

Application Number	Date of Appln	Committee Date	Ward
086932/OO/2008/N1	25th Jun 2008	23rd Oct 2008	Charlestown Ward

Proposal OUTLINE APPLICATION for the principle of a residential development comprising a maximum of 300 units within buildings between two and three storeys in height, with associated highways, open space, car parking, landscaping and public realm infrastructure

Location Booth Hall Children's Hospital, Charlestown Road, Blackley, Manchester, M9 7AA,

Applicant Mrs Claire Dalley Central Manchester NHS Trust, PFI Project Office, Wilmslow Park Offices, 211 Hathersage Road, Manchester, M13 0JR

Agent Taylor Young Ltd Chadsworth House, Wilmslow Road, Handforth, Cheshire, SK9 3HP

Description

This outline planning application has been submitted by the NHS Trust, to seek consent for the principle of a residential development on this site. This is to allow them to transfer the site on for redevelopment in the future.

Central Manchester and Manchester Children's University Hospitals NHS (CMMC) runs children's services for North Manchester and Salford and specialist services for children in Greater Manchester and beyond. Children's services are currently fragmented across four different sites, which is making the efficient provision of care very difficult. In addition to this, many of the buildings are in a poor and inadequate condition, which does not provide the best environment for ensuring the quality care of children. A report completed on the current hospital states that the condition and configuration of the buildings and facilities is wholly inadequate for the appropriate delivery of specialist healthcare services in the 21st Century.

Therefore, Booth Hall Hospital services are being transferred to the new Children's Hospital at the Manchester Royal Infirmary (MRI) and non-specialist activity is to be relocated to local sites, including the new paediatric units at North Manchester General Hospital and others. The new MRI facility will provide an opportunity for children to be treated on one site.

The Booth Hall Children's Hospital site will be disposed of and the proceeds of the sale will be utilised by the Trust to support the new development and the wider clinical improvement and enhanced delivery of children's services across Greater Manchester.

APPLICATION SITE

The application site is currently occupied by the Booth Hall Children's Hospital and the associated buildings and car parking owned by the NHS Trust. The application site measures 10.1 hectares (24.96 acres) and is situated in a predominantly residential area of Charlestown.

This 10.1 hectare site is currently used as the Booth Hall Children's Hospital. There are a number of historic planning applications for this site, mainly including new buildings and extensions to the hospital use. The hospital buildings and car parking areas are surrounded by woodland named Baileys Wood, part of which is designated as a Site of Biological Interest. Beyond the woodland, the site is then surrounded by residential properties. Within the woodland, there is a very steep drop towards Haverfield Road and Greendale Drive. Across Charlestown Road, the hospital is located immediately opposite Boggart Hole Clough, which is also designated as a Site of Biological Interest.

PROPOSAL

Outline planning permission is sought for the erection of a maximum of 300 residential units. These would be a mix of two and three storey family houses and some apartments within the retained administration building. As this is an outline application with all matters reserved, the only drawings submitted are to provide parameters for the development. The parameters plan shows the provision of two vehicular access points onto Charlestown Road with a further emergency access, with new highways and public open spaces around the site.

Although this is an outline application with all matters reserved, the application has been submitted with a significant number of associated documents, plans and reports. This includes the following:

- Planning Statement
- Design and Access Statement
- Site Location Plan
- Indicative Site Layout Plan
- Parameters Plan
- Arboricultural Survey & Tree Constraints Plan
- Landscape Strategy Plan
- Transport Assessment
- Ecological Scoping Survey
- Flood Risk Assessment
- Environmental Assessment
- Crime Impact Statement

The matters of layout, scale, appearance, access and landscaping will be reserved until the detailed design stage.

The scheme would lead to the creation of a maximum of 300 residential units with the 10.1 hectares being developed at an average of 45 dwellings per hectare (dph). The final numbers will be dependent on the final masterplanning and creation of an acceptable development layout for the land. The proposed mix outlined within the Design and Access Statement for the residential units is of 10% apartments, 10% 2 bedroom houses, 60% 3 bedroom houses and 20% 4 bedroom houses. However, this is only indicative at this stage and will be formally agreed through the reserved matters application.

Commitments are made in relation to the development achieving a certain level of design quality, including disabled accessibility, the Code for Sustainable Homes, Secured by Design, the provision of 20% affordable housing provision, and the Greening Manchester standards. The future phases of this

development will also pay full attention to the City Council's Guide to Development in Manchester SPD in relation to building design, layout, car parking provision, landscaping and public realm works.

Consultations

Local Residents / Businesses

4 letters of objection have been received for the application at this stage. The comments can be summarised as follows:

1) Anti-Social Behaviour - Bailey's Woods already plays host to youths setting fire to felled trees. The same gangs are engaged in loud and violent activities e.g. Stone throwing. These groups frequently come up to bordering gardens. If the railings to Booth Hall are removed this will effect the new housing and increase the terrain available.

2) Ecology - The protected wooded grounds of Booth Hall have provided the scale & density of woodland for a large and sustainable bird population in a heavy populated area. The loss of a significant part of the wooded area will decrease the habitation available for the wildlife, leading to a decline in the size numbers needed to maintain the bird population such as Jays. The building of so many units will mean the loss of this protected or undisturbed area. The area is a haven for woodpeckers, owls, bats, foxes and squirrels within well established trees. These will be disturbed from noise during the construction of the buildings.

3) Loss of Trees - The survey seems very brief and basic and does not mention the loss of habitation for the wildlife and the density of woodland required. The loss of all the large trees on Charlestown Road to be replacement by fewer and smaller trees would change the character of the area. I cannot see the trees on the border of the development surviving very long due to housing in the U shape end of the site. These small units will be cut off from satellite transmission and suffer loss of light. Trees have already been felled in this area. Without protection in this high-density location the trees will be all lost. Trees already lost on the Hallmoss Road site and the new school on Victoria Avenue East. Open spaces are being covered in bricks and mortar at an ever increasing rate.

4) Over development - This area has already seen 3 major new housing developments and another about to start on Colmore Road. Currently at the end of Charlestown Road (the last development) a large number of properties are available for let or purchase and that was even when mortgages were available. This may be due to over supply or the unsuitable nature of some of these units. The units may have been built for speculative reasons only and now may degrade the area. The development does not provide any bungalows for people unable to use stairs. A type of property in high demand.

5) Traffic - The survey states that as flats or single units are less likely than family houses to have cars and therefore the volume of traffic will decrease from the current volumes. The recent refurbishment of a block of flats on Colmore by Freshfields disproves this conjecture, as the cars have to be parked outside the secure area as many flats have more than one vehicle. The survey is clearly just wishful thinking rather than serious planning.

Grange Park Road, built 1936, currently acts as a direct route for many road users going to Victoria Avenue to reach the motorway or coming the other way, to avoid the junction on Victoria Avenue to Rochdale Road. The road is now in a poor state of repair and is not suitable for high volumes of traffic or heavy traffic. Weight restrictions need to be applied urgently to this road or the council will face the significant cost of relaying the road due to heavy building equipment. Potential damage caused to houses on this road will need to be considered or legal remedies pursued.

Grange Park Road already has road surface problems with heavy traffic and when the potholes are driven over we feel the vibrations in our houses and have concerns with regard to this. When the road was originally built, it did not have heavy vehicles using it and it is felt that the council should look into re-enforcing the road surface to make it fit for purpose, before anymore residential buildings are developed.

6) Parking - It is assumed that the architects have not provided enough parking spaces for the people using the flats or smaller houses.

7) Health & Public Safety - The current site was built when restrictions to the use of asbestos did not apply. Will this material be handled correctly by the developers?

8) The reason for this development seems to be to obtain funds for the new PFI venture at St Mary's to reduce borrowing costs.

9) This will include the loss of a much needed hospital which serves hundreds of children in the locality as well as other children in other areas of Greater Manchester.

10) The main concern when considering this proposal should be the residents of Blackley and will the area's character be maintained. It is felt that the area is now suffering from high traffic and from some substandard, speculative and unneeded properties, which are leading to the area, been downgraded. The area would benefit from less high-density housing and a better mix of properties.

11) The impact on the environment is a concern; noise pollution, poor air quality, as a result of increased carbon emissions due to greater numbers of vehicles, houses and apartments.

12) The area should be landscaped to ensure plenty of green areas for children to play. Boggart Hole Clough is not suitable for families or children to use, due to the traffic which will increase on Charlestown Road.

Greater Manchester Police (Architectural Liaison)

It can be confirmed that GMP have prepared Part A of the Crime Impact Statement (CIS) for this outline scheme prior to this application. GMP are happy with the proposed use of this land for residential purposes, however as the scheme develops to the detailed stage of design it is requested that the developer contact the architectural liaison unit to complete Part B of the crime impact statement.

Greater Manchester Police (Crime Reduction Officers)

From a crime prevention perspective, there are no objections to the outline planning application for a maximum of 300 units for Booth Hall Children's Hospital at Blackley. It is assumed that the Architectural Liaison Unit will be submitting a Crime Impact Statement in this regard.

MEDC Landscape Practice Group

The original consultation response from the Landscape Architect included a number of comments in relation to the existing trees, the SBI and the design principles, and listed the information that would be required as part of a reserved matters submission. However, following the submission of additional information, it was confirmed that the information addressed the issues raised in the original memo dated 1st August 2008 and that the scheme is now considered to be acceptable.

Head of Engineering Services

As this is an outline application only, the comments made are indicative comments to an indicative submission. A full assessment is relevant and should be undertaken when "means of access" is submitted.

It is considered that one vehicular access only is likely to be deficient in terms of facility and the emergency authorities must be consulted. The visibility splays have been applied incorrectly, and also the reasoning in relation to the splay length is incorrect, and speed measurements will be required. The access junction designs should have facility approach rather than capacity and site visits will be required to particularly assess locations. Right-turn facilities, traffic regulation orders and high strength friction grip surfaces must be considered and the internal traffic calming appears deficient.

However, as outlined above, all of the above issues will be dealt with under any reserved matters application. The applicant's attitude and response to our informal correspondence is encouraging. The Head of Engineering Services looks forward to commenting further when the developer applies for the "Means of Access" reserved matter, should the outline application be approved.

Head of Regulatory and Enforcement Services (Pollution)

There are no objections in principle to this proposal. However, EH would require more information regarding the public realm infrastructure including locations of litterbins, lighting, the capacity of any public open space and what is likely to occur in these spaces when it is provided at the detailed design stages.

Greater Manchester Ecology Unit

A number of consultation responses have been received from GMEU for this application, due to the initial request of further information and the submission of additional detailed ecological reports. The final comments received from GMEU on the 2nd October are as follows:

All necessary clarification has been provided and GMEU are satisfied that appropriately worded conditions can be applied to any grant of permission, such that the potential of the site to support roosting bats will be adequately protected and appropriate actions will be implemented during the demolition and construction of the new development. This should be in addition to the recommendations for conditions in respect of badger surveys, Japanese

knotweed treatment and completing works to trees outside the nesting and breeding seasons to be attached to any approval. All relevant ecological issues have now been addressed and from the ecological perspective the application can be forwarded for determination.

Lancashire Wildlife Trust

The north side of the site is bordered by Bailey's Wood Grade C Site of Biological Importance (SBI), part of which is designated as Ancient Woodland. It will be important that, during construction and afterwards, the SBI is protected from any incursion from rubble or building materials and it is recommended that there should be a buffer zone of at least fifteen metres between the boundary of the SBI and any hard surfaces.

Natural England

Natural England has the following comments to make on this planning proposal:

- 1) NE is not aware of any nationally designated landscapes or any statutorily designated areas of nature conservation importance that would be significantly affected by the proposed planning application.
- 2) NE is also satisfied that the proposal does not have any significant impacts upon Natural England's other interests, including National Trails, Access Land, or the areas of search for new national landscape designations.
- 3) NE are pleased to see that the application represents many of our interests including improvements to green space and biodiversity, management of SBI's, the retention of valuable trees, landscape, sustainable housing and access links.
- 4) Natural England would normally expect to see an EIA or the outcome of detailed habitat and species surveys at outline application stage. However, it is noted that an Ecological Scoping Survey has been submitted and this is considered to be very thorough. NE concur with its findings. NE has seen the bat survey and are generally satisfied with the methods used and conclusions drawn. NE supports the need for a condition that states that no clearance of trees/shrubs or any other works that could cause disturbance will take place during the breeding bird season. It is essential that all breeding bird habitat is either retained or replaced. NE supports the need for a condition that states a repeat badger survey will need to take place at reserved matters stage.

United Utilities

There are no objections in principle providing that the site is drained on a separate system with only foul drainage connected to the foul sewer. Surface water should discharge to the river/watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency. If surface water is permitted to be discharged to the public sewerage system, it may be required for the flow to be attenuated to a maximum discharge rate determined by UU.

Public sewers cross this site and building over them is not permitted. The minimum distance of buildings/structures from the outer of individual sewer pipe will be various based on its depth and its size for future maintenance or replacement.

Land drainage or subsoil drainage must not be connected into the public sewer system directly or by way of private drainage pipes. It is the developer's responsibility to provide adequate land drainage without recourse to the use of the public sewer system. It is unclear if the existing sewer network has the capacity to accommodate this development. Flow investigations will be required before this may be confirmed.

Head of Regulatory and Enforcement Services (Contaminated Land)

The Contaminated Land Section has reviewed the submitted information in order to assess the adequacy of the desk study information available for this site. The site is currently occupied by a number of buildings and temporary structures and is known as Booth Hall Children's Hospital. Adjacent land use includes undeveloped woodland with residential properties. Previous land use includes a series of ponds before the hospital was built. Previous adjacent land use has included agricultural land, a bleach works, springs and sand pits, a disused works and residential properties. In addition, two above ground storage tanks are present on site. The site lies within 250 metres of Dam Head Farm landfill site, and the nearest identified surface watercourse are an unnamed stream north-east and one to the south east of the site. The site lies above the Sherwood Sandstone major aquifer.

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages. The desk study information appears to be adequate.

For the remaining issues in relation to contaminated land and remediation, it is recommended that a condition be included to deal with risk assessment, site investigation reports, and a remediation strategy.

Environment & Operations (Trees)

The proposed development will require the removal of a number of trees if it is to proceed. The majority of the trees on site are in fair to poor condition due to a lack of maintenance in the past. It is considered that there are 20 trees that are worthy of retention, 8 of which are to be felled as part of the development. All work should be implemented in accordance with BS 3998 and BS 5837.

Transport Policy Unit (Travel Change)

The Framework Travel Plan has been assessed and there are two elements missing; a date of when the development is to be complete / opened and a named person with contact details who will take responsibility for the FTP before an appointed TPC is put in place, and confirmation that surveys will be conducted every 2 years to measure any modal shift in travel behaviour. However, it is accepted that this is an outline application and certain information will not be available at this time. Therefore, a detailed condition must be included in any approval that requires a further Framework Travel Plan and a Full Travel Plan prior to the occupation of any residential units.

Environment Agency

The Environment Agency has no objection in principle to the proposed development but requests that any approval includes certain planning conditions, including contaminated land issues, limit surface water run off, the submission of a surface water regulation scheme, and the submission of a topographical survey showing the overland flood flow route. With regards to section 5.2 of the submitted Flood Risk Assessment (FRA), the Environment Agency would recommend that the internal floor levels and vulnerable areas should be raised 300mm and NOT 150mm to ensure that they will not be susceptible to flooding from local on site blockages within the surface water drainage system. At reserved matters stage, the applicant MUST submit a plan detailing where the attenuation on-site will be accommodated, as this will inevitably determine the final layout. Other recommendations include that the proposed development creates an opportunity for enhancing the surrounding greenspace and woodland wildlife corridors, and the advice of Greater Manchester Ecology Unit, and Woodland Trust should be sought as to the most appropriate way to incorporate it in the development.

GMPTA

As the Transport Assessment states, the site is reasonably well located in relation to public transport being within walking distance of the bus stops on Charlestown Road. However, some of these bus stops are beyond reasonable walking distance (400 metres in this instance) and would therefore not represent an attractive alternative to the private car. Future residents of the proposed development would therefore have some access to a choice of travel mode which should help to reduce the amount of car travel otherwise generated by this development. Should this application proceed to reserved matters, it should be ensured that the pedestrian environment is designed to be as safe and convenient as possible so as not to discourage people from accessing the site on foot / by public transport. This should be applied both throughout the site and also through Travel Plan measures, between the site and the nearby bus stops. It is suggested that any development, submission, implementation and monitoring of the Travel Plan be attached as conditions of planning consent.

North West Regional Assembly

4NW support this planning application as it is in line with (draft) Regional Spatial Strategy (RSS). In the context of the annual average figure for Manchester, the application is relatively small and the site is also allocated on previously developed land in line with policy DP1 as was in draft RSS and DP4 in GONW Proposed Changes.

Policy Context

Relevant National Policies

Planning Policy Statement No.1 Creating Sustainable Communities

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. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places.

Planning Policy Statement No.3 Housing

This guidance strongly encourages the re-use of previously developed vacant or under utilised land and buildings and lends support to new housing within urban areas at high densities that are in close proximity to existing services and facilities and public transport provision. It also provides guidance on issues such as design quality, residential mix and affordable housing. In terms of design quality schemes should create places, streets and spaces which would meet the needs of people, and be visually attractive, safe, and accessible.

Planning Policy Statement No.9 Biodiversity and Geological Conservation

This embodies the Governments commitment to sustainable development and to conserving the diversity of wildlife. It is acknowledged that the impact of the proposed development would have a moderately adverse effect on the ecology of the surrounding sites, given the scale and scope of development. This issue is considered elsewhere in this report.

Planning Policy Guidance No.13 Transport

This seeks to encourage alternative modes of transport that have less environmental impact and reduces reliance on the private car. The applicants have submitted a transport assessment, which has been examined by the Head of Engineering Services. This site is in an accessible location and is served by a number of bus services. The developer has also developed a Framework Green Travel Plan to encourage travel to and from the site by non-car based travel models.

Planning Policy Guidance Note No.16 Archaeology

Government Guidance provides a framework which protects scheduled ancient monuments and their settings, protects nationally important unscheduled monuments, has a presumption in favour of in-situ remains, and provides for the excavation and investigation of sites which do not merit in -situ preservation.

There are no scheduled ancient monuments or nationally important ones within the site, but there may be historical archaeological remains linked to the hospital which may be of local importance. Thus, there is potential for damage to archaeological remains during the demolition and ground works. It is therefore proposed that an archaeological condition is attached to any planning approval.

Planning Policy Statement Note No.23 Planning and Pollution Control.

This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments, which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

In this particular instance a significant part of this site was previously used for non-residential uses, and therefore the land would have to be fully remediated to allow re-use for the uses proposed.

Planning Policy Guidance Note No.25 Flood Risk.

This guidance looks at how flood risk should be considered at all stages of the planning and development process. It details the importance of the management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change.

As this site is over 1 hectare in size, a flood risk assessment has been provided with the application. The flood risk assessment has been assessed by the Environment Agency who has recommended the inclusion of certain conditions in any approval.

Relevant Regional Policies

Regional Spatial Strategy (RSS) (September 2008)

The Regional Spatial Strategy (RSS) for North West England was adopted in September 2008 and replaces the previously published Regional Planning Guidance (RPG13). The RSS provides a framework for development and investment in the region over the next fifteen to twenty years.

The document sets out the framework for delivering sustainable development in the North West. The strategy allocated a maximum housing provision of 63,000 for Manchester between 2003 and 2021. There are a number of policies relevant to this development proposal within the RSS including the following:

Policy DP1 'Spatial Principles' outlines the main principles that underpin the RSS to which all other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to. These include to promote sustainable communities, promote sustainable economic development, make the best use of existing resources and infrastructure, manage travel demand, reduce the need to travel, and increase accessibility, marry opportunity and need, promote environmental quality, mainstreaming rural issues, and to reduce emissions and adapt to climate change.

Policy DP2 'Promote Sustainable Communities' states that building sustainable communities are places where people want to live and work. This is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.

Policy DP4 'Make the Best Use of Existing Resources and Infrastructure' explains that priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks, which include building upon existing concentrations of activities and existing infrastructure, and sites that do not require major investment in new infrastructure, including transport,

water supply and sewerage. Where this is unavoidable development should be appropriately phased to coincide with new infrastructure provision.

Policy DP4 goes on to outline that development should accord with a certain sequential approach that starts with using existing buildings (including conversion) within settlements, and previously developed land within settlements, and ends with the development of other land where this is well-located in relation to housing, jobs, other services and infrastructure.

Policy DP7 'Promote Environmental Quality' outlines that environmental quality (including air, coastal and inland waters), should be protected and enhanced, especially by understanding and respecting the character and distinctiveness of places and landscapes, the protection and enhancement of the historic environment, promoting good quality design in new development and ensuring that development respects its setting taking into account relevant design requirements, reclaiming derelict land and remediating contaminated land for end-uses to improve the image of the region and use land resources efficiently, maximising opportunities for the regeneration of derelict or dilapidated areas, and maintaining and enhancing the quantity and quality of biodiversity and habitat.

Policy L4 'Regional Housing Provision' states that Local Authorities should monitor and manage the availability of land identified in plans and strategies and through development control decisions on proposals and schemes, to achieve the housing provision set out for their area. For Manchester, this is to provide a maximum of 63,000 houses between 2003 and 2021.

Policy L5 'Affordable Housing' explains that through development proposals Local Authorities should seek a proportion of affordable housing on all development sites which are above the relevant thresholds, use local occupancy criteria to support provision for local housing need so long as this need can be clearly demonstrated, to be implemented through the use of planning conditions and obligations and ensure that wherever possible (and subject to continuing evidence), that property remains affordable and available in perpetuity.

Policy EM1 'Integrated Enhancement and Protection of the Region's Environmental Assets' outlines that the Region's environmental assets should be identified, protected, enhanced and managed. Plans, strategies, proposals and schemes should deliver an integrated approach to conserving and enhancing the landscape, natural environment, historic environment and woodlands of the region. There are a number of sub policies within EM1 that relate to protecting the environment including Policy EM1 (A) Landscape, Policy EM1 (B) Natural Environment, Policy EM1 (C) Historic Environment and Policy EM1 (D) Trees, Woodlands and Forests.

Finally, Policy MCR1 sets out the priorities within the Manchester City region including accommodating housing growth in locations that are accessible by public transport to areas with strong economic prospects. A high level of residential development will be encouraged in the inner areas to secure a significant increase in the population of these areas.

Relevant Local Policies

Unitary Development Plan for the City of Manchester (1995)

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 Area 1 of the UDP for the City of Manchester, which covers Blackley, Charlestown and Moston. The general area policy for Blackley, Charlestown and Moston BM1 states that this area forms the northern fringe of the City and borders the green spaces along the Irk Valley which separate Manchester from Bury, Rochdale and Oldham. It is located about 4 miles from the City Centre. In contrast to much of Manchester, which is on fairly level ground, this area is hillier which gives it a distinctive physical character. The area has a certain homogeneity, being mainly developed for housing since the 1930s. However, it is interspersed with a variety of large open spaces, some of which contain areas of biological importance.

The area contains some 39,000 people, which is about 9% of the total who Live in the City. It is anticipated that there will be an increase in the proportion of the people who are under 14 years old. Because the district contains only about 6,000 jobs, most working people travel out to get to work. Unemployment rates are below average for the City, and families are most likely to be headed by someone who is a skilled manual worker. In parts of the area elderly people form a high proportion of the population, such as Damhead, White Moss, Riverdale and Victoria Avenue East. Although the proportion of pensioners is expected to reduce a little during the next ten years, there are now about 8,000 living in the locality. This is above the city average, and they will remain a significant characteristic of the population throughout the plan period.

Within Area 1, the application site contains part of Baileys Wood that is a Site of Biological Interest. Policy BM5 'Environmental Improvement & Protection' states that the Council will prepare, and subsequently implement, area development briefs intended to enhance the character and ecological value of the following areas:-

- a) Bailey's Wood and the Damhead Valley;
- b) most of Shackcliffe Green;
- c) Boggart Hole Clough;
- d) Nuthurst Road Park.

These are important open spaces, which could be used more effectively to meet the needs of residents without damage to the local environment.

When dealing with applications of this nature, regard is given to Development Control Policies No. 7 "New Housing Development" (DC7) and No. 16 "Street Landscapes" (DC16). Policy DC7 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. Policy DC16 can be applied here as this requires the retention of existing trees and the provision of tree planting along the public frontages of sites.

Further housing policies include H1.2, H2.1, H2.2 and H2.7. Policy H1.2 states that the City Council will ensure that the housing stock contains a wide range of housing types to meet the needs of people who want to live in Manchester. The above should include accommodation designed for disabled people. The City Council also encourages environmental improvements to make residential areas safer and more attractive through Policy H2.1. Policy H2.2 is also relevant and states that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution. Finally, H2.7 outlines how new housing schemes will be expected to be of a high standard of design and to make a positive contribution towards improving the City's environment. Areas of incidental space should not be formed unless arrangements are made for their proper and enduring maintenance.

Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems.

There are also Environmental Policies that are relevant in this case. Policy E1 advises that major new development will be required to be located where it can be easily served by public transport. With regards to the City Council's aim to ensure sustainability within developments, Policy E1.5 outlines that the Council will contribute towards energy conservation by ensuring that new development is located where it can be easily served by public transport and by encouraging high standards of energy efficiency. Policy E1.6 relates to the materials used for developments and outlines how the Council will require that building materials used are environmentally friendly wherever it is possible.

Policy E2.2 relates to sites of biological importance, and the requirement to protect them and policy E2.3 advises that the Council will protect important wildlife habitats, and where appropriate, will designate areas as local nature reserves. It will seek to create nature reserves as part of development schemes, especially where water features are present or can be created. Policy E2.4 states that the Council will ensure that the effects upon wildlife are taken fully into account when considering development proposals. Most importantly for this application, Policy E2.6 outlines that the Council will prevent wherever possible the loss of existing trees and will encourage the extensive use of broadleaved trees in planting schemes to improve the appearance of built up areas.

Finally, Policy E3.5 explains that the Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include:-

- a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- b) designing landscaping schemes so as to minimise the risk of attack;
- c) that community facilities are located where they are easy and safe to get to;
- d) providing safe places for children to play;
- e) improving road safety.

Transport policies T2.4, T3.1 and T3.7 can also be applied to this proposal. 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. Policy T3.1 states that the Council will ensure that the particular needs of both pedestrians and cyclists are catered for in new development schemes. Finally, Policy T3.7 The Council will encourage the provision of secure cycle parking facilities especially in the City Centre, local centres, bus and railway stations and park and ride facilities, major areas of employment and close to recreational and Leisure facilities and educational establishments. The Council will expect major new developments to make adequate provision for secure cycle parking.

Supplementary Policy Guidance

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007).

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. Planning Policy Statement 3 'Housing' states that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (September 2008)

The City Council's Providing for Housing Choice SPD and Planning Guidance outlines that everyone should have the opportunity to live in a decent home; a home they can afford, in an area they want to live in. But big increases in house prices in the city have made it much more difficult for many households to get a foot on the housing ladder. The Affordable Housing strategy is one way of tackling the problem. It means making homes available to people who would otherwise find it hard to buy or rent. It includes housing rented from a public landlord like the council or a not-profit housing association or trust, as well as 'shared ownership' schemes.

The Council adopted a Supplementary Planning Document & Planning Guidance called 'Providing for Housing Choice' on 2nd September 2008. This document provides guidance about the mix of new housing required in Manchester.

Issues

Principle

It is considered that the principle of a residential development on this site located within a residential area to aid the overall improvement of children's hospital services in Manchester is acceptable. However, the impact of the development on the adjacent woodland and Baileys Wood SBI, the impact of the development on the character of the area and the surrounding residential properties should be assessed.

Major Development

The proposal has been advertised as a Major Development by virtue of the number of units and the size of the proposed application site.

Environmental Impact Assessment

This planning application has been subject to a Screening Opinion for an Environmental Assessment. The Screening Opinion considers that given the previously developed nature of the site, and the replacement with residential uses, together with the fact that the applicant has submitted a desk top study of the contaminated land and landfill gas in the area, an ecological study, a bat survey, an arboricultural survey and traffic impact assessment, together with a design and access statement, the application can be properly considered during the planning application process and the proposals would not have an undue impact on the residential amenities of adjoining occupiers. In the light of guidance contained within Circular 2/99, it is therefore considered that an Environmental Assessment is not required in this instance.

Affordability

'Providing for Housing Choice Supplementary Planning Document and Planning Guidance' is the relevant City Council's document in relation to the delivery of affordable housing. This guidance outlines that based on the requirements of PPS3, any development for 15 residential units or more should include a certain proportion of affordable houses. The guidance proposes a City-wide target for 20% of new housing provision to be affordable through either socially rented accommodation or through intermediate housing, delivering affordable home ownership options.

The Site Appraisal Group for affordable housing within the City Council has assessed this application. Due to the significant amount of existing socially rented accommodation in this area, the recommendation by SAG for the provision of affordable accommodation on this site was for 20% intermediate housing. The applicant has confirmed that they are happy to enter into a legal agreement that secures the provision of 20% intermediate affordable housing within any reserved matters application (see further details below).

Ecology and Baileys Wood SBI

The Booth Hall Hospital site includes part of the Baileys Wood SBI and is completely surrounded by mature woodland. It is acknowledged that the

proposed development may have an impact on the ecology of the site, given the scale and scope of development and the loss of some trees. However, a detailed Ecological Scoping report has been completed and detailed discussions have been held between the applicant and the Greater Manchester Ecology Unit. Following the initial comments from GMEU, a full Bat Survey was commissioned by the applicant, and this has now been completed and fully assessed by GMEU and Natural England. It has now been confirmed that as the SBI will be retained and protected by an 8 metre landscaped buffer and subject to the inclusion of a number of conditions requesting further survey work, the protection of species during nesting and breeding seasons and the adequate removal of any invasive plant species, there are no objections to the principle of a residential development on this site.

The applicant has also agreed to enter into a legal agreement (see further details below) to provide a contribution towards the overall upgrade, improvement, maintenance and management of Baileys Wood. Therefore, with the significant improvement being made to the SBI and the comprehensive landscaping proposed under a reserved matters application, it is considered that this development will not have an adverse impact on the ecological value and importance of this area.

Layout and Landscaping

Due to the outline nature of this application, the matters of layout and landscaping are being considered at a later stage. However, the illustrative masterplan for the development shows that the proposed maximum of 300 units can be accommodated on the site based on the spirit of the 'Guide to Development for Manchester'. The Design and Access Statement makes certain commitments to adhering to the Guide by ensuring that all units have their principle frontage to the street and to ensure primarily that car parking will be within the dwelling curtilage, if not in a secure parking court. It is envisaged that the final detailed proposal would reflect a traditional form of development that is significantly influenced by the layout of the existing hospital buildings and the character of the surrounding urban area. The scheme would then be accompanied by a comprehensive landscape scheme, including street trees, wildlife corridors and public realm areas. This would ensure that any future development fits in well with the surrounding woodland areas and provides new areas of open space and wildlife habitats.

Loss of Trees

It is acknowledged that this outline proposal would result in the loss of some of the trees within the site. The most important trees in this area are those located around the boundaries of the site within the protected woodland SBI and the boundary trees onto Charlestown Road. All of these trees will be retained and fully protected during construction under the relevant British Standards. However, there are some trees that would have to be felled within the site where new houses will be constructed. The applicant has provided a justification for the loss of these trees and this can be summarised as follows.

The adjacent SBI and woodland setting, alongside retention of the administrative building, has been the leading influence in the design of the scheme and as a result a large number of trees have been retained on the site. The retention of boundary vegetation has been a significant consideration throughout the development of the indicative site masterplan. The layout clearly

maintains the integrity of mature tree cover within the SBI and through a management regime, the arboricultural and ecological value of the woodland is proposed to be enhanced.

Of equal importance are the tree groupings, which are located along Charlestown Road. Given their importance in terms of visual amenity along this local road, these trees have been retained and will also be enhanced as part of a management plan. Similarly to the assessment undertaken by the City Council's arboricultural officer, the tree survey submitted with the application identified woodland edge trees (2499, 2500, 2503 and 2504) as B category and worthy of retention. As a result the layout accommodates these trees within the new residential environment. Other trees identified as retainable are predominantly smaller, less significant specimens with a C category status. It was felt that these trees do not provide a significant contribution to the amenity of the site and that their removal is necessary in order to achieve a successful layout. New tree planting will mitigate for these losses and provide greater amenity value within the new residential area. Therefore, the benefits of creating a high quality residential scheme, which contributes to the regeneration of North Manchester as well as the enhancement of the SBI would more than compensate for the limited loss of trees.

Any reserved matters application would need to be accompanied by a comprehensive landscaping scheme, and this can include adequate replacement for the trees being lost for the development. It would be ensured that there was at least a 110% replacement scheme for tree planting in any fully designed scheme. Therefore, the Head of Planning is satisfied that the loss of a small number of trees within the site can be adequately mitigated.

Traffic and Highway Safety

As mentioned above, due to the outline nature of this application the matter of vehicular access points and new highway layouts are being considered at a later stage. The more detailed highways issues in relation to car parking within each phase, vehicle and pedestrian movements around the site and new access roads within the future phases will be dealt with at the reserved matters stage. However, a Traffic Impact Assessment has been submitted as part of the application, which reviews, the local accessibility, existing traffic conditions, highway facilities and transportation constraints effecting this proposal. The Traffic Assessment confirms that the level of traffic will be less from a residential development than the current use of the hospital. A detailed assessment of the Traffic Assessment has been made and certain comments have been made by the Head of Engineering Services to consider at the reserved matters stage. It was confirmed that one access point as shown on the indicative site layout drawing would not be sufficient to serve 300 houses. Therefore, the site layout plan has been amended to retain the two existing vehicular points that are currently used by the hospital, with an additional emergency access point onto Charlestown Road. The agent has confirmed that the car parking provision across the site will be provided in at least a 100% ratio. All dwellings will have a dedicated parking space through either a garage, in-curtilage space or a small parking court. The detailed design of car parking provision will be discussed and agreed with the City Council in respect to reserved matters applications.

External Appearance and Design Quality

Again as mentioned above, this is an outline application and therefore, the matters of external appearance and design quality are being considered at a

later stage. However, this development proposal will be expected to achieve a high level of design quality. Therefore, this development will have to address the Design for Access 2 requirements in terms of disabled accessibility, will achieve Secured by Design, would have a minimum BRE Code for Sustainable Homes rating of level 3, and will assess the Lifetime Homes accreditations. All of the above points are confirmed within the parameters set out in the Design and Access Statement. Therefore, the Head of Planning is satisfied that this development will be a very high design quality and will be available and accessible to all.

Density and Scale

The overall density of the development would be approximately 45 dwellings per hectare, over two and three storeys in height for the newly built houses, and three storeys within the retained administration building. In comparison to surrounding residential schemes, this is very similar in number and scale. The level of built form to landscaped areas provides a low to medium density that is in keeping with the layout and density of the vicinity. It is felt that the application has secured an appropriate scale and massing to development in relation to the surrounding area. Therefore, the Head of Planning considers this development acceptable in relation to density and massing. These issues will be dealt with in more detail at the reserved matters stage.

Amenity Space

Although this issue will primarily be dealt with through the Reserved Matters process, it is deemed important to state that the development would provide a satisfactory level of high quality private and public amenity spaces for the future residents of this area. The private spaces will include mainly gardens and patios, with the possibility of balconies for the flats within the administration building. The public spaces will be located in a main public square at the entrance to the site, and further squares around the site. These matters would be considered in more detail at the reserved Matters stage of the process. It is also intended to contribute to the provision of a play facility and the upgrade of surrounding public spaces (this is covered in the S106 section below).

Secured by Design

The applicants have provided a Crime Impact Statement completed by Greater Manchester Police, which confirms that crime prevention measures will be incorporated into the design, and the design will have full regard to the principles of Secured by Design. To ensure that each phase of the development achieves the Secured by Design accreditation, a condition has been included to request further work to be carried out.

Flood Risk Assessment

PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of high risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

This site is not located within a flood zone area, however, it is now required for all developments on sites over 1 hectare in size to include a Flood Risk Assessment as part of the planning application. Annex F of PPS25 relates to

Managing Surface Water and it highlights that the effective disposal of surface water from development is a material planning consideration in determining proposals for the development and use of land and as such a flood risk assessment must be submitted to show how surface water arising from a developed site should, as far as is practicable, be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account. Based on the above, a flood risk assessment has been submitted as part of this application and this has been assessed by the Environment Agency. The EA have suggested a number of conditions that will be applied to each phase of the development within the flood zones. A condition has specifically been included that requests the submission of a new Flood Risk Assessment with any subsequent reserved matters applications.

Ground Conditions

Due to the brownfield nature of the site, a contaminated land report has been submitted with this application. The precise nature of remediation measures would be defined and agreed at the reserved matters stage, and given the comments made by the Head of Regulatory Services, it is recommended that this aspect of the scheme be conditioned.

Noise

As this is an outline application, a full noise assessment has not been completed at this stage. The current use of the site as a hospital results in a certain level of noise emanating from the area. This includes the movement of traffic and hospital vehicles, ambulance sirens and externally mounted equipment and machinery. Therefore, it is considered that the redevelopment of this site for residential purposes will not increase the level of noise from the site; it is possible that the noise levels will actually be reduced. A full noise impact assessment will be required at the reserved matters stage and the Head of Regulatory Services will assess this at that time. Therefore, the Head of Planning is satisfied that this development would not have an adverse impact on the surrounding area in terms of noise pollution.

Residential Amenity

It is acknowledged that there are residential properties directly surrounding the application site. However, the site is completely surrounded by mature woodland and banks of trees that screen the existing buildings from the adjacent residential properties. It is the intention to retain all of the trees around the boundaries of the site and therefore, this significant screening will create a buffer to any new development. The maximum height of any new development would only be at three storeys and this is no higher than the existing hospital buildings on the site. There is also a required 8 metre buffer zone around the protected woodland, which will mean that there will be no new development immediately along the site boundaries. As mentioned above, the noise emanating from the existing hospital site will be reduced with a residential development. There should not be any significant increase in the noise generated from the site, as the general activity should be limited to residents leaving and returning the accommodation. Therefore, the Head of Planning does not consider that this proposal will have a detrimental impact on the residential amenity currently enjoyed by the surrounding occupants. A

significant number of conditions would be included in any approval that would protect the amenity of the surrounding residents.

S106 Agreement

The applicants have agreed to enter into a legal agreement relating to the following matters:-

- Provision of 20% intermediate affordable housing
- Contribution towards: a) the provision of a new 5-12's play area within the Boggart Hole Clough area; and/or b) the provision of or contribution to a new visitors centre at Boggart Hole Clough; and/or c) the overall upgrade, improvement, maintenance and management of Baileys Wood (adjacent Site of Biological Interest)

The Head of Planning and City Solicitors will negotiate the exact details of the legal agreement.

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

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

Recommendation MINDED TO APPROVE

Subject to the applicant entering into a Legal Agreement under S106 of the Planning Act 1990 relating to the provision of affordable housing and a financial contribution towards a) the provision of a new 5-12's play area within the Boggart Hole Clough area; and/or b) the provision of or contribution to a new visitors centre at Boggart Hole Clough; and/or c) the overall upgrade, improvement, maintenance and management of Baileys Wood (adjacent Site of Biological Interest)

On the basis that the proposal is in accordance with the City Council's Unitary Development Plan (in particular BM1, BM5, DC7, DC16, R1.1, H1.2, H2.1, H2.2, H2.7, E1.5, E1.6, E2.2, E2.3, E2.4, E2.6, E3.5, T2.4, T3.1 and T3.7) and with other considerations of material weight (in particular the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, the Providing for Housing Choice SPD and Planning Guidance,

Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Statement 9 (PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 16 (PPG16), Planning Policy Statement 23 (PPS23), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021) and there are no material considerations of sufficient weight to indicate otherwise, in that the development would provide residential accommodation in a predominantly residential area, provide high quality affordable accommodation at this site, a scheme that does not harm the character of the area, there would not be any significant impacts on the residential amenities of adjoining occupiers; and generally the proposal would provide a good quality affordable development within the area to the benefit of continuing regeneration of the locality.

Conditions and/or Reasons

1) Applications for approval of reserved matters must be made not later than the expiration of six years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 and to reflect the likely time period for the implications of the proposed development.

2) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters and other matters as are required under condition nos. 3 to 48 of this permission: the access, appearance, landscaping, layout and scale.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each phase or contract related to the implementation to which they are relevant.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

The application forms, the site location plan numbered 3945/0.101, the Design and Access Statement, the Supporting Planning Statement, the Arboricultural Survey and Constraints plan, the Ecological Scoping Survey, the Crime Impact Statement - Part A, the Flood Risk Assessment, the Phase 1 Environmental Assessment and the Transport Assessment received on the 13th June 2008, the letter from Taylor Young received 25th June 2008, the letter from Taylor Young dated 18th August 2008 and attached Tree plan numbered 3945/2.002, the Bat Survey by Cameron Crook and Associates received by email on the 10th September 2008, and the subsequent email from Cameron Crook and attached Booth Hall Hospital Traffic Light Bat Map received on the 26th September 2008.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies BM1, BM5, DC7, DC16, R1.1, H1.2, H2.1, H2.2, H2.7, E1.5, E1.6, E2.2, E2.3, E2.4, E2.6, E3.5, T2.4, T3.1 and T3.7 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, the Providing for Housing Choice SPD and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Statement 9 (PPS9), Planning Policy Guidance 13 (PPG13), Planning Policy Guidance Note 16 (PPG16), Planning Policy Statement 23 (PPS23), Planning Policy Statement 25 (PPS25), and the North West of England Plan - Regional Spatial Strategy to 2021.

4) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies BM1, BM5, H1.2, H2.1, H2.2, H2.7, E1.6, and E3.5 of the Manchester Unitary Development Plan and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance and Planning Policy Statement 1 (PPS1).

5) The permission hereby granted relates to the principle of developing the land for a residential development comprising residential floor space equating to a maximum of 300 dwellings within the development boundaries outlined on the indicative site layout drawing numbered 3945/0.100/RevB, of a mix of a minimum of 90% dwellinghouses and a maximum of 10% apartments, to a maximum height of three storeys in any new building with associated car parking, landscaping and infrastructure, to follow the design quality and principles outlined with the Design and Access Statement June 2008.

Reason - For the avoidance of doubt. Any details should be subject to a separate application under the Town and Country Planning Act 1990.

6) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied and shall not be used for any other purposes other than the parking of vehicles.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) Full detailed designs (including full highway specifications, visibility splays, internal traffic calming and speed measures) of all highways works, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development of each phase of the development hereby approved commencing. The development shall be implemented in accordance

with the approved details, prior to the residential units in each phase being occupied, unless otherwise agreed in writing with the local planning authority.
Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

8) Within six months of any phase of the development hereby approved first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossings around the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a phasing programme to be approved in writing by the Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to Manchester Unitary Development Plan policy H2.2.

9) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used for the pedestrian footways and vehicular highways, including the provisions of tactile paving for disabled access be submitted to and approved in writing by the City Council as the local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as the Local Planning Authority and the works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policies DC7, E3.5 and H2.2 of the Unitary Development Plan for the City of Manchester, and the Guide to Development in Manchester Supplementary Planning Document.

10) No part of each phase of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as the Local Planning Authority. These facilities shall then be retained and permanently reserved for bicycle parking and shall not be used for any other purposes other than the parking of bicycles.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to policy T3.7 of the Unitary Development Plan for the City of Manchester.

11) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. No building shall be occupied before a post construction review certificate is submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

13) Details of access proposals to each building or phase of development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as the local planning authority before the development commences. The approved details shall be implemented before that part of the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

14) Notwithstanding the submitted Travel Plan, prior to the commencement of the development hereby approved, details of a Framework Travel Plan shall be submitted to and approved by the City Council as the Local Planning Authority. Prior to the first occupation of the development hereby approved, a detailed Travel Plan, including particulars of its implementation and monitoring, shall be submitted to and approved by the City Council as the Local Planning Authority. The Travel Plan shall then be implemented and reviewed in accordance with those approved details unless otherwise agreed in writing by the City Council as the Local Planning Authority.

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

15) No development shall take place until there has been submitted to and approved in writing by the City Council as the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity

of the area within which the site is located in order to comply with Policies H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

16) Before the development hereby approved commences, full details regarding the waste management strategy for the development, namely the refuse storage space for segregated waste collection and recycling and details of all internal and external storage areas, 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 adopted UDP.

17) No part of each phase of the development hereby approved shall be commenced until an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of each of the phases of the residential development first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

18) No part of each phase of the development hereby approved shall be first occupied until the building, together with any externally mounted ancillary equipment, are acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

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

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

In the event of the Preliminary Risk Assessment Desk Study identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site

Investigation Proposal Scheme) has been submitted to and approved in writing by the City Council as local planning authority.

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy Site Investigation Report and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, an Expert has prepared a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy Site Investigation Report) which shall be submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy Site Investigation Report, which shall take precedence over any Remediation Strategy Site Investigation Report or earlier Revised Remediation Strategy Investigation Report.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 23.

20) If the development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority and shall remain in operation for so long as the development is occupied. If when the lighting units are illuminated they cause undue glare or light spillage to the detriment of adjoining and nearby residential properties, baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2 and E3.5 of the Unitary Development Plan for the City of Manchester.

21) Notwithstanding the provisions of Article 3 of, and Class A of Part 1 of Schedule 2 to, the Town and Country (General Permitted Development) Order

1995 (or any order revoking and re-enacting that Order with or without modification), the garage accommodation hereby approved, as part of this development shall not be converted into living accommodation without the express written permission of the City Council as local planning authority.

Reason - The loss of garage parking space would result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety, pursuant to Policies H2.1, H2.2, H2.7 and T2.6 of the adopted UDP for the City of Manchester.

22) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies T2.6 and H2.2 of the Unitary Development Plan for the City of Manchester.

23) Any Reserved Matters application submitted within the application site area shall be accompanied by a fully detailed site specific flood risk assessment.

Reason - To ensure that this residential development will not increase the risk of flooding, pursuant to policy DC21.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

24) The rate of surface water run-off from the proposed development should be limited to 5.12 litres/second/hectare.

Reason - To reduce the increased risk of flooding, pursuant to policy DC21.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

25) No development approved by this permission shall be commenced until a scheme for the provision and implementation, of a surface water regulation system has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans.

Reason - To reduce the increased risk of flooding, pursuant to policy DC21.1 in the Unitary Development Plan for the City of Manchester and PPS25 Planning and Flooding.

26) Any Reserved Matters application submitted within the application site area shall be accompanied by fully detailed drawings including a detailed topographical survey showing the overland flood flow route.

Reason - To enable the assessment of the effects of the proposed development on flood defence/land drainage, pursuant to policy DC21.1 in the Unitary

Development Plan for the City of Manchester and PPS25 Planning and Flooding.

27) Notwithstanding the contents of the submitted Flood Risk Assessment, no part of each phase of the development approved by this permission shall be commenced until details of the proposed floor levels of any new building have been submitted to and approved in writing by the City Council as the Local Planning Authority. The development scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing by the City Council as the Local Planning Authority.

Reason - To ensure that the development is subject to minimum risk of flooding, pursuant to Planning Policy Statement 25 Planning and Flooding.

28) No part of each phase of the development approved by this permission shall be commenced until details of flow investigations and existing and proposed sewage discharge have been submitted and approved in writing by the City Council as the Local Planning Authority. The development shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the City Council as the Local Planning Authority.

Reason - To ensure that the existing sewage infrastructure in the area is suitable for the development, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

29) No part of each phase of the development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels of that phase have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details, unless otherwise agreed with the City Council as the Local Planning Authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

30) No development shall commence until a hard and soft landscaping treatment scheme, including any street trees and wildlife corridors of native species, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies BM1, BM5, DC7, DC16, R1.1, H1.2, H2.1, H2.2, H2.7, E1.5, E1.6, E2.2, E2.3, E2.4, E2.6 and E3.5 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester

Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Statement 9 (PPS9) and the North West of England Plan - Regional Spatial Strategy to 2021.

31) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

32) All tree work carried out during the construction of the development hereby approved should be carried out in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester.

33) Prior to the commencement of each phase of the development hereby approved, a Tree Protection Plan and Arboricultural Method Statement shall be submitted to and approved in writing by the City Council as the Local Planning Authority, which should include a plan indicating the protective fencing line around the SBI and full specification details of that protective fencing. This should include correctly calculated construction exclusion zones, proposals for protection barriers and ground protection measures, engineering construction details where foundations, driveways and paving fall within the root protection areas of the retained trees, and details of any necessary tree surgery to facilitate construction operations. The development shall then be constructed in

full accordance with the approved details, unless otherwise agreed in writing with the City Council as the Local Planning Authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E2.6 of the adopted UDP for the City of Manchester and Planning Policy Statement 9.

34) No part of each phase of the development approved by this permission shall commence until a marginal strip of land at least 8 metres wide is established between the proposed development (i.e. residential buildings, car parking areas, etc.) and the Baileys Wood SBI in accordance with a scheme to be submitted to and approved in writing by the City Council as the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details unless otherwise approved in writing with the City Council as the Local Planning Authority.

Reason - To enhance the ecological and amenity value of the protected woodland by providing a buffer between the hard standing development and the Baileys Wood SBI, pursuant to the UDP policies E2.3, E2.4 and E3.4 for the City of Manchester and Planning Policy Statement 9.

35) Prior to any phase of the development hereby approved commencing on site, a method statement giving details of measures to be taken to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the adjacent Baileys Wood SBI shall be submitted to and approved in writing by the City Council as local planning authority. The measures to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the protected woodland hereby approved shall be implemented in full before each phase of the development commences.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

36) No phase of development approved by this permission shall commence until all of the existing buildings and trees have been surveyed for evidence of use by nesting bats and birds in connection with the Booth Hall Traffic Light Bat Map received by email on the 26th September 2008. Prior to any works to the buildings or full demolition or prior to any works to or the felling of any trees, the results of this survey shall be submitted to and approved in writing by the City Council as Local Planning Authority. If bats or birds are found to inhabit these buildings or trees, no development shall commence until a full method statement has been submitted and a scheme for the conservation of this species has been agreed in writing with the Local Planning Authority. The phase of development shall be implemented in accordance with the details so approved.

Reason - To protect bats and their roost sites pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

37) No development shall commence on site, including site clearance, until survey for badgers has been submitted to and approved in writing by the City Council as the Local Planning Authority. Such a survey should be undertaken at an appropriate time of year and by a suitably experienced person, the identity of whom has been previously agreed in writing by the City Council. If badgers are found to be using the site or areas close to the site, and are likely to be disturbed by the proposed development, a method statement must be submitted to and approved in writing by the City Council as the Local Planning Authority giving details of how any possible disturbance to badgers is to be mitigated. Once approved, this method statement must be implemented in full. Works likely to affect badgers will need to be licensed by Natural England.

Reason - To protect any species that the site may support, which are protected by the Wildlife and Countryside Act 1981, and pursuant to Policy E2.4 in the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

38) No trees shall be felled, or have any works undertaken on them, during the bird nesting and bat breeding seasons (March to September inclusive), unless otherwise agreed in writing with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

39) No part of each phase of the development hereby permitted (such works to include the demolition of built structures) shall commence until details of a permanent bat roost, as part of the approved development and associated lighting scheme have been submitted to and agreed in writing with the City Council as the Local Planning Authority. The permanent bat roost and lighting scheme should then be installed in accordance with the agreed design, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To provide a replacement roost for bats a European Protected Species (Habitats Regulations 1994) and to comply with policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

40) Within six months of the date of approval for separate detailed schemes for individual phases, a comprehensive Landscape and Ecology management plan for the long term management of all newly established planting, newly created or enhanced habitats, including wetland areas, shall be submitted to and approved in writing by the City Council as the local planning authority. The Landscape and Ecology management plan shall be implemented in accordance with the approved hereby plan.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policies E1.3, E2.3, and E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

41) No excavation or other building or engineering operations shall take place and no plant, machinery, fuels or materials (including excavated material) shall

be placed, deposited, stored or stacked within close proximity of any trees, shrubs and hedges located within or around the site and/or trees whose root structure may extend within the site, which are to be retained as shown on the approved plans. These trees shall be fenced off before any building or other operation approved by this permission is carried out within the vicinity in accordance with British Standard 5837 (1991).

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to Policies E1.3, E2.3, and E2.4 of the Unitary Development Plan for the City of Manchester and Planning Policy Statement 9.

42) Prior to commencement of any phase of development, full details of a scheme for the management, destruction and /or disposal of Japanese knotweed or any other invasive weed species, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to and approved in writing by the City Council as the Local Planning Authority in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese Knotweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

43) No phase of development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

- (a) A desk based archaeological assessment of the site;
- (b) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);
- (c) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out said tasks).

The schemes approved under (b) and (c) above shall be implemented in accordance with a programme of archaeological works and the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.

The applicant shall also devise a scheme for community involvement with the history and archaeology of the proposal area, the details of the scheme to be agreed in writing with Manchester Planning Authority.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

44) Prior to the first occupation of the residential units hereby approved, the applicant will provide a scheme with proposals for the presentation and interpretation of key heritage features as amenities within the public space, which will form part of the landscaping works for the development. The scheme shall be submitted to and agreed in writing by the City Council as Local Planning Authority, and implemented on site in accordance with the approved scheme.

Reason - To commemorate the history of the site by means of suitable presentation and an interpretation board, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

45) No phase of development shall commence until a public realm treatment scheme, including any street furniture, litter bins, lighting and details of possible activities, together with long term maintenance arrangements has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies BM1, BM5, DC7, DC16, R1.1, H1.2, H2.1, H2.2, H2.7, E1.5, E1.6, E2.2, E2.3, E2.4, E2.6 and E3.5 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), Planning Policy Statement 3 (PPS3), Planning Policy Statement 9 (PPS9) and the North West of England Plan - Regional Spatial Strategy to 2021.

46) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development of each phase commencing. The wheel wash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheel wash shall be submitted to and approved in writing by the City Council prior to being implemented.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policy H2.2 of the Unitary Development.

47) All contractors' vehicles entering and leaving the site during the construction period shall be sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

48) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 086932/OO/2008/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
United Utilities
Contaminated Land Section
Director Of Housing
Environment & Operations (Trees)
Travel Change Team
North Manchester Regeneration Team
Environment Agency
GMPTE
Greater Manchester Police
Dennis Brogan, Crime Reduction Officer
North West Regional Assembly
Greater Manchester Ecology Unit
Lancashire Wildlife Trust
Natural England
Transport Policy Unit
Greater Manchester Archaeological Unit
Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
United Utilities
Contaminated Land Section
Director Of Housing
Environment & Operations (Trees)
Travel Change Team
North Manchester Regeneration Team
Environment Agency
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Greater Manchester Police
Dennis Brogan, Crime Reduction Officer
North West Regional Assembly
Greater Manchester Ecology Unit

Lancashire Wildlife Trust
Natural England
Transport Policy Unit
Greater Manchester Archaeological Unit

Booth Hall Childrens Hospital, Charlestown Road, Manchester, M9 7AA
1 - 39 Grange Park Road, Manchester, M9 7AF
22 - 38 Grange Park Road, Manchester, M9 7AH
1 - 11 Selkirk Drive, Manchester, M9 7AE
2 – 12 Selkirk Drive, Manchester, M9 7AE
Newton Heath Evangelical Church, 9 Selkirk Drive, Manchester, M9 7AE
1 – 39 Grange Drive, Manchester, M9 7AJ
45a, Charlestown Road, Manchester, M9 7AB
27 – 81 Charlestown Road, Manchester, M9 7AB
143 – 159 Charlestown Road, Manchester, M9 7BR
Polefield Nursing Home, Charlestown Road, Manchester, M9 7AD
47 - 75 Polefield Road, Manchester, M9 7EN
Rosewood Care Services Ltd, 77 Polefield Road, Manchester, M9 7EN
67a, Polefield Road, Manchester, M9 7EN
46 – 70 Polefield Road, Manchester, M9 7FL
Boggart Hole Clough Bungalow, Charlestown Road, Manchester, M9 7DF
Boggart Hole Clough Centre, Charlestown Road, Manchester, M9 7DF
2 -10 Lindsie Walk, Manchester, M9 6DH
1 – 5 Lindsie Walk, Manchester, M9 6DH
9 – 19 Earby Grove, Manchester, M9 6LL
51 & 53 Earby Grove, Manchester, M9 6LL
2 - 8 Greendale Drive, Manchester, M9 6NT
26 -148 Haverfield Road, Manchester, M9 6NU
10 – 64 Dam Head Drive, Manchester, M9 6LX
8 Kirkholt Walk, Manchester, M9 6LU
2 – 10 Denstone Walk, Manchester, M9 6DB
2 – 10 Swinford Walk, Manchester, M9 6DE
1 – 7 Brixworth Walk, Manchester, M9 6FJ
2 – 8 Malley Walk, Manchester, M9 6FU
1 – 7 Garrowmore Walk, Manchester, M9 6SE
1 - 7 East Garth Walk, Manchester, M9 6SF
2 - 8 East Garth Walk, Manchester, M9 6SF
1 – 5 Warfield Walk, Manchester, M9 6SG
1 – 5 Upwood Walk, Manchester, M9 6SH
1 - 5 Pendrell Walk, Manchester, M9 6SL
1 - 11 Mulgrove Walk, Manchester, M9 6SN

Representations were received from the following third parties:

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
United Utilities
Contaminated Land Section
Environment & Operations (Trees)
Travel Change Team
Environment Agency
GMPTE

Greater Manchester Police
Dennis Brogan, Crime Reduction Officer
North West Regional Assembly
Greater Manchester Ecology Unit
Lancashire Wildlife Trust
Natural England
E Scanlon, 13 Grange Park Road, Manchester, M9 7AF
Robert Scanlon, 19 Grange Park Road, Manchester, M9 7AF
Mr Andrew Lancaster, 31 Grange Park Road, Manchester, M9 7AF
Helen Greening, 27 Grange Drive, Manchester, M9 7AJ

Relevant Contact Officer : Jeni Wilson
Telephone number : 0161 234 4164
Email : j.wilson3@manchester.gov.uk