

STREETSCAPE AND AREAS SURROUNDING CAMBRIDGE HALLS, MANCHESTER M15 6TT

SCHEDULE OF CONDITION

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OF: POINT2

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Appendix 1: Photographs

1 Notes and Guidance

Background:

This Schedule of Condition of Streetscape and Areas surrounding Cambridge Halls, Manchester M15 6TT has been prepared prior to the intended works at known at Cambridge Halls.

Prepared on:

23rd October 2025

Conditions:

Mild, sunny with clouds, bright, dry at start of survey having rained earlier in the day.

Extent:

Plan to assist below:



Limitations:

This Schedule of Condition records in detail the streetscape adjacent to the proposed development site.

This schedule of condition does not seek to determine the precise cause of the defects or damage recorded nor does it attempt to set out the repair works required to rectify the same, it is purely a visual record of the adjoining owner's structure as visible at the time of our inspection and does not purport to be a structural survey/investigation or a building survey.

The following general limitations apply to our inspection and this Schedule:-

- This schedule of condition does not record the condition of concealed or inaccessible surfaces or minor surface blemishes;
- We have not commented on any breaches of statutory compliance or other legal issues;
- We have not tested any mechanical and electrical installations, although comments on their visual condition are provided if required.

Photographs:

A large number of photographs were taken to record the condition of the area and to supplement the text which follows. A thumbnail representation of those taken has been appended hereto and reference made where appropriate.

Measurements:

Cracks within this Schedule are described as either: -

- 'Fine'
- 'Hairline' (i.e. less than 0.5mm)
- Or are measured – an approximate dimension is given

Unless otherwise stated, all cracks are to be taken as hairline.

2 Externals

2.1 Area 1

Description

This is a small service road with access controlled by a gate. There is a pathway to the south adjacent to Cambridge Halls, formed of gravel. Immediately to the north of this is a gravel curb area with a concrete hard standing supporting a generator. The curbs are interrupted by the gates containing the bin stores to the north. The main roadway is asphalt with no curb to the north adjacent to the Manchester Met law building. At the western end of this area there is a raised curb and painted iron railing separating the area from the pavement to the main street. At the northwest corner of Cambridge Halls there is a small gated off recess with a grass area with some paving slabs along the north elevation. Some additional photographs have been taken of the southern façade of the Business and Law building for the Manchester Metropolitan University.

(See Photographs 1 – 487)

Item	General Condition and Defects	Photo Ref
Paving	The paving slabs within the enclosure at the northwest corner of the building are uneven.	2-9
	To the north elevation of the main part of the building there is a gravel pathway which is sectioned off with some inset curb stones. This is fairly even with some raised service hatches adjacent to the grass enclosure.	29-230 (intermittently)
	There are some paving stones within the grass enclosure. These follow the perimeter of the north edge of the building and they are fairly even.	136-144, 217-222
	The grass in this area is relatively flat and in good condition.	136-144, 217-222
	The gravel paving section terminates approximately four metres to the west of the junction with Lower Chatham Street, and the gravel is replaced by paving stones. These are uneven with five of them broken and a slightly raised and broken kerbstone meeting the pavement to the main part of the street.	244-253

Curbs	There are some breaks in the kerbstones at the junction with Lower Chatham Street.	264-271
	Continuing west, the third kerbstone to the north of the small, paved section of path has a chip at its western end.	254
	The kerbstones continuing along the path have small chips at the end.	264-271
	The kerbs enclosing the gravel pathway are in generally good condition.	29-230 (intermittently)
	The planted enclosure to the north of the gravel pathway is encased with kerbstones with a drain at the northeast corner. The kerbstones at the eastern end are in good condition and the drain does not appear to be blocked. Inset within the planted area is a bin store with iron gates insert within the ground, no relevant defects.	289-292, 318
	To the north of the bin store, there is a second drain which does not appear to be blocked.	317
	To the west of the bin store, adjacent to a small area of gravel and to the north of the gravel path, there is a generator. This is resting on a cast concrete slab which is in good condition.	372-374, 406-409
	There is a drain in the roadway immediately to the north of this. Again, this does not appear to be blocked or clogged other than some seasonal leaf litter.	421
Bollards	On the south of the service road, there is a bollard to the western end adjacent to the generator. This leans towards the south pointing at the halls building.	26, 452
	To the north of the service road, there are six number bollards in the area separated for pedestrian access. There is no raised curb to the north of the service road. These bollards all appear to be upright and standing.	301, 302, 316, 322, 323, 330, 338-340,

	The bollard at the far western end, which is a different shape compared to the rest, is solid.	461
	The two bollards closest to the access gate are relatively solid.	
	The three remaining bollards towards the western end of the driveway are loose and wobble when touched.	
	The access gateway and associated furniture and camera stand. These appear in good working order, as does the adjacent intercom on the south side of the service road.	
	The intercom on the north side of the service road leans to the west.	
	There is also a further bollard in this area, which is enclosed within a railing and wobbly to touch.	
Highway	Standard asphalt highway with patch repair having been undertaken in some areas around manholes and surfaces.	
	There has also been a patch repair trench towards the western end on the diagonal, leading between the generator and the Law School building to the north.	402-415, 468, 470, 472
	There is a parallel channel to the building leading off from the main channel, running in line with the painted double yellow lines on the north of the service road.	
	There is a sleeping policeman at the western end of the service road, in line with the edge of the Manchester Met Law School building and the centre of the generator on the south side of the service road. This sleeping policeman is solid.	415-427

2.2 Area 2

Description

Lower Chatham Street is a cul-de-sac roadway with raised curbs and bituminous pavements to either side. To the north end, adjacent to the University's Law building, there is a paved area with a curb at roadway height, separating the pavers leading through to Lyceum Place.

(See Photographs 489 – 865)

Item	General Condition and Defects	Photo Ref
Paving	Pavement to the north is in fair condition.	489-524
	There is an area of missing pavestones around a manhole cover in line with the parking base to the west of the street. These paving stones have been replaced with bitumen and tarmac.	514, 516, 518
	There are also cracks to the paving stones leading north from this area towards the University building.	507-513
	There are further cracks running in the north to south direction to the pavestones in this area, possibly due to the pavement's frequent use as a vehicle turning circle.	507-513
	Continuing clockwise outside the access to the service road to the north of the building, there is a kerb separating the walkway from the main highway. This has been dropped to highway level. The kerbstones in this area are uneven, with those to the north of the driveway having chips at the corners.	524-534
	In line with the southern entrance to Clitheroe House on the opposite side of the street, there is one area with the remains of a metal post inset within concrete. The post has since been cut away.	674
Street Furniture	There are two lampposts and one signpost in this area which are all upright, with no relevant defects.	

	The lampposts, signposts leading into the eastern side of Cavendish Street are all in good condition. However, one of the bollards leans out towards the main part of the street.	752
Paving	The kerbs are close to highway level. The pavement is in patchy condition due to various stages of repair.	
	On the northwest corner of the crossroads between Higher Chatham Street, Lower Chatham Street and Cavendish, there are some patchy areas where the bituminous paving has been replaced by concrete.	566
	In this area there is also one manhole access with missing bitumen.	538
	The raised tactile paving at this northwest corner of the junction is fairly worn with one broken tactile pavier.	540
	On the eastern side of Lower Chatham Street, the paving is bituminous with raised curbs to the highway.	
	There are two driveways leading in from the main highway into the building Clitheroe House. These are concreted over. There are parking signs and lampposts in this part of the street.	798-800, 834-839
	There is tactile paving to the northeast corner of the junction with Cavendish. The general condition of the paving is patchy, where various works have taken place over time. The tactile paving is in good condition.	757
	The kerbs are sometimes raised and sometimes level with the highway.	
	The surface of the driveways is generally smooth, though there are scars left from channels being cut in for previous works.	

Highways	The highway appears to be in generally good condition with no potholes. There were cars parked on both sides at the day of survey.	
	To the north of the junction with Cavendish and to the southern end of Clitheroe House, there are two sleeping policemen which appear to be solid and sturdy.	562, 634

2.3 Area 3

Description

First area of pavement to the southwestern corner of the junction with Cavendish. There are two sets of tactile paving for pedestrians. The pavement on the west side of the street in this area is tarmacked. On the day of survey, there are roadworks being undertaken. Please see photographs.

(See Photographs 866 – 1052)

Item	General Condition and Defects	Photo Ref
Paving	The general condition of the paving that is not being worked on is generally smooth with evidence of scarring from previous repair / streetway works.	
	Berms of earth and material as well as broken highway paving and tarmacadam have been piled on the pavement and highway at time of survey due to the aforementioned roadworks in this area.	
	On the east side of Higher Chatham Street, there is again tactile paving at the junction with Cavendish. This is in good condition.	1043
	There is one number raised manhole cover surrounded by concrete which is protruding from the pavement surface. This is adjacent to an area of concrete patch repair.	1033-1036

	Adjacent to the drain cover, there is one number curb stone with a chip that has been cut out and repaired.	1026
	Just further north of this, there are two further kerbstones next to some gas manholes where the area between these has some cement filleting.	1030-1031
	The pavement itself has craze-cracking throughout with kerbstones at consistent height though at various levels in comparison to the height of the highway.	
Lampposts and Signposts	There is one number signpost that is leaning in this section of pavement; however, the others all appear to be generally upright.	926
	Just further north of this, the lamp posts and signposts in this part of the pavement are in good order.	
Highways	The highway to Lower Chatham Street is in generally good condition with the exception of the roadworks going on at the same time.	
	There are three sleeping policemen, all of which are in solid condition. These are located adjacent to the two lamp posts on the eastern side of the highway's pavement and just to the south side of the junction with Cavendish Street.	1013, 1014, 1051, 1052

2.4 Area 4

Description

The main highway in this area is covered with bituminous tarmac, as is the paving on both sides. Lamp posts and street signs on both sides. On the south side, there are two buildings, one the Union, part of the University, and the second one the Salutation, which is a historic pub.

(See Photographs 1053 - 1327)

Item	General Condition and Defects	Photo Ref
Paving	The paving on the north side of the street is bumpy and uneven with several scars indicating patchwork with repair over time.	
	The kerbstones here are old and uneven in height with chips and cracks at the corners of each stone.	
	At the northeast of the junction with Higher Cambridge Street, there is an area of tactile paving which is inset within kerb on all sides. This paving is in uneven condition with broken paviors and broken kerbstones.	1202-1205
	On the south side of the street, there is an area of tactile paving which is bound by kerbs on all sides. This paving and these kerbstones are in good condition.	1194-1197
	The paving is in generally good condition, sloped slightly to the north downwards towards the highway with scarring indicating works have taken place. The kerbstones are in fair condition and are mostly even with some having some chips taken away from the corners.	
Highway	The highway is mostly smooth with some patch repair evidence to the surface.	
	On the south side, in the centre of this section, there is one dropped drain which appears to be blocked.	1148
	There is a further drain to the north side in the centre as well as to the north and south sides adjacent to the junction with Higher Cambridge Street which all appear to be in good working order and not blocked.	1192, 1294,

	Photographs have been taken of the facade of the Salutation pub.	1053-1082
Lampposts and Signposts	All are upright with no relevant defects.	

2.5 Area 5

Description

Main highway has a surface of tarmacadam. The pavements either side are also bituminous tarmacadam with kerbstones. There are cycle railings, lampposts, traffic light posts and signposts in this area as well as bollards in front of the building on the west side of the street.

(See Photographs 1328 – 1600)

Item	General Condition and Defects	Photo Ref
Paving	There are patch repairs from various historic roadworks evident in many parts of the pavement.	
	On the east side of the street, just south of the pedestrian crossing, there are various chunks that have been taken out of the pavement due to scraping action. These chunks are all in line with each other and there are five in total.	1568, 1572
	Some cracks to the tarmac around the manhole cover in line with the pedestrian crossing.	1567
	The tactile paving for the pedestrian crossing is slightly uneven with some chips taken out of the edge of some of the paving, however none are cracked.	1563-1566
	The bituminous paving is generally uneven with some pooled standing water on the east side.	1544

	At the junction with Cavendish Street there is a line of tactile paving indicating the end of the shared cycle area. This has some patch repair with bitumen, some broken and uneven paving stones.	1509-1513
	The cycle ramp leading down to the main highway also has some patchy bitumen in this area as well as a pool of standing water where the cycleway meets the pedestrian way.	1505-1507
	On the eastern side of the street the tactile paving leading to the pedestrian crossing is very uneven with some cracked pavers and lots of chunks missing.	1480-1483, 1488-1489
	On the west side of the street, there are various scars to the paving as a result of historic roadworks.	
	At the southwest corner of the junction with Cavendish Street the railings are slightly bent.	
	The paving is generally uneven in the area of a redundant driveway, just south of the junction with Cavendish Street.	
	The raised paving in this area appears to be in fair condition, generally flat with moss growth. The gutters in this area and drains appear to be free-flowing and unblocked.	
	Just north of the Puffin Crossing adjacent to the junction with Boundary Street West on the west side of the paving there is an area of concrete with a redundant pole that has been removed.	
	The tactile paving for the crossing just north of the junction with Boundary Street West is in good condition.	

Lampposts and Signposts	The lampposts, signposts and traffic light posts are all in an upright position.	
	Just south of the junction with Cavendish Street the bollards surrounding the adjacent building are all upright.	1404
Kerbs	In this area, the kerbs are in generally good condition.	
	There is an area of missing kerbstones where a redundant driveway to the west has been replaced by a building. There is a pool of standing water here where the paving is uneven.	1431, 1432. 1443
Highway	The highway is smooth, well maintained and in good condition.	

2.6 Area 6

Description

Paving is bituminous with kerbstones separating the highway. The highway is plain tarmac with no sleeping policemen or other furniture. There are lampposts, traffic light posts and signposts which all fall within the area here.

(See Photographs 1601-1827)

Item	General Condition and Defects	Photo Ref
Paving	The paving on the east side of the street is generally uneven and bumpy and rough textured.	
	The tactile paving at the northeast of the junction with Cavendish Street is in good condition.	1751-1759

	The tactile paving indicating the cycleway is uneven. However, the paving stones are all in fair condition.	1733-1741
	Adjacent to the roadway just north of this tactile paving, there is some broken tarmac around one of the service covers and the kerbstones are uneven in this area with one being larger than most of the others.	1730
	The gutter appears to be unblocked.	1722
	Kerbstones to the north of the raised bus stop loading area are significantly uneven.	
	There is an inset area of concrete in the paving with a shaved down redundant post. This is in line with the guttering within the bus stop bay.	1686
	The drain appears to be clear with some minor seasonal leaf litter.	
	The pavements on the west side of Cambridge Street, just north of the junction with Cavendish Street are generally uneven.	1851-1862
	The kerbstones in this area are in fair condition.	
	There is one gutter approximately 10 metres north of the junction with Cavendish Street which is clogged with leaf litter.	1852
	The kerbstones are mostly in good condition. Some outside the driveway for Cambridge House have some chunks missing.	1819
	Outside the frontage of Cambridge House in the area just south of the water metre service covers, there is a significant area of unevenness to the paving.	1822

Lampposts and signposts	The lampposts and bus stop post are all upright and in mostly good condition.	
	However, there is one low-level dent at the bus stop post on the south side.	1706
	On the west side of Cambridge Street, just north of the junction with Cavendish Street, there is one number traffic light post that is leaning slightly to the west away from the roadway.	
	In the area approx. ten metres north of the junction with Cavendish Street, the signposts and lampposts in this area are all upright.	

Appendix 1: Photographs