
Application Number	Date of Appln	Committee Date	Ward
097958/FO/2011/N2	7th Dec 2011	16th Feb 2012	Gorton North Ward

Proposal Continuation of stock car racing for a maximum of eleven meetings per season during a period from 1st March to 31st December for a temporary period of 4 years

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

Applicant Mr Steven Rees , Startrax Oval Motorsport Ltd, Banks Road, Linthwaite, Huddersfield, West Yorkshire, HD7 5FP,

Agent ,

Description

The application site is within a mixed commercial and residential area, with the stadium's main use being for speedway and greyhound racing. There is a history of stock car racing at the site, with continuous use of the stadium for stock car racing between 1999-2012. The planning permission for this has always been approved on a temporary basis to allow for continued monitoring and assessment of the impact on the residential amenity.

Planning History

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

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

Then in February 2008 a further temporary approval was granted by committee for the continuance of stock car racing for a maximum of eight meetings per season during a period from 1st March to 30th November for a temporary period of 4 years (ref: 085126/FO/2007/N2).

The current application is for the continuance of stock car racing for a maximum of eleven meetings per season during a period from 1st March to 31st December on the inner shale track within the confines of the greyhound track at Bell Vue stadium . Approval is sought for an increase of 3 events from the previous planning consent, and changes to the times of the proposed events .

The applicant has described the additional events as `family shows' which would include Banger & Stock car racing for a lower cc category vehicles and stunts. These events are referenced below as non-F1 events.

The 2012 season is planned to have one stock car meeting in March (F1), Easter Monday (F1), June(F1) and two meetings in May (F1), August (one F1 and one non

F1), October (one F1 and one non F1), and November (one F1 and one non F1). This pattern will continue through the four-year period applied for. The events will run between 7.00pm and 9.30pm on Tuesdays (2 events) , between 1.30 pm and 5pm on Sundays (5 events) and between 5pm and 9.30pm on Bank Holidays, with no repair works taking place after 11pm.

The applicant has indicated that the average attendance to the stock car racing events is 2500, with highs of 3500 and lows of 1500. There are 550 car parking spaces on site, 600 spaces rented from Showcase Cinemas directly to the north of the site, and on street car parking spaces available on Kirkmanshulme Lane.

No further building works are proposed in connection with this application.

Consultations

The application was advertised on site on 16th January 2012 as being a development of Public Interest.

Local Residents and Local Business - one e - mail objecting to the proposal has been received . The resident on Stanley Grove advises that they had a meeting in March 2011 with Startrax and the track management as to the organisers trying to increase the number of meetings from 8 to 11 without informing the local neighbours. They stated in the meeting the noise levels are very high and as most meetings are on Sundays residents weekends are ruined. In addition concerns were expressed relating to the amounts of dust that covers their property and vehicles, which they believe comes from the track when it is used by vehicles.

They state that Speedway meetings take place throughout the summer months., and therefore when a stock car event is on that means residents can have this disruption up to twice each week. The resident notes that Belle Vue stadium management have put forward the need to have the income from Stockcars to compensate for losing a night of dog racing, and also to ensure that local jobs were secure at the venue. They feel that increasing the number of meetings to 11 per annum is not merited, and infringes their right to having peace and quiet during the stockcar/speedway season. The resident is concerned that if the operator is allowed the additional events they will not adhere to the limit imposed. They therefore object to the proposals of increasing the number of meetings.

Head of Engineering Services - Note that the applicant proposes to hold additional events at the stadium owner/operators request, to compensate for a reduction of 50 Greyhound racing events per year;

An increase in racing events at the stadium may increase the numbers and frequency of visits by spectators and racers, with associated increased frequency of noise, dust, emissions and parking impacts on local residential amenity. However, it is apparent that the applicant has taken steps to minimise such impacts and proposes to actively continue to do so.

It is recommended that the applicant considers implementing a Travel Plan in order to promote sustainable travel to the stadium and reduce existing on-street parking demand in the surrounding residential area.

South Manchester Regeneration Team - No comments received.

Head Environmental Health - Have not objected to the proposed scheme however have requested conditions attached to the previous planning approval e.g. relating to hours, noise silencers and dust suppression be attached to any approval.

Design for Security - Have no comments in regard to the proposals.

Issues

There are a number of policies, national and local, relevant to this application which include:

Planning Policy Statement 1 - 'Delivering Sustainable Development' (February 2005)

PPS1 sets out the overarching planning policies on the delivery of sustainable development and the general principles of the planning system. PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities.

Planning Policy Guidance Note 13: Transport

This seeks to encourage alternative modes of transport which have less environmental impact and reduces reliance on the private car. This site is in an accessible location with bus routes on Hyde Road and Kirkmanshulme Lane, and Belle Vue station to the north east of the site on Hyde Road.

The existing Stadium car park can accommodate approximately 550 cars and the applicant leases 600 spaces from Showcase Cinemas on event days, with additional on street parking being available on Kirkmanshulme Lane. The operator has confirmed that there is no charge to patrons for parking at the Showcase cinema site. Given the use of the Belle Vue Stadium for eight stock car events since events per year since 2004 (12 events between 2002 and 2004), it is not considered that the 3 additional events being proposed would give to significant impacts in respect of parking to justify the refusal of planning permission for a total of 11 events between March and December in a calendar year.

Planning Policy Guidance Note 24: Planning and Noise

This states that the impact of noise can be a material consideration in the determination of planning applications. The planning system has the task of guiding development to the most appropriate locations. The planning system should ensure

that new development involving noisy activities should, if possible, be sited away from noise-sensitive land uses. Where it is not possible to achieve such a separation of land uses, local planning authorities should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations.

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

Regional Spatial Strategy for the North West to 2021

Policy W6 , tourism and the visitor economy, advises that plans, strategies , proposals and schemes should seek to deliver improved economic growth and quality of life through sustainable tourism activity in the North West .

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

Relevant Local Policies

Core Strategy

Policy CC10- Leisure and the Evening Economy advises that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to considerations, including (i) Cumulative impact - in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities; (ii) Residential amenity - the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance; (iii) Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area.

The proposal has been assessed in relation to the Core Strategy, and it is considered that 11 Stock car events would broadly accord with the aim of supporting the evening economy ,and the continued safeguarding the amenity of local residents could be delivered by the inclusion of conditions to restrict hours of operation, ensuring all competing cars are fitted with effective silencers and that the meetings shall operate without engine noise from competing cars until 30 minutes before the first race and 15mins after the final race.

Unitary Development Plan policies

All of the UDP policies listed below are saved by the Secretary of State on the 27th September 2007, until the Unitary Development Plan is replaced by Core Strategy.

The application site is located within the Gorton area of the City. The site is unallocated in the Unitary Development Plan for Manchester, however relevant policies for the application are H2.2, T2.4, E1.4, GO1 and DC26.

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

Policy H2.2 states that the council will not allow development, which will have an unacceptable impact on residential areas. The matters which the council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Transport policy, T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development.

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

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

In giving effect to this intention, the Council will consider the effect of new development proposals, which are likely to be generators of noise. Developments

likely to result in unacceptably high levels of noises will not be permitted in residential areas, near schools, hospitals, nursing homes and similar institutions and near open land used frequently for recreational purposes.

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

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

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

Principle - The principle use of the Belle Vue stadium is for Greyhound racing and Speedway racing, with limited stock car events has been approved since May 1999. Although motor sports by their nature are noisy events, Stock car events have now been held at the stadium for the past thirteen years and the level of complaints made is very low. The event organisers acknowledge as promoters, the need to protect where possible residents amenity and advise they will continue to be pro-active in implementing practices that minimise disruption. However, the impact of the development on the surrounding residential properties and businesses should be assessed.

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

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

Residential amenity - Due to the nature of the proposal the impact on the residential amenity of the area is a key consideration in determining the proposed development. As noise is a major consideration the organisers have chosen to revise the times for Sunday events from the previously approved evening events (6.30pm to 9.30pm) to afternoon events finishing at 5pm to improve residents amenity by reducing noise levels late in the evening. In respect of the additional events, two would be on

Tuesday evenings to avoid further weekend disruption to local residents , with the third event being on a Sunday evening close to Bonfire Night

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

Noise - Environmental Health officers have confirmed that they have received no noise complaints in respect of Stock Car racing events since 2007. All events operate under the rules and regulations of the British Stock Car Association and the British Oval Racing Safety Executive. The event employs scrutinisers to ensure all vehicles are fitted with working silencers to MSA/RAC blue book guidelines, the use of silencers on the cars has been attached as a condition of approval.

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

Traffic Impact/Parking - As referred to above this site is in an accessible location with bus routes on Hyde Road and Kirkmanshulme Lane, and Belle Vue station to the north east of the site on Hyde Road.

The existing Stadium car park can accommodate approximately 550 cars with 600 additional spaces at Showcase Cinemas on event days at no charge.

The operator has confirmed that there is no charge to patrons for parking at the Showcase cinema site.

Given the use of the Belle Vue Stadium for stock car events for 13 years, it is not considered that the 3 additional events being proposed would give to significant impacts in respect of parking to justify the refusal of planning permission for a total of 11 events between March and December in a calendar year.

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

Employment - Supporting documentation supplied by the applicant indicates that the changing pattern of greyhound racing has seen the stadium reduce its event days by in excess of 50 days a year. They advise that the continuation of stock car racing events would contribute to securing the employment of up to 100 personnel at Belle Vue Stadium, and provide part time work for a further 20-30 people, while indirectly contributing to the local economy by increasing visitors numbers utilising local facilities including shops, hotels etc.

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

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

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

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

Recommendation APPROVE

Reason for recommendation

On the basis that the proposal is in accord with the City Council's Unitary Development Plan (in particular Policies GO1, E1.4, H2.2, T1.4, DC26) and with other material considerations of material weight (in particular the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance 24 (PPG24), and there are no material considerations of sufficient weight to indicate otherwise.

Conditions to be attached to the decision

1) The permission hereby granted is for a limited period only, expiring on 1st March 2016 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued.

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

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

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

3) The stock car events hereby approved shall take place between 1:30 p.m. to 5:00p.m on Sundays, between 5p.m and 9:30p.m on Bank Holiday Mondays, and between 7p.m. and 9:30 p.m on Tuesdays, and no tidying up after the event shall take place beyond 11.00pm on that night or before 10a.m. the following day .

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

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

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

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

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

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

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

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

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

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

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

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

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

10) Details of a Travel Plan with the objective of increasing the use of public transport by future users of the stadium and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the date of the use commencing. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

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

11) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: Supplementary Notes to support Planning Application for continuance of Stock Car racing at Belle Vue Greyhound Stadium (dated 20 Oct 2011); Screening Appraisal: Noise Exposure of Employed Persons at Oval Racing Circuits (dated October 2010), and site edged red stamped as being received on 28th November 2011 and Appendix :Acoustic Update dated 3rd December 2011 stamped as being received on 7th December 2011; as amended by e-mail from the applicant dated 1st February 2012.

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

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: 097958/FO/2011/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:

Highway Services
Environmental Health
Greater Manchester Police
South Manchester Regeneration - Central SRF

1-7, 2 -32 Fernhill Drive, Manchester, M18 7DB
1 -17, 2-18 Bourton Drive, Manchester, M18 7DD
106 -112 Shelford Avenue, Manchester, M18 7DE
73 Shelford Avenue, Manchester, M18 7DF
75 Shelford Avenue, Manchester, M18 7DF
77 Shelford Avenue, Manchester, M18 7DF
79 Shelford Avenue, Manchester, M18 7DF
Belle Vue Greyhound Stadium, Kirkmanshulme Lane, Manchester, M18 7BD
11 Mount Road, Manchester, M18 7BG
13 Mount Road, Manchester, M18 7BG
15 Mount Road, Manchester, M18 7BG
17 Mount Road, Manchester, M18 7BG
19 Mount Road, Manchester, M18 7BG
21 Mount Road, Manchester, M18 7BG
9 Mount Road, Manchester, M18 7BG
82 – 108 Mount Road, Manchester, M18 7BQ
23 Mount Road, Manchester, M18 7BX
25 Mount Road, Manchester, M18 7BX
27 Mount Road, Manchester, M18 7BX
29 Mount Road, Manchester, M18 7BX
31 Mount Road, Manchester, M18 7BX
33 Mount Road, Manchester, M18 7BX
35 Mount Road, Manchester, M18 7BX
37 Mount Road, Manchester, M18 7BX
39 Mount Road, Manchester, M18 7BX
41 Mount Road, Manchester, M18 7BX
43 Mount Road, Manchester, M18 7BX
11 Fernhill Drive, Manchester, M18 7DB
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27 Fernhill Drive, Manchester, M18 7DB
29 Fernhill Drive, Manchester, M18 7DB
31 Fernhill Drive, Manchester, M18 7DB
9 Fernhill Drive, Manchester, M18 7DB
1A Mount Road, Manchester, M18 7BG
1 Mount Road, Manchester, M18 7BG

3 Mount Road, Manchester, M18 7BG
5 Mount Road, Manchester, M18 7BG
7 Mount Road, Manchester, M18 7BG
66 Mount Road, Manchester, M18 7BP
68 Mount Road, Manchester, M18 7BP
70 Mount Road, Manchester, M18 7BP
72 Mount Road, Manchester, M18 7BP
74 Mount Road, Manchester, M18 7BP
76 Mount Road, Manchester, M18 7BP
78 Mount Road, Manchester, M18 7BP
80 Mount Road, Manchester, M18 7BP
21A Mount Road, Manchester, M18 7BG
170A Stanley Grove, Longsight, Manchester, M18 7DH
172A Stanley Grove, Longsight, Manchester, M18 7DH
174A Stanley Grove, Longsight, Manchester, M18 7DH
180 Stanley Grove, Longsight, Manchester, M18 7DH
180A Stanley Grove, Longsight, Manchester, M18 7DH
182 Stanley Grove, Longsight, Manchester, M18 7DH
182A Stanley Grove, Longsight, Manchester, M18 7DH
184 – 238, Stanley Grove, Longsight, Manchester, M18 7DH
213 Stanley Grove, Longsight, Manchester, M18 7DL
215 Stanley Grove, Longsight, Manchester, M18 7DL
215A Stanley Grove, Longsight, Manchester, M18 7DL
217 – 319 Stanley Grove, Longsight, Manchester, M18 7DL
Council Day Nursery, Mount Road, Manchester, M18 7BG
178A Stanley Grove, Longsight, Manchester, M18 7DH
170 Stanley Grove, Longsight, Manchester, M18 7DH
172 Stanley Grove, Longsight, Manchester, M18 7DH
174 Stanley Grove, Longsight, Manchester, M18 7DH
168 Stanley Grove, Longsight, Manchester, M18 7DH
1B Mount Road, Manchester, M18 7BG
1C Mount Road, Manchester, M18 7BG
1D Mount Road, Manchester, M18 7BG
1E Mount Road, Manchester, M18 7BG
1F Mount Road, Manchester, M18 7BG
1G Mount Road, Manchester, M18 7BG
1H Mount Road, Manchester, M18 7BG
176 - 178 Stanley Grove, Longsight, Manchester, M18 7DH
176A Stanley Grove, Longsight, Manchester, M18 7DH
45 Mount Road, Manchester, M18 7BX
Flat Above, 1 Mount Road, Manchester, M18 7BG
Top Flat, 17 Mount Road, Manchester, M18 7BG
168A Stanley Grove, Longsight, Manchester, M18 7DH
Rileys, Kirkmanshulme Lane, Manchester, M18 7BA
Diamond Lodge, Kirkmanshulme Lane, Manchester, M18 7BA

Representations were received from the following third parties:

Highway Services
Environmental Health

Greater Manchester Police

230 Stanley Grove, Longsight, Manchester, M18 7DA

Relevant Contact Officer : Sue Wills
Telephone number : 0161 234 4524
Email : s.wills@manchester.gov.uk