roads off Abbey Hey Lane.

There is currently no formal means of vehicular access to the site with pedestrians accessing the area through various informal footpaths from the cycle route to the south. This has created various permissive public footpaths across the application site. The site is currently overgrown resulting in its current natural and semi-natural state which the applicant claims has not been in use for approximately 30 years.

There are numerous trees around the perimeter of the application site which form a mature landscape and buffer to the surrounding residential properties that abut the site boundaries.

The surrounding area is characterised by two storey residential properties. The properties located along Ackroyd Avenue and Underwood Close are semi-detached in nature whilst those located off Abbey Hey Lane are terrace properties. Immediately to the south of the application site is the Wright Robinson College with its associated buildings and sports provision.

The applicant is seeking planning permission for the erection of 170 two storey dwellinghouses (Use Class C3a) and the erection of one, 3 storey block of 12 residential apartments (Use Class C3a) together with vehicular access from Ackroyd Avenue with associated car parking, landscaping, boundary treatment, pedestrian

link to open space to the south and other associated works following demolition of 10 and 12 Ackroyd Avenue.

## Consultations

**Local residents/public opinion** – A total of 750 individual objections have been received in respect of this planning application. The comments can be summarised as follows:

- The proposal would have a massive environmental impact on the local wildlife that lives on the field, some of which includes frogs, foxes, bats, sparrow hawks, newts, butterflies, bees and hedgehogs ;
- The noise pollution and traffic this development will create will be catastrophic;
- The proposal would be a huge loss to the community, as well as putting a burden on local services, traffic and schools which are already at full capacity;
- Local doctors/dental surgeries and schools are already oversubscribed – an addition of any new housing, especially on this scale, will add to the problem.
- The proposed access would be intolerable to local residents of Ackroyd Avenue. One of the reasons being the close proximity of heavy vehicles to adjoining houses;
- Parking on Abbey Hey Lane and all the traffic to and from the College already causes hold ups, with extra traffic from houses will make it worse;
- This proposal would affect privacy, overlook houses, and could potentially block out some sunlight and cast a shadow over gardens and houses;
- There are serious drainage problems on the proposed development site;
- Abbey Hey is already a reasonably busy area, additional residents will increase the amount of traffic, affecting not only the safety of children but the health of local residents caused by exhaust fumes;
- Godfrey Erman playing field is the only real open area that is suitable for dog walking in the area;
- This proposal completely disregards the wishes of Godfrey Erman , who left the land to the local people in perpetuity;
- Many of the houses in Abbey Hey do not have gardens and therefore access to open, natural green spaces is very important to their health and well being.

- The construction traffic and resulting traffic caused by this development will cause considerable damage to surrounding roads and bridges.
- The proposed estate is far too big and will not be in keeping with the surrounding area;
- To destroy this unique field goes against EN10 and the planning policy framework 73-77 relating to green space or recreational areas;
- Existing public transport facilities are not sufficient to cope with an additional 158 homes;
- The proposal will destroy walkways and cycle paths and will therefore have an effect on the health and well-being of local people;
- The proposed development site has a robust infestation of Japanese Knotweed which could spread to surrounding areas once the developer disturbs the soil;
- The application is disingenuous, it lacks transparency, accuracy, diligence and appropriate analysis;
- The area will be less attractive as a result of this development

One letter of support has been received in respect of this planning application. the comments can be summarised as follows:

- For over 24 years hardly anyone has used the field other than 3 or 4 people a day walking their dogs.
- Trespassing signs have come and gone and the field has remained closed for the last 30 years and remains locked on Violet Street. If you don't back onto the field you can only gain access by going through a broken fence at the bottom of Underwood Close;
- Twenty four years ago there was a campaigning to reinstate the field and fund raising took place. However, the costs were too expensive and that remains the same today;
- The main difference today is that East Manchester has some of the best sporting facilities in the country which makes the field redundant. Most of the original residents who knew the field have long since gone;
- Godfrey Erman left a legacy which we all have a duty to build one and there is no better way to do that by brining his social conscience and principle to the 21<sup>st</sup> Century, giving people on low incomes the opportunities to live in socially rented housing;
- The site retention as open space only serves to benefit the people who look out over it rather than the people of Manchester.

**Friends of Godfrey Erman Playing Field** – Object to this planning application for the development of Godfrey Erman playing fields.

The objection is split into three parts:

- Planning objections;
- Comments on the transport assessment submitted by the applicants; and
- Comments on the ecological statement submitted by the developers and comments on the ecology value of the field.

The comments can be summarised as follows:

*Planning objections*

- The field continues, as it has for generations, to be accessed by local people for recreational purposes. The footpaths are well worn and photographs have been supplied to the City Council in this regard.
- The area is a sanctuary for wildlife, flowers, birds and people;
- The field is landlocked and there is no motorised access currently. There is a gate from Violet Street where access mowing vehicles and other machinery was allowed many years ago;
- Abbey Hey Lane is a busy road providing a through route from Ashton Old Road to Hyde Road and access to junctions on the M60. The M60/M67 junction is recognised as one of the most congested junctions on the M60;
- Abbey Hey FC used the field for many years as their home ground until they were informed that they would have to leave;
- The field was then used by GEC Openshaw as their sports ground until they too were asked to vacate the field;
- Both GEC and previously Abbey Hey FC spent money and effort to improve the drainage on the field;
- The field has been used informally throughout its existence as there has always been access onto the field which allowed people to use it;
- The developer states that 'it is assumed that the allocation of the site within the current UPD was a consequence of its historic use rather than a needs based assessment'
- The site was afforded the protection after lengthy consultation on the development plan document;
- This is further strengthened with the City Wide Open Spaces, Sport and Recreation Study (2009) which identifies the land as 'natural and semi natural open space'
- The developer states that this is private land but there has been public access to the field for over 30 years;
- Generations of residents of Abbey Hey have used the field for a variety of purposes and at no time has access been prevented on to the field. There is open access from the end of Underwood Close. Many houses surrounding the field have gates leading on to the field and we are not aware of any residents being told not to access the field;
- Even when Abbey Hey FC and GEC were users of the field local people were not deterred from using the field;
- There is a shortage of open space in the areas following the construction of Wright Robinson College and the Donkey Centre and the use of this field has increased due to the loss of other spaces in the immediate area;

- The developers claim that the proximity to the Tameside boundary will allow any residents the advantage of using the open space available in Tameside and specifically refers to golf courses and a network of paths;
- Differentiation must be made between outdoor 'managed' facilities and the opportunities offered by this field. At no time has access to it been restricted and as is evident from the well worn footpaths the field is well used;
- The objective should be to improve the quality of natural open spaces;
- Various residents, MP and councillors have tried to make contact with the trustees of the site in attempts to discuss ways in which the field might be brought in to a more active use than that which has continued unheeded for decades but the trustees have not been willing to meet;
- The site is not identified for housing and there are other brownfield sites which are available;
- The proposal will put pressure on schools in the area;
- The loss of open land in the area will create a problem. The applicants information relies heavily on sports facilities provided in the area it ignores the fact that these are all expensive and only available outside of the school day;
- Godfrey Erman field has provided for generations the opportunity for people to spend time outside at any time of the day or evening irrespective of the season or weather when they need some space or exercise in line with Government objectives to be more active;
- The applicant places too much weight on the sustainability of the area when in fact there is limited access to services;
- There is also serious concerns about the car parking along Abbey Hey Lane;
- There is a high volume of traffic which visits Wright Robinson College where there area 250 parking spaces and most are fully utilised on an average school day;
- There will be pressure on medical facilities in the area;
- The financial mitigation is not considered appropriate mitigation;
- GO15 should be given sufficient weight;
- The proposal will have a detrimental impact on the local highway network. A number of key junctions have not been assessed by the applicants transport statement (Ackroyd Avenue/Abbey Hey Lane, Jetson Street to Lees Street, Abbey Hey Lane/Butman Street/St Paul's, Abbey Hey Lane/Jetson Street/Burstead Street, Capital Road – Battersby Street to roundabout);
- the transport statement was undertaken at an unrealistic time and the modelling is inaccurate;
- the public transport links in the area have been exaggerated;
- in terms of the quality of the space, the ecology report underestimates the quality of the space

**Local Ward Councillors (Cllrs Hughes, Siddiqi and Kamal)** – Object to the planning application for housing on Godfrey Erman playing fields. GO15 covenant applies and this land was left for the people of Abbey Hey as green space/playing fields. A village green application is also in process to preserve this land for the community of Abbey Hey.

**Cllr Hughes (Local Ward Councillor)** – Objects to the proposed development. This is a green space that is used by residents and has been for over fifty years. I

remember as a young man playing football and cricket on there. It is still used today with kids playing on there and people walking their dogs.

Its also a habitat for various forms of wildlife birds, bats, foxes etc. This is also a much needed tranquil area where you can go and walk and clear your head.

If this development were to go ahead, it would change the whole scenic beauty of the area and would cause great distress to the local residents most of whom lived there all their lives. The congestion on Abbey Hey Lane is bad a the best of times but if this development were to be allowed, it would become unbearable with the proposed three hundred extra vehicles coming in and out from one access road.

I hope we can keep this green space as it is the lung of Abbey Hey.

**Cllr Reed (Gorton South ward Member)** – Objects to the planning. As a resident of Abbey Hey for the majority of my life, the green space has been is valued and used by the community for all of this time. I was the chair of the Abbey Hey Residents' Association and ran the youth group in Abbey Hey for many years. We used the fields for sports and games and nature walks. There bats, newts and other wildlife on Godfrey Erman playing fields. The community also take their dogs for walks on there. Ever since I can remember Godfrey Erman was used by the community. It has been given to the community of Abbey Hey and has a covenant GO15 on it.

Added to all of this is the issue of traffic. The field is close to Wright Robinson High School which has 1800 pupils. The traffic particularly at peak times is already gridlocked. Adding nearly 200 houses which is an average of two cars per household i.e. adding nearly 350 cars to the already gridlocked traffic is untenable. Accordingly, to the plans is the planned entrance on Ackroyd Avenue. This is not acceptable as there is only one way in and out of this planned estate. The community of Abbey Hey is up in arms about this. Manchester City Council have an Our Manchester Strategy which asks our residents what they want us to prioritise.

Finally, school places. I am the Scrutiny Chair for Children and Young People. We are already struggling for school places in Gorton North, Gorton South and Bradford wards. We would need the equivalent of a new primary school to accommodate the children that would reside in nearly 200 houses.

In conclusion, this planning application must be rejected. I strongly object against the plan for the reasons stated above. Abbey Hey is a very built up area. These houses would only add to the congestion, poor air quality and reduce the green space available to the community. Manchester City Council's policies on public health specify that we want to encourage activities such as walking and playing sports to reduce obesity. Removal of this green lung would not be of benefit to the public health of the residents of Abbey Hey. I hope that this planning application be rejected. I also wish to speak at the planning committee.

**Tameside Metropolitan Borough Council (MBC)** – Tameside Council has no substantive comments to make and are happy that Manchester will fully assess the impact of the proposed development on the local area.

## Highway Services –

### *Access, layout and parking*

- It is recommended that for 170 dwellings that two points of access should be provided. If only one point of access is available, the road layout should form a circuit.
- Traffic Regulation Orders (junction protection restrictions) and inclusion to the existing Abbey Hey 20mph speed Limit Zone and Traffic Calming measures will be required as a result of the development. All costs for the investigation, design and any subsequent implementation of measures will be attributable to the applicant.
- There are a number of spaces on the plan where it is unlikely that vehicles could access/egress the spaces in a forward gear. At these locations, turning heads should be provided in the cul-de-sacs so that vehicles are not required to reverse for extended lengths.
- No visitor car parking is indicated on the plans, detail should be provided regarding where visitor car parking can be adequately accommodated.
- The car parking allocation equates to circa 1.63 spaces/dwelling which is acceptable in principle.
- The applicant should note that the preferred minimum car park bay sizes is 2.4m wide x 4.8m length with a 6m aisle width (3m width for a disabled bay).
- Confirmation is sought regarding the provision of any disabled bays in the car park areas.
- Regarding the dimension of the on-plot spaces at the houses, these should all accord with the standard minimum requirement of 3.0m in width x 6.0m in length to ensure vehicles do not encroach onto the adjacent footway.
- 5.5m is the recommended minimum width for the proposed carriageway. A substandard width may result in vehicles parking partially on the footway which may compromise pedestrian and vehicular safety and access.
- To ensure sufficient vehicle / pedestrian intervisibility at access points, it is recommended that any property boundary treatments are visually permeable from 600mm upwards.
- A plan should be provided of the proposed access junction at Ackroyd Avenue demonstrating appropriate visibility splays.
- It is recommended that a Stage 2 safety audit is undertaken to ensure all elements of the highway layout are safe.
- Any works to the adopted highway will be required to be undertaken through a S278 highway agreement, pursuant to the Highway Act 1980 and carried out at the Developer's expense.

### *Highway adoption*

- If adoption is required the highway construction will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; layout, drainage, street lighting, surfacing, materials stats etc.
- Commuted sums will be required for any elements/features (including trees) and changes to the standard surfacing materials.

### *Pedestrians and cyclists*

- Confirmation is sought regarding any proposed arrangement for bicycle storage at the dwellings.
- 2.0m footways should be provided along the full length of the development, softer frontages are unadoptable.
- Dropped kerbs and tactile paving should be indicated at crossing points across side roads.
- The applicant should ensure that there are no public rights of way through the site. If there are then it may be necessary for these to be diverted/stopped up at the Developer's expense.
- A footpath link is proposed from the southern part of the site to the existing cycle path and Underwood Close. This is acceptable in principle, subject to a CPTED review and detailed design approval via a S278 highway agreement, pursuant to the Highway Act 1980 and carried out at the Developer's expense.

### *Transport assessment*

TfGM HFAS have reviewed the traffic generation provided within the Transport Assessment. HFAS have advised that the predicted level of traffic generation (83 no. peak hour 2 way trips) and the traffic distributions have been correctly calculated.

Abbey Hey Lane/Ackroyd Avenue and Capital Road/A635 Ashton Old Road junctions have been modelled using TRL software. HFAS have reviewed the modelling and concluded that the modelling is sound and that the impact of the development on junction capacity at these locations will not be significant. For completeness, some additional junction modelling could have been included in the TA, however, the generated flows are low and unlikely to change the overall conclusion in the TA that there will be no significant impact on existing network capacity. TfGM have noted that no accident analysis was included in the TA to highlight any trends in accidents in the vicinity of the proposed development.

Concerns have been raised by the community regarding the impact of additional traffic on the local road network particularly as there is a high level of car parking in the area which reduces road widths and some perceive this as also compromising road safety. Highway Services have examined the recorded accident history in the area and found that there is no notable recorded accident history/trend on roads in the vicinity of the site. It is likely that the presence of kerb side parking is actually keeping vehicle speeds low and is potentially reducing the number and severity of any accidents that may be occurring. There may however be minor incidents that are not reported or recorded so to mitigate the potential impacts of additional traffic on the network as a result of traffic generated by the development. As such, it is recommended that funding is sought from the Developer for the following off site highways works:

- Introduction of raised table at junction of Abbey Hey Lane/Ackroyd Avenue to raise profile of pedestrians crossing, encourage lower vehicle speeds and discourage parking close to the junction which may affect vehicle sight lines. This would be similar to the existing junction treatment at Abbey Hey Lane/Coram Street.



- Raise profile of roundabout island and amend kerb lines at Abbey Hey Lane/Capital Road/Holmepark Road to encourage slower vehicle speeds and improve sight lines.

#### *Travel plan*

To encourage residents and visitors to travel to the site by non car modes, a Travel Plan is proposed. A Framework Residential Travel Plan has been prepared which is acceptable in principle. A suitable planning condition setting out the requirement for the developer to undertake travel surveys and update the travel plan within the first six months of the development becoming occupied is suggested as an appropriate measure to improve sustainable travel to and from the development and to mitigate any potential increase in single user car travel.

#### *Electric substation*

A substation is shown on the plan, a hard standing should be provided adjacent to any facility to enable car parking off the highway for operatives.

#### *Refuse, storage and collection*

Reference is made to bins being stored within the curtilage of the dwellings, further detail is requested regarding the proposed bin locations at the dwellings. A swept path analysis should be provided to demonstrate how Council's standard 11m circa refuse vehicle will manoeuvre into/out of the new access road (s).

#### *Construction*

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. This plan should provide details of the proposed construction traffic routes to and from the site, the site compound details, the controls to ensure deliveries and loading do not block the highway, traffic estimates and the measures for on-site / off-site car parking. A planning condition setting out the requirement for a construction management plan is therefore recommended.

The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with Highway Services.

**Transport for Greater Manchester (TfGM)** – The site is currently not well served by public transport despite statements in the Transport Statement (TS) to the contrary. The nearest bus stops on Jetson Street offer access to half hourly bus services 168 and 169, however, these bus stops are well beyond the reasonable walking distance of 400 metres from the site. Fairfield rail station is just within reasonable walking distance, however, contrary to the description on the TA this station only offers an hourly service in each direction between Manchester Piccadilly and Rose Hill Marple and limited additional services towards Manchester in the morning peak. Gorton rail station does offer access to a half hour service to Manchester, however, this is beyond reasonable walking distance. This is not considered to represent an

attractive alternative to travelling by car to and from the development site. Whilst future residents of the proposed development will have some access to a choice of travel modes, it is unlikely to significantly reduce the amount of car travel generated by this development.

Nevertheless, access to public transport from the development could be improved. In addition, in order to maximise the benefits of the sites location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment is designed to be as safe, attractive and convenient as possible, including natural surveillance from active frontages of the development. This should also include providing links to the surrounding pedestrian and cycle networks. It is noted that there is a link to the pedestrian/cycle path to the south of the site and to Underwood Close. Further links to the pedestrian and cycle path to the south of the site, including a link through to the Boothdale Drive development in Tameside from the far eastern corner of the site could not only help encourage active travel but also help reduce walking distances for Farfield rail station. At the western end of the site, a pedestrian and cycle link from the site through to Violet Street or Coram Street would reduce walking distances from much of the development to access facilities on Abbey Hey Lane including Wright Robinson Sports College.

Adequate cycle storage facilities should be provided for both the housing and the apartments. Furthermore, the provision of two bus stops on Abbey Hey Lane close to the junction with Ackroyd Avenue would mean that future residents of the development would be able to access the Number 7 service between Stockport and Ashton Under Lyne. A contribution should be made towards the cost of installing two new bus stops including one shelter.

It is important to influence travel patterns associated with the development and therefore a robust travel plan should be put in place.

A review of the TA has also been undertaken in order to assess the impact of the development on the key route network. The TA correctly derives trip rates from the TRICS database and correctly calculates 83 two way trips at the development in each of the peak hours. The turning proportions of existing counts are used to obtain a reasonable distribution of the development traffic.

There have been spot checks of the PICADY inputs and both the parameters and forecast flows are correct. The PICADY modelling indicates low ratios of flow capacity and of queuing at Abbey Hey Lane/Ackroyd Avenue and at Capital Road/A635 Ashton Old Road junctions.

While 83 new trips per peak hour due to the housing development is not trivial, the new traffic is shared between two nearby A roads. The TA's conclusion that the proposed development would not have a material impact on the road network is likely to be reliable.

**Environmental Health** – Insufficient information has been submitted in respect of waste management. A condition of any planning approval will be the need for the residential accommodation to be acoustically insulated against the railway and sports

college. Should any plant be required, this will also need to be treated. An air quality assessment is required to be submitted.

There is historical evidence of land contamination at the site which requires to be treated. In addition, there is also known evidence of Japanese Knotweed.

**Neighbourhood Services (Trees)** – The site is boarded by some important trees in early maturity particularly T4, 5, 6 and 43 and are category A and B Oak trees together with T7, 8, 9, 12, 13, 24, 25, 26 and 27 which are black Poplars. All of these trees are known to provide important habitat for wildlife.

In addition to this, the trees are an important visual amenity for the surrounding properties which currently enjoy the green space adjacent to their properties and all the associated benefits which trees and open space provide.

Although the design has attempted to retain some of the better, it is considered that this does not go far enough and will only lead to the eventual removal of these trees in the future following development. This is the usual pressure trees come under as the trees will shade out the garden areas and will also have sustained root damage through lack of on site arboricultural supervision and go into decline as a result.

There is little mitigation planting, and this will certainly never provide the habitat and stature the current trees provide.

The proposals are therefore not supported from an arboricultural perspective due to the loss of important tree cover and green space this site currently offers.

**Flood Risk Management Team** – Details of a sustainable drainage scheme and future management plan need to be submitted in respect of this proposal.

**Design for Security at Greater Manchester Police** – The development should be designed and constructed in accordance with the recommendations of the Crime Impact Statement and this should be reflected in any condition of the planning approval.

**Environment Agency** – The current site use comprises two properties and a playing field. The site is subject to fly tipped material typically comprised of demolition rubble (including asbestos sheeting) and garden waste. A historic pond was identified in the west of the site and a number of former buildings were present on the site.

Historic off site sources of contamination include a historic landfill which was formerly raised railway embankment which is shown to extend slightly onto the southeast of the subject site. Although records do not indicate the type of material that the landfill was infilled with, previous site investigation on another section of the same infilled landfill identified potentially contaminating materials to be present.

The site is in a sensitive area within respect to controlled waters. Geological mapping shows the overlying geology as Till (secondary undifferentiated). The solid geology comprises Colyhurst sandstone (a principal aquifer). The nearest waterbody

is Gorton Lower Reservoir, located southeast of the site. A groundwater abstraction is located approximately 767m southeast of the site.

The phase 2 site investigation and risk assessment has been undertaken and concur with the recommendation. Planning permission should be granted to the proposed development which include conditions about the remediation of the site.

**Greater Manchester Ecology Unit** – The site consists predominately of rough semi-improved and species poor grassland bordered by scrub and semi-mature/mature trees. It is of some local value as open, semi-natural greenspace connected to other blocs of greenspace and important open water habitats. Further, there is a significant bat roost located immediately to the south of the development site and a second, smaller roost to the west. Bats in these roosts will be use the field and nearby reservoirs as a feeding source. The loss of the field will not result in the loss of the local bat population because there is extensive alternative feeding habitat nearby, nevertheless precautions as regard to bats is advised.

The following is therefore recommended:

- That numbers 10 and 12 Ackroyd Avenue be surveyed for the possible presence of bats. If the bats are found by survey then a method statement must be prepared giving details of measures to be taken to avoid any possible harm to bats and, once agreed, this method statement must be implemented in full;
- That trees scheduled for removal first be inspected for the possible presence of bats;
- That efforts be made to retain the tree line at the southern boundary of the site adjacent to the cycle path, or to plant more trees along this boundary, to retain landscape connectivity between the bat roost and wider landscape.

There are relatively extensive stands of Japanese knotweed on the site. It is an offence to cause this invasive plant to spread in the wild and therefore it is recommended that a method statement be prepared giving details of measures to be taken to control this plant during the course of any approved development.

No tree or shrub removal required to facilitate the scheme should be undertaken during the optimum period for bird nesting (March to July inclusive).

**Greater Manchester Archaeological Unit** – The proposed development does not threaten the know or suspected archaeological heritage. As such, there is no reason to seek to impose any archaeological requirements upon the applicant.

**Sport England** – The site forms part of, or constitutes land last used as playing field as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015. However, as the playing field has not been used for the last five years, the consultation with Sport England is not a statutory requirement.

Notwithstanding the non-statutory nature of the consultation, Sport England has considered the application in the light of the National Planning Policy Framework

(particularly paragraph 74) and Sport England's policy on planning applications affecting playing fields.

Sport England's policy is applied to any land in use as playing field or last used as playing field, irrespective of whether that use ceased more than five years ago.

Lack of use should not be seen as necessarily indicating an absence of need for playing fields in the locality. Such land can retain the potential to provide playing pitches to meet current or future needs.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of playing field or land last used as such, unless one or more of the five exceptions stated in its policy apply.

The proposal is for a residential development on playing field. Although the playing field hasn't been marked out with a pitch in the last five years and therefore does not constitute a statutory consultation with Sport England, it is the view of Sport England that the lawful use of the land is a playing field. The site could be made good and pitch sport played on the site and this would not require planning permission for any change of use.

As part of Sport England's assessment of this application, contact has been made with various pitch sport national governing bodies. Comments have been received from the Football Association (the FA) and the Rugby Football Union (RFU). Their comments are summarised as:

The FA:

- Manchester City Council is currently going through a refresh of their playing pitch strategy and therefore the current data is out of date. We expect the data to be re-freshed by November 2016. Therefore, the FA cannot say the site is either surplus to requirement or that there is sufficient demand to bring the site back into use;
- Given the proposed development on the site is a significant amount of housing and therefore potential growth in the area and potential that pitches will need to increase in capacity. The FA suggests a contribution to qualitative improvements in a nearby site which can be identified through the playing pitch strategy/

The RFU:

- There is a deficiency of rugby union pitches in the immediate area. This is particularly evident at Aldwinians RUFC;
- The nearest rugby club to the site is Aldwinians RUFC. They are 1.7 m away from the proposed development. Due to their pitch capacity issues, the loss of a natural turf pitch in the immediate area means that there is less of an opportunity to increase the number of rugby union pitches in the area to address the issues identified in the playing pitch study;

- Aldwinians RUFC would benefit from inward investment to improve the quality of existing pitches to raise capacity and additional floodlights to enable training and match play to be spread across several pitches.

There are no proposals to replace the playing field so the salient issue is whether the playing field is surplus to both current and future sporting requirements. The planning statement makes reference to a 2009 City Wide Open Spaces, Sport and Recreation Study. This document is over 5 years old and out of date.

The City Council is currently producing a new study. This will provide the evidence base across the City that can be used to suggest that a playing field is surplus or is required. Sport England does not consider that reference to a document produced in 2009 concludes that the site is genuinely surplus to both current and future sporting requirements. This is evident from the RFU comments received which states there is demand for rugby union pitches.

Paragraph 74 of the NPPF does not make any reference to when a playing field was last used. Although the application site has not been used for pitch sport in over the last five years, this does not mean that, as a planning unit, it is no longer playing field.

Consideration should also be given to appeal reference APP/U4610/A/12/2176169. This relates to the redevelopment of a playing field that had not been recently used for sport. The inspector noted that there was no distinction between privately and publically available sports provision in the NPPF and although the site was not in active use, it was capable of being used for that purpose.

In light of the above, Sport England objects to the application because it is not considered to accord with any of the exceptions to Sport England's playing fields policy or with paragraph 74 of the NPPF.

**Interest** - Members of the Committee are advised that the City Council has an interest in this application site as landowner. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

**Publicity** - The proposal, by virtue of the size of the site and floor space created, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest and affecting the setting of a Conservation Area and Listed Buildings. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

**Environmental Impact Assessment**- The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within "Urban Development Projects" being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to

determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and where there are impacts these will be of no more than local significance. It is concluded that an Environmental Statement is not required.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

### **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;

- Creating well designed places that enhance or create character.
  - Making a positive contribution to the health, safety and well being of residents;
  - Considering the needs of all members of the community;
  - Protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
  - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposal will fail to contribute positively to neighbourhoods of choice and the wellbeing of residents in the local area. The development fails to be well designed and enhance existing character together will having a detrimental impact on existing levels of residential amenity. There will also be associated impacts on the natural environment with the tree and green infrastructure losses.

Policy T1 '*Sustainable Transport*' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

It is not considered that the proposal will have a detrimental impact on the capacity of the local highway network. There are, however, opportunities to improve access to public transport in the area together with having access to adequate cycle provision.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational



opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

A transport assessment and travel plan have been prepared in respect to this planning application. This demonstrates that there are no unacceptable impacts on the local highway network. However, there are opportunities to increase the sustainability of the scheme. Notwithstanding this, it is considered that there are detrimental impacts associated with the comings and goings from the development which will create harmful levels of noise and disturbance. This is attributed to the means of access on Ackroyd Avenue and general activity within the development.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed site in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

The proposal represents a green field site and therefore there is a conflict with the provisions of policy H1 which seeks to develop brownfield sites. The proposal also fails to contribute and intergrate into the character of the area.

Policy H2 '*Strategic Housing Location*' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

Policy H4 '*East Manchester*' states in East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre.

The proposal would seek to provide new family accommodation in an area where there is demand. However, it is not considered that the need to provide housing overrides the need to protect a valuable piece of open space.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private accommodation for rent as part of diversifying the area and offering housing choice.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposal is not considered to be of an appropriate layout as a result of the over intensive use of the site resulting inadequate arrangement of dwellings, dominance of hardstanding and car parking, lack of appropriate boundary treatment, footways and creation of unsecure car parking courts.

EN4 '*Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO<sub>2</sub> emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

Policy EN9 '*Green Infrastructure*' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The proposal will result in the loss of green infrastructure that provides an important visual buffer and connection with the wider landscape. The loss of the green infrastructure will be detrimental.

Policy EN10 '*Safeguarding open space, sport and recreation facilities*' states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standards. Proposals will be supported that:

- Improve the quantity and quality of accessible open space, sport and recreation in the local area;

- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity;
- improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

There will be a clear conflict with the provisions of this policy on the basis that the applicant has failed to demonstrate that the site is surplus to requirements or that it can be used for an alternative use which complements the area. The application site is clearly well used by the local community for recreational purposes.

Policy EN12 '*Area priorities for open space, sport and recreation*' states that in East Manchester the priority will be to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is of local ecological value, however, it is not considered that there will be any detrimental impact on the ecology of the site subject to suitable mitigation.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 '*Waste*' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Had this application been recommended for approval waste management would have been considered further.

Policy DM1 '*Development Management*' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The development is considered to be inadequate over intensive use of the site by reason of the proposed density, resulting layout including provision of shared surfaces and over dominance of hard surfaces for car parking (some of which is remote from dwellings). In addition, there is a lack of permeability through the site due to a cul-de-sac arrangement together with poor quality treatment and definition of

public and private spaces. This will create a low quality neighbourhood, erode local character and fail to integrate into the successfully into the local area. As such, the proposal will be unduly harmful to the visual amenity of the site and fail to create a sense of place and neighbourhood of choice.

For the reasons given below, it is considered that the proposal is not consistent with the policies contained within the Core Strategy.

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

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

GO15 states that the Council will protect the Godfrey Erman playing fields from built development in order to encourage the re-use of the site for recreational purposes.

**Reason:** The Council wishes to see an increase in local recreational opportunities and considers that the whole of this land should be protected so that the former sports and recreation use may be restored.

DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

There will excessive noise and activity from 'comings and goings' due to the increase in level of traffic and pedestrian movement in the local area associated with development, particularly from the activities along the new access road and within the parking courts. This will be unduly harmful to the surrounding residential amenity, particularly those properties located along Ackroyd Avenue and Underwood Close.

For the reasons given below, it is considered that the proposal is not consistent with the policies contained within the UDP.

#### Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Draft Manchester Residential Quality Guidance (July 2016)

The City Council's Executive Committee has agreed the draft Manchester Residential Quality Guidance for consultation. As such, the document is material planning consideration in the determination of planning applications and weight should be given to this document in decision making. However, given that this document is only at the consultation stage the weight that can be given to it should be more limited than that of the adopted documents.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

#### National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

*"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"*

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Government's objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.



Section 6 'Delivery a wide choice of high quality homes' outlines the requirements to significantly boost housing supply. This states that Local Planning Authorities should:

- Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area;
- Identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land;
- Set out their own approach to housing density to reflect local circumstances.

Paragraph 49 goes on to state that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.

Paragraph 50 provides guidance on the delivery of a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. The guidance goes on to state that Local Planning Authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

Section 7 'Requiring Good Design' outlines the Governments expectations in respect of new developments:

*"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (paragraph 56)*

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

*“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”*

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 8 ‘Promoting healthy communities’ is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Paragraph 73 states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

Paragraph 74 goes to state that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Paragraph 109 of section 11 '*Conserving and enhancing the natural environment*' states that the planning system should contribute to and enhance the natural and local environment. In particular, "*protecting and enhancing valued landscapes*".

Paragraph 111 states that "*planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land)*..."

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

#### National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

*Open space, sports and recreation facilities, public rights of way and local green space* states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

*Noise* states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;

- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

*Design* states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

*Health and well being* states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

*Travel Plans, Transport Assessments in decision taking* states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

## **Issues**

### **Principle of development**

#### *Status of the development plan and housing land supply*

The determination of a planning application for planning permission must be made in accordance with the relevant development plan, unless material considerations indicate otherwise (Section 70(2) of the Town and Country Planning Act 1990, section 38(6) of the Planning and Compulsory Purchase Act 2004, paragraphs 11 to 13 of the NPPF).

In accordance with the above, the National Planning Policy Framework (NPPF) is a material consideration for the purposes of determining this planning application, however, it does not replace the presumption in favour of determining a planning application in favour of the development plan.

In this instance, the development plan consists of:

- The Manchester Core Strategy (CS) (2012); and
- The saved policies within the Unitary Development Plan (UDP) for the City of Manchester (1995).

Within the proposals map contained within the development plan, the application site is allocated as a '*Leisure and Recreation improvement area*' to which saved policy GO15 of the UDP applies. This policy states:

*"...that the Council will protect the Godfrey Erman playing fields from built development in order to encourage the re-use of the site for recreational purposes"*

The supporting reason goes on to state that the Council wishes to see an increase in local recreational opportunities and considers that the whole of this land should be protected so that the former sports and recreation use may be restored.

The proposal to erect 170 two storey dwellinghouses and apartments at the application site would mark a clear conflict with saved policy GO15 of the UDP as it would represent *built development* and would not encourage the re-use of the application site for recreational purposes.

In determining that there is a conflict with saved policy GO15 of the UDP, consideration should be given to paragraph 49 of the NPPF. This states:

*"Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites"*

Policy H1 of the Core Strategy seeks to provide 3,333 dwellings per year for the plan period. At the present time it is acknowledged that Manchester City Council does not currently have a five year supply of deliverable housing to meet this target. In light of this, and as directed by paragraph 49, where a policy which restricts the supply of housing may be considered to be out-of-date there is a presumption in favour of granting planning permission for sustainable development as a consequence of the reduced weight of the development plan.

The applicant has sought to argue, within their supporting planning statement, that significant weight should be given to the fact the City Council cannot demonstrate a five year supply of housing which therefore diminishes the weight that can be given to its policies which have the effect of restricting residential developments, in this case where the land identified for recreational purposes.

In such circumstances, it is also considered that paragraph 14 of the NPPF is relevant. This states that the presumption in favour of sustainable development should be applied in the following way:

*“Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless:*

- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole; or*
- *specific policies in this framework indicate development should be restricted”*

As detailed above, saved policy GO15 of the UDP seeks to protect the application site from built development. It is acknowledged that saved policy GO15 is much older than other policies within the development plan and, together with the fact the City Council cannot demonstrate a five year housing supply, the NPPF directs local planning authorities in the direction of the presumption in favour of development.

It is also acknowledged that in making planning decisions, paragraph 49 of the NPPF seeks to direct Local Planning Authorities to reduce the weight that should be applied to policies such as GO15 (in order to meet plan making objectives of ‘*significantly boosting the supply of housing*’ - as directed by paragraph 47 of the NPPF).

However, in line with paragraph 14, it is considered that the adverse impacts associated with developing this site for residential purposes in this instance would not outweigh the positive benefits of increasing housing supply. Indeed, the City Council contends that there is specific guidance within the NPPF namely the loss of valuable open space is unacceptable.

Furthermore, the weight that should be applied to policy GO15 should also be considered in the context of Annex 1 to the NPPF. Paragraph 210 reiterates that planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise. In supporting this approach, the NPPF emphasises the value of the development plan and the role that they play in reflecting the needs and priorities of local people for their area:

*“...it provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities”* (paragraph 1 of the NPPF)

*“...Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities...”* (paragraph 150 of the NPPF)

Although policy GO15 is older than many of the other policies in the development plan, it should not be given limited weight. Indeed, paragraph 211 provides that *“the policies in the Local Plan...should not be considered out-of-date simply because they were adopted prior to the publication of the Framework”*. In giving effect to this, paragraph 215 requires that:

*“due weight should be given to the relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the framework, the greater the weight that may be given”*

On this basis, it is necessary to consider in what way, and to what extent, the policy GO15 is consistent with the NPPF. The policy was saved by way of direction in 2007 by the Secretary of State.

In terms of the extent to which this policy was consistent with the current policy in the NPPF, the thrust of policy GO15 is to protect the site from ‘*built development*’ in order that it can be restored for recreational purposes. The need to retain and protect vital open spaces/recreational land from development in order to support the well being of sustainable communities and promote development of previously developed land is a theme which has continued to be re-stated within the iteration of local planning policy (in the form of policies SP1, H1, EN9 and EN10 of the Core Strategy).

The policies are considered to be up-to-date, having been adopted in 2012, and were judged to be in line with the NPPF at the Examination in public. As such, these policies are based upon the NPPF and consistent with the guidance, particularly sections 8 and 11 of the NPPF.

Section 8 of the NPPF seeks to ‘*promote healthy communities*’ whilst section 11 is to ‘*conserve and enhance the natural environment*’.

Paragraph 109 of section 11 of the NPPF states that the planning system should contribute to and enhance the natural and local environment. In particular, “*protecting and enhancing valued landscapes*”. Paragraph 111 states that “*planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land)*...”

Within the Core Strategy, policy H1 ‘*Housing*’ similarly seeks to promote the re-use of brownfield sites stating that “*90% of residential development will be on previously developed land*” with the emphasis being of the re-use of vacant housing and renewal of existing areas.

Section 8 of the NPPF is dedicated to promoting healthy communities and states within paragraph 73:

*“that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities”*

Paragraph 74 goes on to state that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

This approach to promoting and conserving open space for access by local communities is reiterated within policy SP1 '*Spatial Principles*' of the Core Strategy states that '*the City's network of open spaces will provide all residents with access to recreation opportunities*'. This policy also outlines a number of core development principles that all development in the City should adhere to. This includes making a positive contribution to health, safety and wellbeing of residents together with the protection and enhancement of the built and natural environment (consistent with paragraphs 73 and 109 of the NPPF). The policy also emphasises the re-use of previously developed land wherever possible (consistent with paragraph 111 of the NPPF) along with improving access to open space by being located to reduce the need to travel (consistent with paragraphs 73 of the NPPF).

Policy EN9 '*Green Infrastructure*' of the Core Strategy also seeks to protect open spaces and states that '*new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function*'. The policy goes on to state that where there are opportunities, there should be an enhancement to the quality and quantity of green infrastructure in order to improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Further specific guidance on the need to retain and improve open spaces, sport and recreation facilities is provided within policy EN10 '*safeguarding open space, sport and recreation facilities*'. This policy is consistent with paragraph 73 of the NPPF in that that proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards are maintained, and
  - o it could not fulfil other unsatisfied open space, sport or recreation needs, and
  - o a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;

or

- The development will be ancillary to the open space, sport or recreation facility and complement use or character.

In summary, older policies such as GO15 of the UDP which seek to restrict the supply of housing can, in principle, be inconsistent with the key NPPF objective of '*providing the supply of housing required to meet the needs of present and future*



*generations'* (paragraph 7 of the NPPF) as a function of the social dimension of sustainable development. This, together with the provisions of paragraph 49 (given the City Council does not have a five year land supply) means that the policy could be considered to be out-of-date.

However, as detailed above, the provisions of paragraph 215 of the NPPF require consideration. This allows '*due weight*' to be given to development plans policies to according their degree of consistency with the NPPF. It is considered entirely relevant that weight should be given to saved policy GO15 of the UDP, together with the other policies in the Core Strategy, due to their consistency with the NPPF for the reasons outlined above. In addition, given the strength of the evidence from local residents with regards to the use of the application site as open space for recreational purposes it is clear the policy is still very much relevant and the application site is still a valuable resource to the local community.

### *Loss of open space*

As detailed above, the application space is allocated within the proposal map contained with the development plan as a '*leisure improvement area*' to which saved policy GO15 of the UDP is relevant. Due to the consistency with the aims of the NPPF, substantial weight should be attached to this policy and its objective of protecting Godfrey Erman playing fields from built development. It is considered that the proposal will conflict with this policy together with other policies within the Core Strategy.

Paragraph 70 of section 8 of the NPPF states that planning decisions should '*guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meets its day-to-day needs*'. As details elsewhere within the report, paragraph 74 of the NPPF together with policy EN10 of the Core Strategy states that existing open spaces should not be built upon unless a specific criteria can satisfied, namely that:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;
- or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards are maintained, and
  - o it could not fulfil other unsatisfied open space, sport or recreation needs, and
  - o a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;
- or
- The development will be ancillary to the open space, sport or recreation facility and complement use or character.

The applicant has sought to demonstrate that the proposal is in compliance with this policy through its supporting planning statement. That is that the site is surplus to requirements in both quantitative and qualitative terms and that mitigation can be provided in the form of a commuted sum for replacement facilities.

The application site has had a historical use for sports provision, however, this appeared to cease on a formal basis at some point in the mid 1980s. Following this the application site has clearly become a valuable community asset and is heavily used by the local community which surrounds it for walking and leisure which is in line with the spirit of saved policy GO15.

The 2009 City Wide Open Spaces, Sport and Recreation Study prepared by the City Council identified the application site as natural and semi-natural open space. It should be noted that this document was used to inform the Core Strategy and whilst it was prepared prior to the publication of the NPPF, it was accepted as part of the Core Documents for the Examination in Public for the Core Strategy as being consistent with the objective of the NPPF. The document should therefore be afforded weight in considering this matter.

The open space study concludes that broadly there is sufficient quantity of all types of open space in East Manchester to meet minimum local standards with the exception of outdoor sports facilities and natural open space. This proposal would seek to further diminish natural open space within the East Manchester area.

The applicant states that there is adequate provision in the local area where residents could access semi-natural, amenity space or outdoor sports facilities and therefore the site is surplus to requirements in quantitative terms.

In qualitative terms, the applicant believes that the site is of no real significance in terms of a local asset due to their belief that the site contains only a small quantity of flowers and trees and no formal footpaths. The applicant states:

*“the site represents poor quality natural and semi-natural open space and is the lowest quality example within the immediate locality. The loss of this open space would not result in a detrimental impact on the availability of quality natural and semi-natural open spaces for local residents”.*

The applicant goes on to state that in terms of sports provision, the site does not currently make any provision to the supply of sports provision and in any event local residents have access to nearby facilities at the college.

The assessment prepared by the applicant that the application site is no longer required has been considered in detail. However, it is considered that this assessment has failed to demonstrate that the application site is no longer surplus to requirements. In addition, and as required by policy EN10, no exploration has been given as to whether the application site could fulfil another open space, sport or recreation requirement i.e. would remedy a deficiency in another type of provision.

The starting point for any assessment for the loss of this site is a consideration of the current use of the site. As detailed above, it is currently used as a natural and semi-

natural open space principally by the local residents who live in the local area. From the overwhelming number of representations received as part of this planning application about the use by local residents of the application site, it is clear the area is well used and enjoyed by residents. Indeed, many have commented on the benefits of the site for walking and recreation together on their personal wellbeing and the enjoyment derived from the local wildlife (a key requirement for the Core Strategy and NPPF).

In addition, with regards to the site being of surplus to requirements in qualitative terms, the applicant also believes that the site is of poor quality in terms of its function, and on that basis has justified its loss. However, it is clear from the representations received, from both residents and the statutory consultees (such as GMEU and Neighbourhood Services (Trees)) that there are mature examples of trees and vegetation which are of local significance which add to its overall value.

Furthermore, it is considered that the applicant has not explored whether the site could fulfil another function. In this regard, it is noted that Sport England have raised an objection to this planning application on the basis that the site has the potential to fulfil an alternative outdoor sports function.

The applicant states that as the land is private and has not been utilised for more than 30 years (with no intention of developing the site for outdoor provision). In addition, given the current condition of the site together with the sports provision in the local areas the UDP policy is obsolete.

It is considered that the applicant's position is without foundation and conflicts with the guidance within paragraph 74 of the NPPF and the Core Strategy.

It has already been demonstrated that the UDP is still relevant and consistent with the NPPF and the Core Strategy and therefore weight can be attached to it. In addition, it is not considered that the requirements of policy EN10 and paragraph 74 of the NPPF have been satisfied by the applicant.

Saved policy GO15 states that the site will be protected from built development in order to encourage the re-use of the site for recreational purposes. The 2009 open space study states that there is a deficiency in East Manchester for natural and semi-natural spaces together with outdoor sports provision. The site is clearly well used by the local community for recreational purposes.

Notwithstanding the fact that the site has not been maintained over the years, there are some worthy examples of green infrastructure at the site which will be considered elsewhere within this report which adds to the overall value of the site. Furthermore, the applicant has not tested if the site could fulfil another function instead relying on the provision of nearby facilities to justify the loss of the site. It is clear that the site is of sufficient size that it could contribute to the provision of outdoor sports provision in the area. The land is overgrown and has been allowed to become a semi-natural place, however, there is nothing to suggest that the site would be unsuitable for alternative recreational or outdoor uses.

With regards to fulfilling another role, paragraph 74 of the NPPF does not make any reference to when a site has to be last used, particularly for a playing field. Although the application site has not been used for pitch sport in over the last five years, this does not mean that, as a planning unit, it is no longer viable. It is considered that the applicant has not explored the potential reuse of the site for other sporting purposes.

In addition, it should be noted that there is no distinction between privately and publically available sports provision with paragraph 74 stating that open space, sports and recreation land should not be built upon unless various criteria are complied with. Although the site is not in active sports use, it is capable of being used for that purpose.

Paragraph 73 of the NPPF makes it clear that access to high quality open space and opportunities for sport and recreation is important to the health and wellbeing of communities. The City Council has undertaken a review of its sports provision which is consistent with the provisions of paragraph 73 of the NPPF. Accordingly, policy EN10 is consistent with the provisions of paragraph 74 in that it requires equivalent or better replacement open space, sport or recreation facilities will be provided in the local area or that the site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards are maintained including that it could and not fulfil other unsatisfied open space, sport or recreation needs together with remedy a deficiency in another type of open space, sport or recreation facility in the local area.

The applicant has not proposed any provision of land for replacement provision in the area. However, they have stated that they are willing to make a financial contribution to the Council towards replacement provision. However, this is not considered to be acceptable in the context of the type of provision to be lost in this part of Manchester.

It is considered that the principle of developing the site for housing would not be acceptable in principle. The site is 'greenfield' by definition and given the presumption in favour of developing brownfield site this proposal would be contrary to that approach. In addition, the proposal would result of the loss of the site as a valuable local recreational space. There is substantial evidence for local residents about the use of the site and therefore it cannot be judged to be surplus to requirements both in quantitative and qualitative terms. The unduly harmful impacts in this regard are not considered to outweigh the benefits of increasing the housing supply in this area of Manchester.

### **Material planning considerations**

Whilst the principle of the development is not considered to be consistent with planning policy framework, there are, however, other detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any other unduly harmful impacts that will arise as a consequence of the development:

- Affordable housing;
- Type of residential development;
- Visual amenity;

- Ecology;
- Effect of the development on the local environment and existing residents;
- Effect of the development on the proposed residents;
- Trees coverage;
- Landscaping and amenity space /boundary treatment;
- Impact on the highway network/car/cycle parking;
- Flood Risk/surface drainage;
- Waste management;
- Sustainability;
- Designing out crime;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

### **Affordable Housing**

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy states that there are exemptions to the policy where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The criteria that might qualify development for exemptions that are of relevance in this instance include:

- that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Framework, planning frameworks or other Council approved programmes.
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

The applicant has not presented any viability appraisal in support of their planning application to demonstrate that no affordable housing can be provided at the application site. Had the principle of the development been acceptable, further consideration would have been given to this matter.

### **Residential development - density/type/accommodation standards**

The proposal will provide 170 residential units within the development. This represents a development of 38.7 units per hectare. Policy H1 states that within the inner areas of north, east and central Manchester densities will be around 40 units

per hectare. The proposed development density is therefore consistent with this element of the policy H1.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H4 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. Policies H1 and H4 in particular, place emphasis on increasing the availability of family housing. However, there is a concern about how the units would be arranged which would emphasise an over development of the site.

The proposal will provide the following accommodation schedule:

- Apartments:
  - 6 x 1 bedroom (2 person) (58 sqm);
  - 6 x 2 bedroom (3 person) (59 sqm);
  
- Dwellinghouses:
  - 43 x 2 bedroom (4 person);
  - 50 x 3 bedroom (5 person);
  - 10 x 4 bedroom (6 person);
  - 26 x 3 bedroom (semi-detached);
  - 4 x 3 bedroom (semi-detached);
  - 7 x 3 bedroom (detached);
  - 18 x 4 bedroom (detached);

There is a broad mix of dwellings across the application site which could contribute positively to the housing mix and available standard of accommodation. The applicant has indicated that the properties would be a mix of private rented and market housing. However, it is unclear from the supporting information how this will be split across the site. The emphasis should be on creation of family accommodation for sale and had the application been to approve, this matter would have been considered further with the applicant along with the provision and appropriateness of an apartment block. In this instance, it is not considered that the provision of the housing at the site does not outweigh the loss of the open space as detailed above and consideration must now be given as to whether the proposed density creates a suitable layout that contributes to a sense of place.

### **Visual amenity**

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester SPD and the draft residential design guide, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites in order to create neighbourhoods of choice and a sense of place.

The proposed layout of the development is arranged around a new internal road with proposed means of access from Ackroyd Avenue following the demolition of numbers

10 and 12. The road forks just after the entrance to form two new access roads both of which create a cul-de-sac.



*Proposed layout*

Paragraph 2.26 of the Guide to Development in Manchester SPD states that '*culs-de-sac impose unnecessary constraints on permeability and can aggravate antisocial behaviour and crime*'. As the proposed development only proposes one means of access this, together with the cul-de-sac arrangement of the roads, creates an unwelcoming arrangement that is unattractive in form due to the need to provide numerous turning heads and car parking courts.

The proposed dwellings are arranged around, and are accessed from, the new road network. Paragraph 2.12 of the Guide to Development in Manchester SPD states that '*buildings should present their main face and pedestrian entrance to the main street to contribute to vitality and interest...large areas of car parking should be situated to the rear or side of the building*'. It is noted that there are number of the dwellings that following this arrangement. However, due to the nature of the road layout, together with the shape of the site, there are many instances where the layout of the development is poor, due to the provision of shared surfaces, and therefore the arrangement of the dwellings fails to comply with this guidance and create a positive environment and street scene. This is attributed to the over intensive use of the site.

Plots 18-24, 68-7983-87, 91-117, 119-124 and 156-160 all face onto a shared surface, and not the main street, and have no footpaths thereby no clear definition between public and private space. This is also compounded by the narrowing of the carriageway width in certain locations. This fails to provide a high quality environment in both visual amenity terms nor the pedestrian experience and safety. These spaces are also not defined by any boundary treatment which is discussed elsewhere within this report.

There are also a number of instances where corner plots do not have their side gardens secured which also raises concerns about the definition of public and private space.

In terms of car parking, the general feel across the proposed layout is that hardstanding dominates the layout and the frontages of the dwellings. The draft residential guidance states that '*providing sufficient car parking in an appropriate manner is important in ensuring that the cars do not dominate the street*' (page 87). Plots 14-16, 21-24, 38-42, 62-76, 85, 120-130, 157, 159 and 162- 169 all have car parking to the front of the dwellings. Whilst it is noted that these space are broken up by landscaping, these are small incidental spaces that are likely to suffer from lack of maintenance and will not be robust. The street scene is therefore considered to be poorly defined by hardstanding for car parking together with the lack of boundary treatment and robust landscaping which creates a poor quality appearance to large elements of the site layout. The resulting effect will be a layout which does not contribute positively or enhance the environment which turn will fail to create a sense of place, quality and character.

There are also a number of other plots where the car parking is either provided outside of a defined curtilage or within an unsecured car parking court. These plots include 17-18, 23-24, 43, 54-56, 68-69, 74-75, 79, 82, 87, 115-117, 142, 147-150, 160-161 and 170. This arrangement means that the hardstanding for the car parking is not within a secure curtilage and therefore it is unclear if it private or public space. In addition, there are visual amenity implications from the hardstanding associated with this arrangement together with lack of natural surveillance and security of these spaces.

Indeed, Design for Security have particular concerns with regards to the layout of the development with regards to the lack of security to the car parking spaces, in particular, that some of the parking is not within secure curtilages (due to lack of boundary treatment and siting of the plots). They have also expressed particular concern about the inadequacies of the car parking courts within the Crime Impact Statement:

*"The small rear parking courts to part of the scheme (to the rear of plots 8-11, 53-56, 115-118 and 147 -150) create hidden areas to the rear of the dwellings where criminals could attack parked vehicles and the rear of the properties unseen from the street...it is highly recommended that these areas are removed from the scheme and the parking space are relocated to be within the front curtilages of the properties where they can be well overlooked from the street and the dwellings themselves".*

There is also concern about the arrangement for plots 141-144. These plots do not face the internal access road but a shared surface that also has a pedestrian footway to the cycle link to the south. The car parking spaces for plot 142 is not within the secure curtilage and again there is no adequate boundary treatment defining the plots and securing the car parking. In addition, there is concern that these properties are particularly vulnerable due to the provision of the pedestrian link. Design for Security within the Crime Impact Statement remark:



*“the properties/parked vehicles immediately adjacent to the proposed pedestrian link to the south of the site (plots 141-144, which) provides an easy access/escape route for criminals to utilise, are perhaps more exposed and susceptible to unauthorised access, anti-social behaviour and criminal damage that those within the heart of the scheme’.*

This is as a direct consequence of the inadequate layout in that the dwellings do not front the main street and do not have robust boundary treatment all of which is as a result of the over intensive use of the site which creates a poor quality environment which is harmful to the visual amenity of the area and creation of a sense of place. There also needs to be a clearer strategy for how a development of this nature integrates with the surrounding cycle network and residential areas and the solution shown at this point of the layout is not considered to be adequate and creates harmful issues.

In terms of the apartment block, its siting at the end of the cul-de-sac, together with its relationship with the access road, means that it has a poor quality relationship with the street scene. The car parking associated with this element is split across two parking areas which provide the sense of car parking surrounding the building with the remainder of the curtilage being incidental open space that does not really have a purpose and provide not outdoor amenity space benefits. The resulting effect is a poor quality development in the street scene which would be harmful to visual amenity and creation of a high quality place.

With regards to height and scale of the proposed development, policies SP1, EN1 and DM1 of the Core Strategy together with the SPD advises that new buildings should be designed to respond to their surrounding context. The proposed dwellings are two storey in height and given they are a mixture of property types vary in form and style. Given the surrounding context to the application site is a mixture of two storey semi-detached properties and terraces, it is considered that the scale of the dwellings would be appropriate in this context.

The apartment block is three storeys in height. Its position at the end of the cu-de-sac means that there are no unacceptable residential amenity implications as a result of the scale of this building. However, it does appear to be at odds with the form and character of the rest of the development and does not appear to respond positively to the street hierarchy of any junction. Had the principle of the development been considered to be acceptable, further consideration would have been given to the appropriateness of an apartment block at the application site in terms of scale and position in the street scene together with whether it would have been more appropriate to provide family dwellings.

With regards the appearance of the dwellings, it is proposed that they are of a traditional appearance being of brick construction and, depending of the house type, there are a variety of roof types (gables and pitches) and elevational features throughout the scheme which provides a wide variety of scales and appearances thus providing interest in the street scene. Nevertheless, it is not considered that the acceptable appearance of the dwellings outweigh the harm that will cause from developing the open space together with the inadequacies with the layout of the site.

Overall, it is considered that the site layout represents an over intensive use of the site as a result of the siting, layout of the dwellings together with car parking and lack of definition between public and private spaces. Whilst the scale and appearance of the dwellings appears to sit well within the existing context this does not outweigh the harm that would arise as a result of the layout in terms of a poor quality street scene which would comprise safety and fail to create a sense of place.

As directed by paragraph 64 of the NPPF, poor design that fails to take the opportunity for improving character and quality should be refused. In addition, the proposal is therefore contrary to the provision of the policies SP1, EN1 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD and the draft residential guide. It is therefore recommended that these concerns form part of the reasons for refusal of this planning application.

## **Ecology**

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The report concludes that there are no statutory designations located within 2 km of the application site and as such there will be no impact in this regard. There are, however, numerous local nature reserves within 10 km of the site, these are Compstall nature reserve (SSSI), Hollinwood Branch Canal (SSSI), Huddersfield narrow Canal (SSSI) and Rochdale Canal (SSSI). There are also 6 biological sites of interest (SBI) within 2km of the site, the closest being Grassland opposite Kings Road Farm SBI approximately 320 km to the east of the site.

In terms of the impact on existing habitats, the application site contains numerous semi-mature trees and dense scrub the majority of which exists around the perimeter of the application site and scattered through the site. The ecology report also considers that the majority of the application site is a semi-improved grassland which contains a number of plant species. There are also two small areas of amenity grassland in the north west corner. A small pond has been identified within the woodland to the east of the site. The pond has approximately 10 cm of standing water and no aquatic or marginal plants.

With regards to amphibians, the ecology report acknowledges that the rough grassland, scrub and woodlands have the potential to provide habitats. However, the land is unlikely to support species such as the great crested newt due to the lack of aquatic vegetation. In terms of bats, a number of species of bat were recorded within 2 km of the application site and a pipistrelle roost is also present adjacent to the site. In addition, the site has potential to support foraging and commuting bats along the tree line. The woodland and scrub in particular will support an array of invertebrates which will in turn support bats.

The report has identified that there are a number of semi-mature/mature trees, particularly along the southern boundary of the application site which have the

potential to support roosting bats. In addition, number 10 and 12 Ackroyd Avenue requires further investigation to establish if the building has any potential roosting features for bats.

The invasive species of Japanese Knotweed has been found to be present along the northern boundary of the application site.

The Greater Manchester Ecology Unit (GMEU) have carefully considered the findings of the applicants ecology report. GMEU acknowledge that there is some local ecology value to the site as a semi-natural greenspace connected to other blocks of green space. The ecological value of the site is also evident from the information submitted within the representation of objection to this application from local residents. This demonstrates that a wider variety of flora and fauna exists at the site which is highly valued by the local community that use and enjoy the application site for recreational purposes.

The proposed development would remove the existing trees and grassland in it's entirety from the development site with the exception of a modest number of trees along the southern and north eastern boundary. This will inevitable harm much of the existing habitats and ecology which is present at the site. Indeed, GMEU contend that efforts should be made to retain as much of the tree line along the southern boundary of the site adjacent to the cycle path. This would allow a retained and mature landscape connection to be maintained in this location which is particularly important for bat roosts.

Whilst there will be a degree of harm to the ecology at the site as a result of the removal of the habitats, it is not considered that this harm would be to the extent that it should form part of the reasons for refusal. The application site is of no more than local significance in terms of ecology value, and in line with the requirements of policy EN15 of the Core Strategy, had this planning application been considered positively further consideration would have been given to the extent the existing landscape could have been incorporated into the proposal in order to preserve and enhance the existing habitats. The matter of the visual amenity and green infrastructure value of the trees at the application site is considered within the 'tree coverage' section of this report.

It would have been necessary to ensure that all the trees at the application would have been surveyed prior to any removal in order to be inspected for the possible presence of bats. A similar approach would have been taken in respect of 10 and 12 Ackroyd Avenue.

Furthermore, the removal of the trees in bird nesting season would have been prohibited and there would have been a requirement to prepare a method statement for the control of the Japanese Knotweed. Finally, consideration would have been given to possible biodiversity improvements in mitigation of the lost vegetation at the application site in line with policy EN15 of the Core Strategy.

### **Effect of the development on the local environment and existing residents**

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents together with creating places that make a positive contribution to neighbourhoods of choice by creating well designed places. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three main impacts associated with this development, whether there is:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

The relationship of the proposed dwellings to the surrounding properties ensures that there are no incidences of overlooking resulting in a loss of privacy. There are adequate privacy distances maintained between plots 142-160 to numbers 5-31 Underwood Close with the distances created in excess of 21 metres. There is a gap of 11 metres and 18 metres respectively to numbers 8 and 7 Violet Street. It should be noted that these are gable ends with any overlooking have to be at oblique angles. Plots 162 to 170 have a privacy distance in excess of 21 metres to 1 and 8 Coram Street. With regards to the properties along Ackroyd Avenue, plots 1 to 17 have a privacy distance in excess of 28 metres.

The distances between the proposed plots, and those within the surrounding area, will ensure that there are adequate gaps between them. This will ensure that there are no overbearing or over shadowing effects which could give rise to disamenity.

Whilst there is no doubt that there will be a change in outlook and loss of character (the latter of which is discuss elsewhere within this report) for the existing properties, it is not considered that there would be a loss in privacy or a sense of overbearing or overshadowing to the existing properties which would given rise of any harmful impacts on residential amenity.

The creation of 170 residential units at the application site will, however, create additional comings and goings in the local area, particularly along Ackroyd Avenue as a consequence of the position of the means of pedestrian and vehicular access on the site of 10 and 12 Ackroyd Avenue. As there is only one proposed means of access into the site this will have to accommodate all the activity associated with the development. Currently, the site is used as a recreational space with the main means of access from the cycle path to the south off Underwood Close. As such, the noise and disturbance that will be created will not be commensurate with the current use of the site and the demolition of 10 and 12 Ackroyd Avenue, to create the means of access, will inevitably create an uplift in activity along this road relative to the existing conditions.

Ackroyd Avenue is a short cul-de-sac of 44 properties. The provision of a means of access to 170 dwelling houses at the western end of Ackroyd Avenue will concentrate the noise and disturbance associated with the comings and goings from this development in this location making it particularly noticeable to the occupants of the residential properties along this road. The noise and disturbance associated with

additional vehicle movements, engines, lights and pedestrian will be particularly acute to the residents surrounding the entrance along Ackroyd Avenue and Abbey Hey Lane which is considered to be unduly harmful to their residential amenity. The transport statement outlines that there will be an additional 83 two way movements at peak times. Given the current recreational nature of the site, with no means of vehicular access, it is considered that the noise and disturbance from these comings and goings will be particularly harmful to residential amenity.

It should also be noted that there are several parking courts throughout the development. Two of the courts (for plots 8-11 and 147-150) are situated adjacent to the rear gardens of 24-28 Ackroyd Avenue and 23 to 27 Underwood Close. The comings and goings from within these areas will be concentrated and together with raised voices and car lights and engines, the noise and disturbance will be particularly noticeable for these properties which, given the current recreational use of the site, will be detrimental to their amenity.

There is also likely to be greater usage of the surrounding footways and cycle path which could generate noise and disturbance which would affect both the properties along Ackroyd Avenue and Underwood Close.

Overall it is considered that whilst there is no unacceptable impacts as a result of the development on the surrounding properties as a result of loss of privacy or any overbearing or overshadowing impacts, there are unduly harmful impacts associated with the increased comings and goings from the application site which will impact negatively on existing surrounding residential amenity. This is contrary to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP as the proposal fails to preserve existing residential amenity. These adverse impact are not outweighed by the benefits of developing the site for housing given the clear conflict with the development plan policies and the need to secure a good standard of amenity existing residents (as required by paragraph 17 of the NPPF). On this basis, it is recommended that this forms part of the reasons for refusal of this planning application.

### **Effect of the development on the proposed residents**

#### **a) waste management**

A major residential development of this nature will generate a significant amount of waste which will need to be managed. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

The applicant has submitted a waste management strategy in support of their planning application. This states that the proposal will provide 240 litre wheeled bin and separate recycling containers for each house together with an appropriate number of 1100 litre wheeled euro bins for each apartment. The applicant has not sought to calculate the specific number of bins that will be required. Had this planning application been recommended for approval, a condition of the approval would have sought further information in this regard to ensure that an adequate number of refuse receptacles would be provided at the development site.

Each property will store their bins towards the rear of their curtilage with the apartment block having its own dedicated refuse area. The bins would then be moved onto the footway on collection day. This arrangement is considered to be acceptable.

b) Acoustic insulation

The proposal involved the creation of a large scale residential development within an existing neighbourhood. In addition, to the south of the application site is the Wright Robinson Sports College together with the mainline railway approximately 150 metre to the north of the application site. Environmental Health consider that it would be necessary for any residential development at the application site to be acoustically insulated against these noise sources in order that there are no unacceptable impacts on residential amenity. Had the application been recommended for approval, this requirement would have been a condition of any planning approval in line with policy of the Core Strategy and saved policy DC26 of the UDP.

### **Trees coverage**

There are 37 individual trees at the application site and 18 group of trees. In terms of the trees quality, there are 3 category A trees (*Trees of High Quality*), 21 category B trees (*Trees where retention is desirable*), 12 category C trees (*trees which could be retained*) and 1 category U tree (*Trees of such a condition that they cannot be realistically retained*). With regards to the group trees, there no category A groups, 1 category B groups and 17 category C groups.

The tree coverage is principally around the perimeter of the site and provides a significant buffer for the existing residential properties and the College grounds to the south together with contributing the character and visual amenity of the area.

Policy EN9 states that new developments will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The policy goes on to state that the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The need to retain trees and existing landscapes is reiterated within paragraph 2.38 of the Guide to Development in Manchester SPD which states that '*new development will fit more easily into their surroundings if they incorporate existing landscapes, and there will be a presumption to retain existing trees and planting with a high amenity and ecological value*'

The proposed development will involve the removal of 15 category C groups and the category B group together with the removal of 9 individual category B trees, 5 individual category C trees. The remainder of the trees will be retained which

includes a series of category B trees along the southern aspect (T7, 8, 9, 12 and 13) of the site and the category A trees. The loss of the tree coverage is proposed in order to facilitate the laying of the development including the new access road.

Neighbourhood Services have assessed the extent of the tree removal at the site. This assessment concludes that the site contains some important trees that are in early maturity, of good quality and of important visual amenity value for the surrounding properties. Whilst Neighbourhood Services acknowledge the retention of some of the more important trees along southern boundary, however, there is real concern that the extensive loss of the tree coverage at the application site will be harmful in both quantitative and qualitative terms.

Whilst the removing of some of the tree coverage associated with a development is inevitable, in this instance there is a clear conflict with policy EN9 and the SPD in that the development proposal fails to maintain the existing green infrastructure in its quantity, quality and function. The extensive tree removal will remove a high quality green buffer around the application site which provides a suitable boundary to the existing residential properties and helps mark the transition to the surrounding landscape. These trees, particularly to the south of the application site, in terms of their quality and quality, provide a positive aspect to the site in visual amenity terms. The modest trees retention on the south boundary is not sufficient to provide a visual link/buffer and there is a clear failure of the development proposal to enhance the green infrastructure at the application site.

The proposal therefore fails to comply with policies EN9 and DM1 of the Manchester Core Strategy in that the proposal will remove significant amount of tree coverage at the application which is harmful to the setting and visual amenity of the area and the performance and function (in both quantitative and qualitative terms) of the green infrastructure. On this basis, it is recommended that this forms part of the reasons for refusal of this planning application.

### **Landscaping and amenity space /boundary treatment**

Policy DM1 of the Core Strategy requires that green infrastructure including open space (both public and private) is a key consideration in the determination of planning applications. Further detail in this regard is provided by the Guide to Development in Manchester SPD which outlines the need for high quality public realm and together with creating a sense of place and spaces having purpose.

The means of access to the development site is marked by an existing tree landscape which will soften the entrance to the site. Following the demolition of 10 – 12 Ackroyd Avenue, soft landscaping in the form of new trees an amenity grass will be created along side the access. It is unclear from the submitted information how this space will be maintained as it does not form part of the curtilage of any properties.

There are further areas of incidental open space created to the front of plots 142-144 which also provides the pedestrian access to the cycle path and Underwood Close. It is unclear how this area would be maintained.

The arrangement of the dwellinghouses around the access road sees a number of driveways created which lead to car parking spaces directly at the front of the dwellings and where parking is provided to the side, there are front gardens. Where parking is to the front, some landscaping has been introduced to break up the hardstanding. The balance of car parking to soft landscaping will be considered elsewhere within this report.

Private rear gardens are created for the new dwelling houses. These vary in size depending on the property type. In line with paragraph 10.9 of the Guide to Development in Manchester, it is considered that the amenity spaces provided would allow the residents to enjoy useable private amenity space and the size of the spaces appear to be consistent with the character of the area. In addition, it is considered that the gardens will allow a place for children to play, outside storage, drying of the clothes and a place to relax.

It is unclear from the information provided what provision there is in terms of amenity space for the apartment block. There appears to be incidental open space around the perimeter of the block but not a space that could be used for the purposes described above.

Notwithstanding this, it is considered that such suitable gardens are only achieved through the provision of a large number of the plots having car parking to the front or the provision of car parking courts due to the number of dwellings which are being provided at the site together with their arrangement around the internal access road. These particular matters are considered to be harmful to the visual amenity and sense of place at the application site and are considered in detail elsewhere within this report.

In terms of boundary treatment, the rear gardens of the plots are divided and afforded privacy from one another by the provision of 1.8 metre high timber screens. This arrangement is considered to be acceptable. At the front of the properties, no boundary treatment is proposed. This includes no provision of access gates to secure driveways or the parking courts.

Paragraph 2.16 of the Guide to Development in Manchester SPD states that *'the impact of site boundaries can be significant and must be taken into account and incorporated into the design of the new development...well designed new treatment such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment'*.

Paragraph 2.19 goes on to state that *'developments should have a clear edge'* with the boundary walls creating this. The guidance goes on to state that *'street design should help create the clear definition identifying public areas whilst marking and protecting private spaces'*.

The need to provide *'safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space'* is a key requirement of paragraph 69 of section 8 of the NPPF.



The lack of any boundary treatment to the front of the dwellings, driveways, parking courts and around the apartment block creates a poor quality environment in visual amenity terms together with compromising the security of the plots. There is no clear division between the public and private space which provides a low quality public realm and does not reinforce the setting of the dwellings or the apartment block. Over time, this arrangement could further diminishes through lack of maintenance.

In terms of proposed soft landscaping, there is limited information in this regard. The site plan shows provision of 63 individual trees together with the retained trees. There is no information on the type and maturity of these replacement trees. The provision of the replacement trees is predominately within the front gardens of the new dwellings through the layout. However, there is concern that this proposed tree replacement is not comparable, in both quantitative and qualitative terms, with the type, visual quality and maturity of substantial amount of trees that will be lost at the application site. In addition, there is not provision throughout the development of any type of hedges or other soft landscaping in order to contribute to the visual amenity of the development, creation of a high quality environment or improve the biodiversity and ecology of the development in mitigation of the green infrastructure that would be lost.

The proposed landscaping scheme is therefore considered to be inadequate in that it would fail to take account of the important role that trees and landscaping can play in new developments as per the requirements of paragraph 2.36 of the Guide to Development in Manchester SPD which states that '*sufficient space should be allowed for on site planting, which should be of a stature and species appropriate to the character and context of the development*' and policies EN9 and DM1 of the Core Strategy.

Overall, whilst the private amenity space for the dwelling is comparable with the local context, this is only achieved through the creation of a poor quality layout in terms of road layout, position of car parking and lack of boundary treatment and definable front curtilages. In addition, there is inadequate quality and quantity of landscaping to mitigate against the trees to be lost which would mitigate against the harmful impacts from the loss of the mature tree coverage and contribute positively to the biodiversity of the application site. The proposal is therefore contrary to the provision of policies SP1, EN9 and DM1 in this regard as it fails to enhance the natural and built environment together with failing to create a well designed place that enhances or create character. On this basis, it is recommended that this forms part of the reasons for refusal of this planning application.

### **Impact on the highway network/car/cycle parking**

Policy SP1 of the Core Strategy states that new developments will maximise the potential of the City's infrastructure, in particular promoting walking, cycling and use of public transport. Policies T1 and T2 go on to state that there will be modal shifts away from the car and to locate new development that are accessible by walking, cycling and public transport in line with SP1. Policy T2 also states that new developments should provide adequate car parking provision for their needs. The need to assess traffic generation and road safety is a key consideration with policy DM1.

A transport statement has been prepared in respect of this planning application which considers the sustainability of the location of the application site, in terms of proximity to public transport, together with an assessment of the impact of the proposal on the local highway network.

In terms of the proposals impact on the local highway network, the applicant has prepared modelling to assess the ability of the local highway network to accommodate the traffic that is anticipated to be generated by this development. This assessment includes consideration of a number of junctions nearby. This assessment has been reviewed by Highway Services together with TfGM.

The development is expected to generate 83 peak hour two way trips. In addition, the analysis has specifically assessed the capacity of the Abbey Hey Lane/Ackroyd Avenue and Capital Road/A635 Ashton Old Road junctions. It has been concluded that the traffic distributions have been calculated correctly and that the modelling associated specifically with the junctions is sound and the impact is not anticipated to be significant.

It is noted that a number of local residents have raised concern that the transport assessment does not cover a wider number of junctions in the local area together with the impact of addition traffic on the local highway network. In addition, residents have sited that there is a high level of car parking in the area which reduces road widths and therefore compromising road safety.

Highway Services have specifically reviewed these concerns and have stated that given the anticipated generated flows from the development are expected to be low, modelling of additional junctions would be unlikely to change the overall conclusion of the transport assessment that the local highway network could accommodate the traffic generated from the 170 residential units with there being no significant impact on the existing network capacity.

Notwithstanding this, it should be noted that no accident analysis has been prepared within the transport assessment. This would highlight any trends in accidents in the vicinity of the proposed development. Highway Services have reviewed the accident history available to them and this has not recorded any accident history in the area. They have concluded that the presence of kerb side parking may actually in fact be keeping vehicle speeds low and therefore reducing the number of accidents in the local area.

However, there may be incidents that are not reported or recorded. In order to take account of this, had this application been recommended for approval, a detailed accident report would have been requested from the applicant. Furthermore, it is also considered that it would have been necessary to secure mitigation in the form of a raised table at the junction of Abbey Hey Lane/Ackroyd Avenue to raise the profile for pedestrians crossing and encourage lower vehicle speeds. This would have the effect of discouraging parking close to the junction which may affect vehicle sight lines. In addition, it would also have been necessary to raise the profile of the roundabout island and amend kerb lines at Abbey Hey Lane/Capital Road/Holmepark Road to encourage slower vehicle speeds and improve sight lines. Such mitigation

would have been secured by either planning conditions or a package of section 106 obligations.

In terms of the sustainability of the development to public transport, the applicant has sought to highlight the proximity to bus routes and other means of transport. TfGM have questioned the analysis in this regard and have stated that the sustainability of the application site is reduced due to the walking distances involved to the nearest train stations together with the frequency of rail and bus services. Nevertheless, the overall sustainability of the site could be improved and a series of recommendations have been made in this regard. These include measures to encourage walking and cycling by ensuring that the pedestrian and cycle environment throughout the layout is optimised together with creating further links to the cycle network to the south of the application site.

In addition, measures to improve the infrastructure and facilities at the application site, in order to encourage future residents to travel by sustainable modes, is considered to be a vital element of ensuring a development like this is sustainable. This should include adequate cycle storage within the development (of which there is currently none) together with the provision of two further bus stops (on Abbey Hey Lane close to the junction with Ackroyd Avenue which would mean that any future occupants of the development would be able to access a bus service between Stockport and Ashton Under Lyne.

A draft travel plan has been prepared in respect of this proposal and had the principle of the development been considered to be acceptable further consideration would have been given to this matter and mitigation in line with the above would have been secured and incorporated into this document.

With regards to the suitability of the layout of the development in terms of highway and pedestrians safety, the proposal seeks to create a new means of access from Ackroyd Avenue following the proposed demolition of 10 and 12 Ackroyd Avenue. This will lead to a carriageway measuring between 5.05 metres narrowing to 4.5 metres in width in some instances arranged as a cul-de-sac which terminates at the apartment block.

Highway Services have stated that there is no maximum length for an internal access road. However, they have recommended that there is provision for two means of access into the application as this would ensure optimum flows of movement around the site. This one means of access, together with a cul-de-sac arrangement compounds the lack of permeability through the site. Highway Services have commented that if two access points are not possible, then a road circuit should be created together with a carriageway of 5.5 metres and footway widths of 2 metres in order to ensure maximum flows for vehicles and pedestrian throughout the estate.

Indeed, to plots 16-24, 66-78 and 92-116 there are no pedestrian footways serving these plots which means that pedestrians and using the same space as vehicles. This arrangement, in particular, creates a very poor pedestrian environment which is contrary to policy DM1 and paragraph 2.19 of the Guide to Development SPD which states that '*footpaths...should be designed to provide routes that are understood and respected by both users and others and safety should be a priority in their design*'..

The inadequacy of the road and footway widths, together with the cul-de-sac arrangement, supports the concerns outlined above about the poor quality layout of the development which does not create a positive sense of place.

With regards to the suitability of the means of access from Ackroyd Avenue, limited information has been provided in this regard. Further details have been recommended by Highway Services in order to establish that there adequate visibility splays. This would also need to be supported by a stage 2 safety audit to ensure that all elements of the highway layout are safe. It is also anticipated that a development of this nature would require the provision of Traffic Regulation Orders (TROs), in the form of junction protection restrictions, and the inclusion of the existing Abbey Hey 20mph speed limit zone and traffic calming measures, which would all need to be funded and implemented by the applicant.

It is considered that there are inadequacies associated with the means of access and carriageway as a result of its layout or limited detail. Whilst it is not considered that there is a highway or pedestrian safety reason to refuse this applicant, these matters contribute to the lack of a sense of place and positive and comfortable environment for the occupants of the development.

In terms of car parking, it is considered that there is sufficient car parking to serve the development site. There is 100% car parking available for the apartment block together with a driveways (in some cases accommodating up to two car lengths) for each of the residential properties. The driveway sizes appear to comply with the requirements of Highway Services, however, some of the shorter driveways would require further consideration and there are several instances across the site layout where the hardstanding of the car parking dominates the site frontage harming the visual amenity of the development. Furthermore, there are instances where it is unlikely vehicles could access/egress the car parking space in a forward gear.

As detailed above, there are no details regarding cycle storage at the dwellings or for the apartments. This is an important requirement in order to promote alternative travel choices for a development of this nature and to take advantage of the nearby cycle routes. Had the principle of the development been acceptable this matter would had been considered further with the applicant.

In terms of refuse collection, limited details have been provided in this regard. Further details would be required to demonstrate how the City Council's standard 11 metre refuse vehicle would be able to manoeuvre in/out of the new access road.

Overall it is considered that the traffic generated by 170 residential units at the application site would be able to be accommodated within the capacity of the local highway network. Mitigation measures would have been secured if the principle of the development had been acceptable in order to ensure that the means of access and vehicle and pedestrian environment beyond the application site was safe together with delivering key elements of infrastructure to improve the overall sustainability of the site and ensure access to public transport, walking and cycling.

Notwithstanding this the road layout, footways and car parking does not promote an adequate sense of place and offers a poor quality environment for pedestrians and the overall visual amenity of the application site. This is considered in further detail elsewhere within this report.

### **Flood Risk/surface drainage**

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek to minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

Had the recommendation been to approve this proposal, this would have been a condition of any planning approval.

### **Sustainability**

Policy DM1 states that residential developments will be expected to satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The Code for Sustainable Homes has now been revoked and the applicant has not provided any details in respect of how they intend to meet sustainability standards and reduce the energy demands from the building. Had the principle of the development been considered to be acceptable, further details would have been obtained from the applicant in this regard.

### **Designing out crime**

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The CIS raises a number of areas of concern, some of which have been discussed elsewhere within this report. These concerns are:

- the lack of robust boundary treatment resulting in lack of definition between the public and private spaces and around the apartment block;
- exposure of some of the dwellings to the cycle path to the south;
- provision of unsecured parking courts which increases the potential for anti-social and criminal behaviour;

It is considered that the development has failed to adequately design out crime which is attributed to the poor layout of the development. The proposal therefore fails to comply with policies SP1 and DM1 in this regard.

### **Ground conditions**

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health and the Environment Agency. They have recommended that further consideration be given to this matter, including preparation of a remediation strategy.

Had the recommendation been to approve this proposal, this matter would have been a condition of any approval.

### **Construction management**

In order to minimise the impacts of the construction process on surrounding residential properties, it is necessary to consider a construction management plan. No information has been provided in respect of this matter including construction compounds, routing strategies, dust suppression measures, site security etc. Had the principle of the development been acceptable, a condition of the planning approval would have been consideration of these matters.

### **Permitted Development**

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

Had the principle of development been acceptable, together with other matters relating to layout and visual and residential amenity, it would have been recommended that a condition of the approval should have clearly defined that the

residential units under were permitted under C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. It is considered that this would have been necessary to protect a development of this nature together with its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

It is considered it would have been appropriate for the development to benefit from permitted development rights in terms of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (GPDO) Order (2015). However, it would be considered appropriate to remove the rights associated with boundary treatment under Part 2 of Schedule 2 in order to preserve the visual character of the development.

### **Conclusion**

The proposal will result in the loss of a valuable piece of open space which contributes to the well being of the local community. In addition, the proposal would represent an over intensive use of the application site resulting in a poor quality layout which would fail to integrate successfully into the local neighbourhood. Furthermore, there would be an unduly harmful impact on residential amenity as a result of the increase in comings and goings from the application site together with a loss of green infrastructure.

**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 Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning, Building Control & Licensing 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. She believes that any restriction on these rights posed by the refusal of the application is proportionate to the wider benefits of refusal and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation      REFUSE**

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning

application. The proposal has failed to respond to the policies within the development plan and therefore the development is considered to be unacceptable and therefore recommended for refusal in a timely manner.

### **Reason for recommendation**

1) The proposal to create a residential development will result in the loss and harm to a locally significant and valued area of open space and local landscape by built development. This would diminish the recreational value of the site which would therefore be unduly harmful to the recreational, health and wellbeing needs of the local community. The site is not considered to be surplus to local requirements in quantitative or qualitative terms and there has been no consideration of alternative uses of the site that would fulfil an open space, sport or recreational function. The proposal is therefore contrary to saved policy GO15 of the Unitary Development Plan for the City of Manchester (1995), policies SP1 and EN10 of the Manchester Core Strategy (2012), the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

2) The creation of 170 residential units at land known as Godfrey Erman playing fields would represent an over intensive use of the site by reason of the proposed density, resulting layout including provision of shared surfaces and over dominance of hard surfaces for car parking (some of which is remote from dwellings). In addition, there is a lack of permeability through the site due to a cul-de-sac arrangement together with poor quality treatment and definition of public and private spaces. This will create a low quality neighbourhood, erode local character and fail to integrate successfully into the local area. As such, the proposal will be unduly harmful to the visual amenity of the site and fail to create a sense of place and neighbourhood of choice. The proposal is therefore contrary to policies SP1, H1, H4, T2, EN1 and DM1 of the Manchester Core Strategy (2012), the Guide to Development in Manchester SPD (2007), the draft residential guide (2016) and the National Planning Policy Framework and National Planning Policy Guidance.

3) The creation of 170 residential units at land known as Godfrey Erman will result in excessive noise and activity from 'comings and goings' due to the increase in level of traffic and pedestrian movement in the local area associated with development, particularly from the activities along the new access road and within the parking courts. This will be unduly harmful to the surrounding residential amenity, particularly those properties located along Ackroyd Avenue and Underwood Close. The proposal is therefore contrary to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework and National Planning Policy Guidance.

4) The creation of 170 residential units at land known as Godfrey Erman will result in the excessive loss of green infrastructure in the form of trees, particularly along the southern boundary of the development. These trees provide a mature boundary to the site and are considered to be high quality in visual amenity terms. The proposed mitigation is inadequate in both quantity and quality and will fail to preserve the setting and character of the site and the local area. The proposal is therefore contrary to the provisions of policies SP1, EN9 and DM1 of the Manchester Core



Strategy (2012) and the National Planning Policy Framework and National Planning Policy Guidance.

### **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: 112196/FO/2016/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

The Ramblers Association  
Sustrans Planning Liaison Officer  
Greater Manchester Police  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Greater Manchester Ecology Unit  
Sport England  
Abbey Hey Residents Committee  
Abbey Hey Residents Association  
Tameside Metropolitan Borough Council

A map showing the neighbours notified of the application is attached at the end of the report.

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

Unknown  
Cranbrook Street, Ashton  
13 Underwood Close, Abbey Hey, Manchester  
14 Searby Road, Gorton, Manchester  
29 Underwood Close, Abbey Hey, Manchester  
5 Hobson Street, Manchester  
\*\* Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
Unknown  
21 Kenyon Street, Manchester, M18 8SH  
10 Harrop Street, Abbey Hey, Gorton, Manchester, M18 8RW  
13 Burstead Street, Abbey Hey, Gorton, Manchester  
357 Abbey Hey Lane, Abbey Hey, Manchester  
4 Gibson Avenue, Manchester, M18 8TS  
201 Abbey Hey Lane, Manchester, M18 8TN  
97 Abbey Hey Lane, Manchester, M18 8TJ  
33 Ackroyd avenue, Abbey hey, Manchester, M18 8TL  
Is this an objection?

19 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
8 Green Fold, Manchester, M18 8RJ  
107 Boothdale Drive, Manchester, M34 5JU  
97 Abbey Hey Lane, Manchester, M18 8TJ  
156 Abbey Hey Lane, Manchester, M18 8TH  
21 Ackroyd Avenue, Manchester, M18 8TL  
18 Ackroyd Avenue, Manchester, M18 8TL  
34 Fairway View, Audenshaw, Manchester, M34 5YT  
29 Boothdale Drive, Manchester, M34 5JU  
52 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
99 Abbey Hey Lane, Manchester, M18 8TJ  
91 Boothdale Drive, Manchester, M34 5JU  
32 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
29 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
30 Ackroyd Avenue, Abbey Hey, Gorton Manchester, M18 8TL  
65 Sandown Street, Abbey Hey, Manchester, M18 8SB  
97 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
10 Louvaine Close, Gorton, Manchester, M18 8SJ  
107 Abbey Hey Lane, Manchester, M18 8TJ  
99 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
Unknown  
30 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
30 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
295 Abbey Hey Lane, Abbey Hey, Manchester M18 8RH  
44 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
23 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
97 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
23 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
197 Abbey Hey Lane, Abbey Hey, Manchester M18 8TJ  
15 Ackroyd Avenue, Abbey Hey, Gorton Manchester, M18 8TL  
52 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
14 Searby Road, Gorton, Manchester  
8 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
22 Ackroyd Avenue, Abbey Hey, Gorton Manchester, M18 8TL  
26 Ackroyd Avenue, Abbey Hey, Gorton Manchester, M18 8T  
30 Kings Close, Abbey Hey, Manchester  
71 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
97 Abbey Hey Lane, Abbey Hey, Manchester M18 8TJ  
St Paul's with St John's United Reformed Church, Abbey Hey, Manchester  
255 Abbey Hey Lane, Abbey Hey, Manchester M18 8XL  
255 Abbey Hey Lane, Abbey Hey, Manchester M18 8XL  
107 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
107 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
107 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
8 Kenyon Street, Manchester, M18 8SF  
29 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
36 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
36 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
17 Underwood Close, Manchester, M18 8UY  
Unknown

41 Jetson Street, Abbey Hey, Gorton Manchester, M18 8SX  
29 Underwood Close, Manchester, M18 8UY  
111 Abbey Hey Lane, Abbey Hey, Manchester M18 8XL  
27 Underwood Close, Manchester, M18 8UY  
Unknown  
33 Mellor Street, Droylsden, Manchester, M43 6ER  
69 Boothdale Drive, Audenshaw, Manchester  
16 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
109 Drive, Audenshaw, Manchester, M34 5JU  
111 Abbey Hey Lane, Abbey Hey, Manchester M18 8XL  
5 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
14 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
Unknown  
15 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
5 Annable Road, Abbey Hey, Manchester, M18 8QR  
30 Boothdale Drive, Audenshaw, Manchester  
20 Elsham Gardens, Gorton Manchester, M18 7DL  
17 Fleet Street, Gorton Manchester, M18 8TE  
1 Fowler Avenue, Manchester  
19 Swanhill Close, Gorton, Manchester, M18 8TR  
44 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
61 Longford Street, Abbey Hey, Gorton, Manchester, M18 8QQ  
56 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
95-97 Woodhead Road, SK13 1HR  
11 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
10 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
1 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
20 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
**5 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL**  
5 Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
11 Booth Road, Audenshaw, Manchester, M34 5QA  
Unknown  
44 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
94 Clarendon Road, Manchester, M34 5SE  
2 Audrery Avenue, Abbey Hey, M18 8RY  
2 Audrery Avenue, Abbey Hey, M18 8RY  
2 Audrery Avenue, Abbey Hey, M18 8RY  
10 Audrery Avenue, Abbey Hey, M18 8RY  
4 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
7 Shakespeare Road, Droylsden, M43 7YQ  
293 Manchester Road, Audenshaw, Manchester M34 5GR  
461 Abbey Hey Lane, Abbey Hey, Manchester M18 8RR  
8 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
8 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
10 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
26 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
9 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
14 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
6 Wentworth Avenue, M18 8RD  
9 Louvaine Close, Abbey Hey, Manchester, M18 8SJ

11 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
5 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
23 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
37 Redacre Road, Abbey Hey, M18 8RE  
16 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
6 Wentworth Avenue, M18 8RD  
2 Ernocroft Grove, Abbey Hey, Manchester, M18 8GB  
4 Ernocroft Grove, Abbey Hey, Manchester, M18 8GB  
9 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
1 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
453 Abbey Hey Lane, Abbey Hey, Manchester M18 8RR  
5 Ernocroft Grove, Abbey Hey, Manchester, M18 8GB  
33 Redacre Road, Abbey Hey, M18 8RE  
18 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
21 Bustead Street, Abbey Hey, Gorton, Manchester, M18 8SP  
27 Avenue, Abbey Hey, Manchester, M18 8RA  
457 Abbey Hey Lane, Abbey Hey, Manchester M18 8RR  
22 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
11 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
19 Dalehead Close, Manchester, M18 8TP  
7 Chertsey Close, Abbey Hey, Manchester, M18 8QY  
7 Schools Road, Abbey Hey, Manchester, M18 8RF  
21 Bustead Road, Gorton, Manchester  
13 Schools Road, Abbey Hey, Manchester, M18 8RF  
2 Audrery Avenue, Abbey Hey, M18 8RY  
12 Redacre Road, Abbey Hey, Gorton, Manchester, M18 8RU  
3 Schools Road, Abbey Hey, Manchester, M18 8RF  
14 Audrery Avenue, Abbey Hey, M18 8RY  
12 Schools Road, Abbey Hey, Manchester, M18 8RF  
18 Redacre Road, Abbey Hey, Gorton, Manchester, M18 8RU  
8 Chertsey Close, Abbey Hey, Manchester, M18 8QY  
24 Peterborough Street, Abbey Hey, Manchester, M18 8TF  
1 Road, Abbey Hey, Gorton, Manchester, M18 8RU  
18 Kenyon Street, Abbey Hey, Gorton, Manchester, M18 8TD  
6 Gibson Avenue, Gorton, Manchester, M18 8TS  
2 Gibson Avenue, Gorton, Manchester, M18 8TS  
19 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
140 Abbey Hey Lane, Abbey Hey, Manchester M20 8TH  
164 Abbey Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
161 Abbey Hey Lane, Abbey Hey, Manchester M18 8TS  
Unknown  
161 Abbey Hey Lane, Abbey Hey, Manchester M18 8TS  
163 Abbey Hey Lane, Abbey Hey, Manchester M18 8TJ  
43 Courier Street, Abbey Hey, Manchester M18 8SY  
1 Falmer Close, Abbey Hey, Gorton, Manchester, M18 8XJ  
9 Forshaw Avenue, Gorton, Manchester, M18 8XQ  
Hare & Hounds Public House, Abbey Hey Lane, Manchester  
169 Abbey Hey Lane, Abbey Hey, Manchester M18 8TJ  
90 Street, Abbey Hey, Gorton, Manchester, M18 8TD  
5 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL

1 Peterborough Street, Abbey Hey, Manchester, M18 8TF  
28 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
5 Falmer Close, Abbey Hey, Gorton, Manchester, M18 8XJ  
29 Harrop Street, Manchester, M18 8RN  
3 Lunn Avenue, Abbey Hey, Gorton, Manchester, M18 8XR  
8 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
19 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
15 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
23 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
9 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
25 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
8 Rookery Avenue, Manchester, M18 8XH  
8 Rookery Avenue, Manchester, M18 8XH  
10 Rookery Avenue, Manchester, M18 8XH  
10 Rookery Avenue, Manchester, M18 8XH  
10 Rookery Avenue, Manchester, M18 8XH  
299 Abbey Hey Lane, Abbey Hey, Manchester M18 8RH  
19 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
299 Abbey Hey Lane, Abbey Hey, Manchester M18 8RH  
25 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
12 Parkstone Avenue, Manchester, M18 8XG  
12 Parkstone Avenue, Manchester, M18 8XG  
21 Claymore Street, Manchester, M18 8SQ  
6 Parkstone Avenue, Manchester, M18 8XG  
6 Parkstone Avenue, Manchester, M18 8XG  
40 Harrop Street, Manchester, M18 8RN  
40 Harrop Street, Manchester, M18 8RN  
4 Parkstone Avenue, Manchester, M18 8XG  
Ackroyd Avenue Allotment, Plot 59, Manchester  
174 Abbey Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
7 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
45 Broffcroft, Hadfield, Glossop, FK13 1HE  
Unknown  
29 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
31 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
67 Kenyon Street, Abbey Hey, Gorton, Manchester, M18 8TD  
Strawberry Duck Pubic House, Crabtree Lane, Clayton, Manchester  
14 Underwood Close, Abbey Hey, Gorton, Manchester, M18 8UY  
2 Parkstone Avenue, Manchester, M18 8XG  
2 Parkstone Avenue, Manchester, M18 8XG  
1 Parkstone Avenue, Manchester, M18 8XG  
1 Parkstone Avenue, Manchester, M18 8XG  
9 Parkstone Avenue, Manchester, M18 8XG  
3 Rookery Avenue, Manchester, M18 8XH  
7 Parkstone Avenue, Manchester, M18 8XG  
7 Parkstone Avenue, Manchester, M18 8XG  
7 Parkstone Avenue, Manchester, M18 8XG  
8 Rookery Avenue, Manchester, M18 8XH  
39 Harrop Street, Manchester, M18 8RN  
5 Violet Street, Abbey Hey, Manchester

76 Kenyon Street, Abbey Hey, Gorton, Manchester, M18 8TD  
17 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
94 Kenyon Street, Abbey Hey, Gorton, Manchester, M18 8TD  
17 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
8 Violet Street, Abbey Hey, Manchester  
8 Violet Street, Abbey Hey, Manchester  
24 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
24 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
40 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
Strawberry Duck Pubic House, Crabtree Lane, Clayton, Manchester  
30 Claymore Street, Abbey Hey, Manchester  
33 Kenyon Street, Abbey Hey, Gorton, Manchester, M18 8TD  
13 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
36 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
Barbers at Jetson Street, Abbey Hey, Gorton, Manchester  
39 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
12 Walter Street, Abbey Hey, Gorton, Manchester, M18 8SN  
3A Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SU  
15 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SU  
7 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
190 Abbey Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
246 Abbey Hey Lane, Abbey Hey, Manchester M18 8RP  
Abbeyville, Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
176 Abbey Hey Lane, Abbey Hey, Manchester M18 8TU  
24 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
24 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
40 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SU  
Abbeyville, Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
Abbeyville, Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
11 Fowler Avenue, Gorton, Manchester, M18 8TT  
9 Fowler Avenue, Gorton, Manchester, M18 8TT  
31 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SY  
3 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
43 Street, Abbey Hey, Gorton, Manchester, M18 8SX  
101 Abbey Hey Lane, Abbey Hey, Manchester M18 8TJ  
83 Gloucester Road, Droylsden, Manchester, M43 7Pw  
14 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
Abbeyville, Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
63 Courier Street, Abbey Hey, Manchester, M18 8SY  
1 Pinnington Road, Gorton, Manchester, M18 8NR  
511 Manchester Road, Denton, Manchester, M34 2PF  
20 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
13 Sandown Street, Abbey Hey, Gorton, Manchester  
138 Abbey Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
13 Sandown Street, Abbey Hey, Gorton, Manchester  
132 Abbey Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
40 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SU  
197 Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
5 Fowler Avenue, Gorton, Manchester, M18 8TT  
46 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ

16 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
11 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
14 Fowler Avenue, Gorton, Manchester, M18 8TT  
3 Fowler Avenue, Gorton, Manchester, M18 8TT  
22 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
22 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
20 Field Street, Abbey Hey, Gorton, Manchester, M18 8Gt  
22 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
22 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
76 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
8 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
4 Fowler Avenue, Gorton, Manchester, M18 8TT  
11 Kings Close, Abbey Hey, Gorton, Manchester, M18 8TB  
62 Jetson Street, Abbey Hey, Gorton, Manchester, M18 8SZ  
53 Courier Street, Abbey Hey, Manchester, M18 8SY  
5 Fowler Avenue, Gorton, Manchester, M18 8TT  
154 Abbey Hey Lane, Abbey Hey, Manchester M18 8<sup>TH</sup>  
9 Foreshaw Avenue, Abbey Hey, Manchester, M18 8XQ  
9 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
9 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
9 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
167 Burnage Lane, Manchester, M19 1EE  
13 Lakeside Avenue, Worsley, Manchester, M28 3FH  
31 Corrigan Street, Abbey Hey, Manchester, M18 8QS  
18 Constable Avenue, Abbey Hey, Manchester, M18 8QE  
25 Melville Close, Openshaw, Manchester, M11 1LU  
25 Claymore Street, Manchester, M18 8SQ  
80 Neston Street, Manchester, M11 1H2  
23 Walter Street, Abbey Hey, Manchester, M18 8SW  
71 Gransmoor Road, Openshaw, M11 1SP

25 Hawthorn Street, Manchester, M18 8QD  
54 Vine Street, Openshaw, Manchester, M11 1LJ  
4 Burstead Street, Abbey Hey, Manchester, M18 8ST  
24 Butman Street, Abbey Hey, Manchester, M18 8TS  
7 Capital Road, Higher Openshaw, Manchester, M11 1JZ  
10 Etrick Close, Higher Openshaw, Manchester, M11 1FN  
19 Kirkham Road, Gorton, Manchester, M18 8WN  
11 Lambeth Avenue, Failsworth, Manchester, M35 9LJ  
23 Walter Street, Abbey Hey, Manchester, M18 8SW  
111 Toxteth Street, Manchester, M11 1EZ  
6 Winfeld Drive, Gorton, Manchester, M18 8NQ  
17 Melville Close, Openshaw, Manchester, M11 1LG  
17 Cherry Avenue, Openshaw, Manchester  
76 Old Lane, Higher Openshaw, Manchester, M11 1DE  
21 Melville Close, Openshaw, Manchester, M11 1LG  
31 Corrigan Street, Abbey Hey, Manchester, M18 8QS  
42 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL  
97 Boothdale Drive, Audenshaw, Manchester, M34 5JU  
Unknown

56 Gordon Street, Abbey Hey, Manchester, M18 8SL  
25a Flat 1, Mayes Gardens, Ancoats, Manchester, M4 7FN  
30 Mayes Gardens, Ancoats, Manchester, M4 7FN  
19 Mayes Gardens, Ancoats, Manchester, M4 7FN  
57 Powell Street, Clayton, Manchester, M11  
47 Bamford Street, Clayton, Manchester, M11 5FC  
3 The Woodlands, Edge Lane, Droylsden, Manchester, M43 6LN  
20 Village Walk, Openshaw, Manchester, M11 2HN  
2A Albert Street, Beswick, Manchester, M11 3AU  
Unknown  
3 Blackney House, Droylsden, Manchester  
10 Corby Street, Manchester, M12 5WX  
6 Pownison Street, Manchester, M12 5WX  
3 Albert Street, Beswick, Manchester, M11 3AP  
5 St Margarets Street, New Moston, Manchester, M40 0JF  
16 Whelen Street, Higher Openshaw, Manchester, M11 1DF  
14 Patrick Roddy Court, Gorton, Manchester  
31 Cambridge Road, Droylsden, Manchester  
6 Abbots Ford Road, Chorlton, Manchester, M21 0RJ  
Flat 26 Road, Chorlton, Manchester, M21 9RD  
30 Brigham Street, Openshaw, Manchester  
42 Schofield Street, Manchester, M11 4PZ  
42 Schofield Street, Manchester, M11 4PZ  
65 Brigham Street, Openshaw, Manchester, M11 2JH  
26 Aston Avenue, Droylsden, Manchester  
2 Selhurst Avenue, Clayton, Manchester, M11 4LA  
13 Worth Road, Manchester, M11 4NE  
23 Tartan Street, Clayton, Manchester  
20 Trent Bridge Walk, Old Trafford, M16 0JR  
83 Manchester Road, Swinton, Manchester  
Flat 6, Cheddar House, Somerset Road, Droylsden, M43 7PY  
44 Greenside Crescent, Droylsden, Manchester  
44 Greenside Crescent, Droylsden, Manchester  
38 Mayes Gardens, Ancoats, Manchester, M4 7FN  
10 Kintyre Close, Clayton, Manchester, M11  
21 Tartan Street, Clayton, Manchester, M11 5FG  
78 Gorton Lane, West Gorton, Manchester, M12 5JT  
45 Bamford Street, Clayton, Manchester, M11 5FC  
18 Chire Road, Failsworth, Manchester, M35 0FZ  
8 Oakfield Avenue, Droylsden, Manchester  
5 Egerton Mews, Gorseley Fields, Droylsden, M43 6TS  
3 Hudlion Close, Glossop, SK13 0HA  
10 Seymoor Avenue, Manchester, M11 4LH  
8 Morna Walk, Ardwick, Manchester, M12 6WP  
24 Rawensberry Street, Clayton, Manchester, M11 4JL  
23 Easton Road, Droylsden, M43 6NH  
23 Easton Road, Droylsden, M43 6NH  
4 Garden Fold House, Droylsden, Manchester  
21 Garden Fold House, Droylsden, Manchester, M43 7HD  
6 Garden Fold House, Droylsden, Manchester



8 Garden Fold House, Droylsden, Manchester  
5 Grosvenor House Sq., SK15 1RW  
18 Rawensberry Street, Clayton, Manchester, M11 4GF  
51 Warrington Street, Stalybridge, Sk15 2LJ  
25 Ashfield, Denton, M34 3TL  
28 Harris Avenue, Denton, M34 2PX  
22 Spean Walk, Openshaw ,Manchester, M11 2HY  
8 Pickman Close, Beswick, M11 2BQ  
11A Chesworth Road, Droylsden, Manchester  
26 Chesworth Close, Droylsden, Manchester  
16 Viking Close, Beswick, Manchester, M11 3JF  
25a Flat 1, Mayes Gardens, Ancoats, Manchester, M4 7FN  
20 Village Walk, Manchester, M11 2HN  
22 Spean Walk, Openshaw ,Manchester, M11 2HY  
20 Village Walk, Manchester, M11 2HN  
41 Ashtree Avenue, Manchester, M11  
141 Parkhedge, Manchester, M11  
5 Exess Avenue, Gorton, Manchester, M11  
4 Village Walk, Manchester, M11 2HN  
51 Harley Street, Openshaw, Manchester, M11  
65 Brigham Street, Openshaw, Manchester, M11 2JH  
Brigham Street, Openshaw, Manchester, M11 2JH  
40 Folkstone Road, Clayton, Manchester, Manchester  
9 York Road, Droylsden, M43 7QB  
4 Windermere Close, Openshaw, Manchester, M11 2BB  
75 Window Road, Droylsden, Manchester, M43 6WB  
10 Green Fold, Abbey Hey, Manchester, M18 8RJ  
508 Rosetti Place, Lower Byrom Street, Manchester  
40 Harrop Street, Manchester, M18 8RN  
4 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
2 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
2 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
1 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
1 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
9 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
3 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
7 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
7 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
7 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
8 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
8 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
8 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
10 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
10 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
10 Rookery Avenue, Abbey Hey, Manchester, M18 8XH  
299 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RH  
19 Underwood Close, Abbey Hey, Manchester, M18 8UY  
299 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RH  
25 Underwood Close, Abbey Hey, Manchester, M18 8UY  
12 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG

12 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
21 Claymore Street, Abbey Hey, Manchester, M18 8SQ  
6 Parkstone Avenue, Abbey Hey, Manchester, M18 8XG  
40 Harrop Street, Manchester, M18 8RN  
40 Harrop Street, Manchester, M18 8RN  
Abbey Hey Residents Association, Abbey Hey, Manchester  
10 Green Fold, Abbey Hey, Manchester, M18 8RJ  
70 Greg Street, Reddish, Stockport, SK5 7LB  
21 Albion Drive, Droylsden, M43 7NP  
2 Dashwood Walk  
2 Chertsey Close, Abbey Hey, Manchester, M18 8QY  
53 Courier Street, Gorton, Manchester, M18 8SY  
8 Harrop Street, Manchester, M18 8RW  
15 Harrop Street, Manchester, M18 8RW  
23 Bamford Road, Didsbury, M20 2QP  
12 Ramsey Avenue, Reddish, M19 3JN  
49 Cherry Avenue, Openshaw, Manchester, M18  
46 Cavanagh Close, Ardwick, M13 9DF  
275 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RH  
Elsdon Drive, Gorton, Manchester  
762 Hyde Road, Manchester, M18 7EF  
51 Wellington, Manchester, M18 8TX  
5 Goring Avenue, Gorton, Manchester, M18 8WW  
5 Elsdon Drive, M18 8WG  
1 Louivaine Close, Manchester, M18 8SJ  
5 Reddish Vale Road, Stockport, SK5 7EU  
24 Spring Mill Drive, OL 9GF  
18 Little Clegg Road, Rochdale  
4 Rowood Avenue, Stockport, SK5 6SP  
10 Ventnor Avenue, Manchester, M19 2VR  
1 The Paddock, Hartford, CW8 1NQ  
1 The Paddock, Hartford, CW8 1NQ  
18 Gorse Avenue, Mossley  
10 Carrbrook Close, Carrbrook, SK15 3LT  
40 Paprika Cloase, Manchester, M11 2LS  
59 Sandown Street, Gorton, Manchester, M18 8SB  
14 Lakeside Close, Manchester, M18 8QZ  
70 Ackroyd Avenue, Abbey Hey, Gorton, Manchester  
35 Cornwall Cork  
194 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RH  
194 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RH  
363 Abbey Hey Lane, Abbey Hey, Manchester  
7 Parkdale Avenue, Manchester, M18 7AG  
75 Taxeth Street, Openshaw, Manchester  
32 Gordon Street, Manchester  
247 Abbey Hey Lane, Abbey Hey, Manchester, M18 8TW  
1 Underwood Close, Abbey Hey, Manchester, M18 8UY  
48 Courier Street, Manchester, M18 8SY  
6 Harrogate Drive, Reddish, Stockport, SK5 6HP  
36 Brighton Avenue, Reddish, Stockport, SK5 6LS

18 Little Clegg Road, Littleborough, Smithy Bridge, OL10 0EA  
12 Hembury Avenue, Burnage, M19 1FH  
179 Street, Reddish, Stockport, SK5 7LN  
4 Clarence Street, Newton-Hyde, SK14 4AY  
25 Burnham Drive, Burnagem, M19 2JJ  
11 Enderby Road, Moston, M40 0EN  
St Anns Cottage, St Anns Sq, Delph, OL3 5JD  
78 Moorfield Avenue, Denton  
20 Consony Way, Manchester, M34 5FQ  
5 Reddish Vale Road, Reddish, Stockport, SK5 7EU  
130, Ashton Under Lyne, OL6 8PH  
19 The Sheue, Dinting, Glossop, SK13 6DE  
7 Mountroyal Close, Newton  
32 Grimshaw Avenue, Failsworth Manchester, M35 9JT  
36 Cumberland Avenue, Dukinfield  
Dale Farm, Dale Lane, Delph, Oldham, OL3 5HY

15 Coppice Walk, Denton, Manchester, M34 2DE  
9 Glenfield Close, Oldham, OL4 3AB  
63 Waterton Lane, Mossley  
9 Ashtree Road, Newton, SK14 4EN  
229 Abbey Hey Lane, Abbey Hey, Manchester  
9 Falmer Close, Abbey Hey, Manchester, M18 8JX  
15 Kilnbrook Grove, Droylsden, M34 4HT  
262 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RP  
32 Grimshaw Avenue, Failsworth, M35 9JT  
76 Cheerybie Street, Openshaw, Manchester, M43 6AS  
8 Ryder Brow, Gorton, M18 7FX  
6 Brompton Avenue, Manchester, M35 9LL  
52 Moorland Road, Carrbrook, Stalybridge, SK15 3JZ  
4 Wentworth Avenue, Gorton, Manchester, M18 8RD  
26 Redacre Road, Abbey Hey, M18 8RE  
409 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RB  
75 Windsor Road, Droylsden, Manchester, M43 6WB  
3, Clayton, Manchester, M11 4SB  
31, Openshaw, Manchester, M11 2JP  
4 Hackle Street, Clayton, M11 4WU  
64 Clough Road, Droylsden, M45 7NG  
129 North Road, Manchester, M11  
Unknown  
8 Louivaine Close, Abbey Hey, Manchester, M18 8SJ  
26 Redacre Road, Abbey Hey, M18 8RE  
26 Redacre Road, Abbey Hey, M18 8RE  
1 Vine Street, Openshaw, M11 1LH  
6 Thorsby Close, Abbey Hey, Manchester, M18 8RZ  
11 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
4 Wentworth Avenue, Gorton, Manchester, M18 8RD  
409 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RB  
10 Stelling Street, Gorton, Manchester, M18 8LW  
10 Stelling Street, Gorton, Manchester, M18 8LW

8 Strontion Walk, Openshaw, Manchester, M11 2HH  
1B Bryon Avenue, Droylsden, M43 6QB  
64 Clough Road, Droylsden, M43 7NG  
65 Bringham Street, Openshaw, M11 2JH  
18 Iris Avenue, Openshaw, M11 1AE  
390 Edge Lane, Droylsden, Manchester, M43 6JJ  
60 Old Farm Crescent, Droylsden, M43 7AW  
13 Hours Street, Openshaw, M11 2VD  
455 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RR  
14 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
2 Schools Road, Abbey Hey, Manchester, M18 8RF  
36 Cheery Avenue, Openshaw, Manchester, M11 2LW  
1 Croft Bank, Gorton, M18 8WH  
1 Croft Bank, Gorton, M18 8WH  
1 Croft Bank, Gorton, M18 8WH  
1 Kirk Street, Gorton, Manchester  
1 Croft Bank, Gorton, M18 8WH  
1 Kirk Street, Gorton, Manchester  
1 Croft Bank, Gorton, M18 8WH  
6 Coram Street, Abbey Hey, Manchester, M18  
17 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
17 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
3 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
11 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
10 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
16 Kings Close, Abbey Hey, Manchester, M18 8TB  
7 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
5 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
3 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
76 Avonlea Road, Droylsden, Manchester  
455 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RR  
453 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RR  
453 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RR  
453 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RR  
1 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
6 Schools Road, Abbey Hey, Manchester, M18 8RF  
1 Vine Street, Manchester, M11 1LH  
4 Audrey Avenue  
4 Audrey Avenue  
20 Schools Road, Abbey Hey, Manchester, M18 8RF  
7 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
7 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
7 Louvaine Close, Abbey Hey, Manchester, M18 8SJ  
The Rectory, 42-44 Wellington Street, Gorton, Manchester, M18 8LJ  
6 Schools Road, Abbey Hey, Manchester, M18 8RF  
9 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
1 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
7 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
6 Underwood Close, Abbey Hey, Manchester, M18 8UY  
44 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL

14 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
42 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
94 Clarendon Road, Manchester, M34 5SE  
15 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
2 Hobson Street, Manchester, M11 1HT  
42 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
8 Boothdale Drive, Audenshaw, M34 5JU  
103 Boothdale Drive, Audenshaw, M34 5JU  
103 Boothdale Drive, Audenshaw, M34 5JU  
171 Abbey Hey Lane, Abbey Hey, Manchester, M18 8TJ  
171 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RR  
58 Boothdale Drive, Audenshaw, M3 1AR  
13 Underwood Close, Abbey Hey, Manchester, M18 8UY  
31 Boothdale Drive, Audenshaw, M34 5JU  
61 Boothdale Drive, Audenshaw, M34 5JU  
Unknown  
44 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
11 Boothdale Drive, Audenshaw, M34 5JU  
9 Boothdale Drive, Audenshaw, M34 5JU  
36 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
2 Hobson Street, Manchester, M11 1HT  
87 Boothdale Drive, Audenshaw, M34 5JU  
58 Boothdale Drive, Audenshaw, M34 5JU  
The Orchards, Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
27 Hawthorn Way, Shipston on Stour, Warwickshire, CV36 4FD  
Unknown  
Unknown  
7 Thorsay Close, Abbey Hey, Manchester, M18  
5 Stocks, 6 Louvaine Close, M18 8SJ  
6 Louvaine Close, Manchester, M18 8SJ  
28 Schools Road, Abbey Hey, Manchester, M18 8RF  
21 Jetson Street, Manchester, M18 8SX  
25 Redacre Road, Abbey Hey, Manchester, M18 8RE  
25 Redacre Road, Abbey Hey, Manchester, M18 8RE  
14 Clark Avenue, Manchester, M18 8WZ  
14 Clark Avenue, Manchester, M18 8WZ  
13 Endcott Close, Gorton, Manchester, M18 8BR  
135 Lees Street, Manchester, M18 8QL  
53, Thornley Lane North, Stockport, SK5 6QR  
57 Lew Tree Drive, Bredbury, Stockport, SK6 2HH  
26 Brighman Street, Abbey Hey, Manchester, M18  
29 Ackroyd Avenue, Abbey Hey, Manchester, M18 8TL  
135 Lees Street, Manchester, M18 8QL  
31 Redacre Road, Abbey Hey, Manchester, M18 8RE  
26 Brighman Street, Abbey Hey, Manchester, M18 8GN  
1 Kings Close, Abbey Hey, Gorton, Manchester, M18  
16 Woodhouse Street, Gorton, M18 8PD  
53 Rawsthorne Avenue, Gorton, Manchester, M18 7GA  
11 Hyde Grove, Sale, M33 7TE  
11 Hyde Grove, Sale, M33 7TE

5A Eden Close, Leigh, WN7 4RJ  
81 Charlton Avenue, Newton, Hyde, SK14 4ER  
81 Charlton Avenue, Newton, Hyde, SK14 4ER  
1 Greenside Crescent, Droylsden, Manchester, M43 7RP  
74 Nashmith Avenue, Denton, M34 3EF  
20 Birch Street, Wigan, WN6 7EB  
252 Victoria Street, Hyde, SK14 4DT  
252 Victoria Street, Hyde, SK14 4DT  
1 Werneth Road, Godley, Hyde, SK14 2SN  
132 Joel Lane, Gee Cross, Hyde, SK14 5LN  
132 Joel Lane, Gee Cross, Hyde, SK14 5LN  
28 Schools Road, Abbey Hey, Manchester, M18 8RF  
Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
30 Ridgmond Drive, Boothstown, Worsley, M28 4JN  
30 Ridgmond Drive, Boothstown, Worsley, M28 4JN  
17 Arundel Street, Bolton, BL1 6RL  
2 Almod Street, Bolton, BL1 8QD  
45 Ferndale, Hyde, SK14 4SP  
44 Wordsworth Road, Stockport, SK8 6JH  
9 Cranwell Drive, Burnage, Manchester, M19 1NE  
33 Matsworth Road, Gorton, M18 7AF  
91 Lord Street, Dunkinfield, SK16 5JP  
3 Hillside Avenue, Grotton, Oldham, OL4 5SG  
3 Hillside Avenue, Grotton, Saddleworth  
20 Sandown Crescent, Manchester, M18 7WG  
20 Sandown Crescent, Manchester, M18 7WG  
18 Hartford Avenue, Gorton, Manchester, M18 8WL  
17 Frome Road, Norton, Stockton, TS20 2HR  
16 Woodhouse Street, Gorton, M18 8PD  
48 Claremont Avenue, Chorley, Lancs, PR7 2HL  
35 Moorside Crescent, Droylsden, Manchester, M43 7HT  
10 Kestrel Close, Hyde, SK14 4FZ  
10 Kestrel Close, Hyde, SK14 4FZ  
47 Ruskin Road, Droylsden, M43 7WF  
23 Ruskin Road, Droylsden, M43 7WF  
12 Range Road, Whalley Range, Manchester, M16 8EJ  
103 Pelham Street, Ashton Under Lyne, OL7 0DU  
8 Vernon Road, Droylsden, Manchester, M43 6LF  
11 Tame Street, Stalybridge, SK15 1<sup>ST</sup>  
7 Portland Drive, Stoke on Trent, ST7 3BS  
08 Lindale, Hyde, Cheshire, SK14 4PY  
103 Pelham Street, Ashton Under Lyne, OL7 0DU  
70 Dewsnap Lane, Cheshire, SK16 5AW  
44 Parswood Avenue, Didsbury, Manchester, M20 5NB  
3 Hexworth Walk, Bramhall, SK7 3DF  
11 Osborne Road, Hyde, Tameside, Cheshire, SK14 5PY  
14 Harris Avenue, Denton, M34 0PX  
Flat 18 Gardener House, Church Street, Eccles, M30 0LR  
4 Foxhall Road, Denton, Manchester, M34 3GB  
53 Brinnington Road, Stockport, SK1 2EX

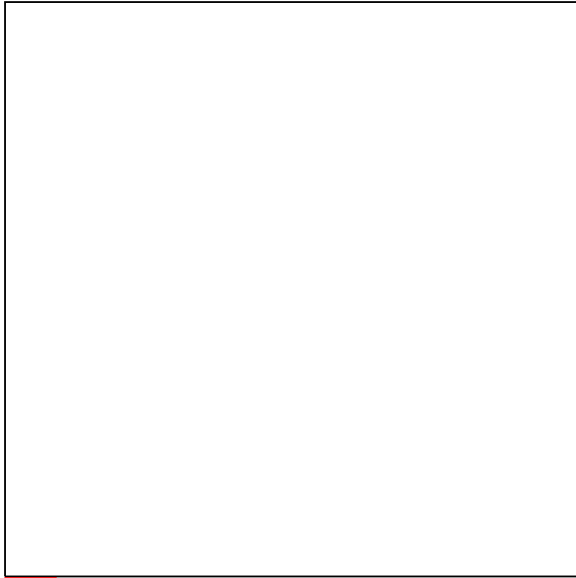
41 Boston Street, Hyde, Cheshire, SK14 2RT  
7 Windsor Drive, Marple, Stockport, SK6 7PT  
7 Windsor Drive, Marple, Stockport, SK6 7PT  
19 Parkwood Road, Manchester, M23 0AA  
19 Parkwood Road, Manchester, M23 0AA  
10 Mary Street, Denton, Manchester, M34 3DG  
6 Audrey Avenue, Abbey Hey Manchester, M18 8RY  
26 Schools Road, Abbey Hey, Manchester, M18 8RF  
11 Audrey Avenue, Abbey Hey Manchester, M18 8RY  
29 Redacre Road, Abbey Hey, M18 8RE  
4 Thorsby Close, Abbey Hey Manchester, M18 8RZ  
24 Schools Road, Abbey Hey, Manchester, M18 8RF  
24 Schools Road, Abbey Hey, Manchester, M18 8RF  
18 Victoria Grove, Stockport, SK4 5BO  
12 Perth Avenue, Burnage, Manchester, M19 1FQ  
13 Oak Drive, Denton, M34 2JR  
301 Thornley Lane, Reddish, SK5 6YP  
23 Peel Green Road, Eccles, M30 7AJ  
3 Ennerdale Drive, Gatley, Cheshire, SK8 4RX  
1 Welbeck Street, Abbey Hey, Manchester, M18 8GW  
1 Welbeck Street, Abbey Hey, Manchester, M18 8GW  
20 Harrington Street, Gorton, Manchester, M18 8UQ  
36 Cherry Avenue, Openshaw, Manchester, M11 2LW  
Thornside, Denton, M34 3TB  
17 Beaford Road, Wythenshawe, M22 0AG  
Flat, 22 Alness Road, Whalley Range, Manchester, M16 8FX  
264 Abbey Hey Lane, Abbey Hey, Manchester M18 8RP  
74 Somerford Road, Reddish, Stockport, SK5 6QE  
151 Windson Road, Dare Bank, Denton, M34 2MM  
7 Valley Road, Longridge, Preston, PR3 3UB  
2 Thorsby Close, Abbey Hey Manchester, M18 8RZ  
2 Schools Road, Abbey Hey, Manchester, M18 8RF  
16 Schools Road, Abbey Hey, Manchester, M18 8RF  
3 Thorsby Close, Abbey Hey Manchester, M18 8RZ  
16 Schools Road, Abbey Hey, Manchester, M18 8RF  
22 Redacre Road, Abbey Hey, M18 8RE  
20 Redacre Road, Abbey Hey, M18 8RE  
5 West Avenue, Abbey Hey, Gorton, Manchester, M18 8BZ  
7 West Avenue, Abbey Hey, Gorton, Manchester, M18 8BZ  
21 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
11 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
15 Quarry Clough, Stalybridge, Cheshire, SK15 2RJ  
23 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
5 Louivaine Close, Abbey Hey, Manchester, M18 8SJ  
3 Louivaine Close, Abbey Hey, Manchester, M18 8SJ  
9 Redacre Road, Abbey Hey, M18 8RE  
10 Audrey Avenue, Manchester, M18 8RY  
413 Abbey Hey Lane, Abbey Hey, Manchester M18 8RB  
15 Quarry Clough, Stalybridge, Cheshire, SK15 2RJ  
415 Abbey Hey Lane, Abbey Hey, Manchester M18 8RB

415 Abbey Hey Lane, Abbey Hey, Manchester M18 8RB  
3 Thorsby Close, Abbey Hey Manchester, M18 8RZ  
7 Aysgarth Avenue, Abbey Hey, Manchester, M18 8RA  
14 Searby Road, Gorton, Manchester, M18 7RQ  
Unknown  
4 Wentworth Avenue, Abbey Hey, Manchester  
67 Manchester Road, Audenshaw, Manchester, M34 5PZ  
49 Furnival Road, Gorton, Manchester M18 8DQ  
35 Masefield Road, Droylsden, M43 6RN  
431 Abbey Hey Lane, Abbey Hey, Manchester  
258 Abbey Hey Lane, Abbey Hey, Manchester  
5 Valance Close, West Gorton, Manchester  
8 Burnfield Road, Gorton, Manchester, M18 7WE  
9 Audrey Avenue, Abbey Hey, Gorton, Manchester , M18 8RY  
9 Audrey Avenue, Abbey Hey, Gorton, Manchester , M18 8RY  
9 Louivaine Close, Abbey Hey, Manchester, M18 8SJ  
413 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RB  
3 West Avenue, Abbey Hey, Manchester, M18 8BZ  
41 Woodland Avenue, Manchester, M18 7HX  
41 Woodland Avenue, Manchester, M18 7HX  
16 Stelling Street, Manchester, M18 8LW  
66 Woodland Avenue, Manchester, M18 7HX  
7 Goulder Road, Gorton, Manchester, M18 7JQ  
12 Westlea Drive, Gorton, Manchester, M18 7NR  
218 Lees Street, Abbey Hey, Manchester, M18 8QN  
54 Pinnington Road, Manchester, M18 8WR  
5 Havers Road, Gorton, Manchester, M18 8UN  
11 Wentworth Avenue, Abbey Hey, Manchester, M18 8RD  
42 Rockhampton Street, Manchester, M18 8UW  
411 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RB  
413 Abbey Hey Lane, Abbey Hey, Manchester, M18 8RB  
3 West Avenue, Abbey Hey, Manchester, M18 8BZ  
87 Warne Avenue, Droylsden, Manchester, M43 7JS  
87 Warne Avenue, Droylsden, Manchester, M43 7JS  
1 Ackroyd Avenue, Abbey Hey, Gorton, Manchester, M18 8TL

Greater Manchester Police  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Sport England  
Tameside Metropolitan Borough Council

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**Email :** j.atkinson@manchester.gov.uk





 Application site boundary  Neighbour notification  
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