

Application Number	Date of Appln	Committee Date	Ward
113932/FO/2016	27th Oct 2016	15th Dec 2016	Higher Blackley Ward

Proposal Creation of Treetop Trek Site to include two Treetop Trek course, a net course, reception and storage building (Class D2)

Location Heaton Park, Middleton Road, Manchester, M25 2SW

Applicant , TreeTop Trek Ltd, Brockhole, Lake District Visitor Centre, Windermere, LA23 1LJ,

Agent Miss Claudia Bland, John Coward Architects Ltd, 3 Unsworths Yard, Ford Road, Cartmel, Grange Over Sands, LA11 6PG

Introduction

This application relates to the creation of a Tree Top Trek facility in Heaton Park, in the Blackley area of North Manchester.

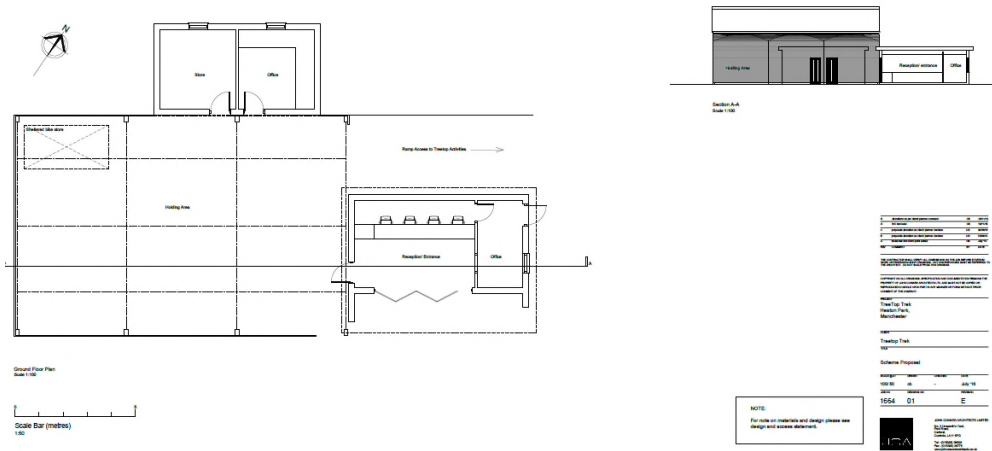
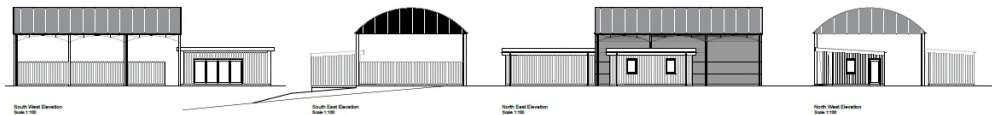
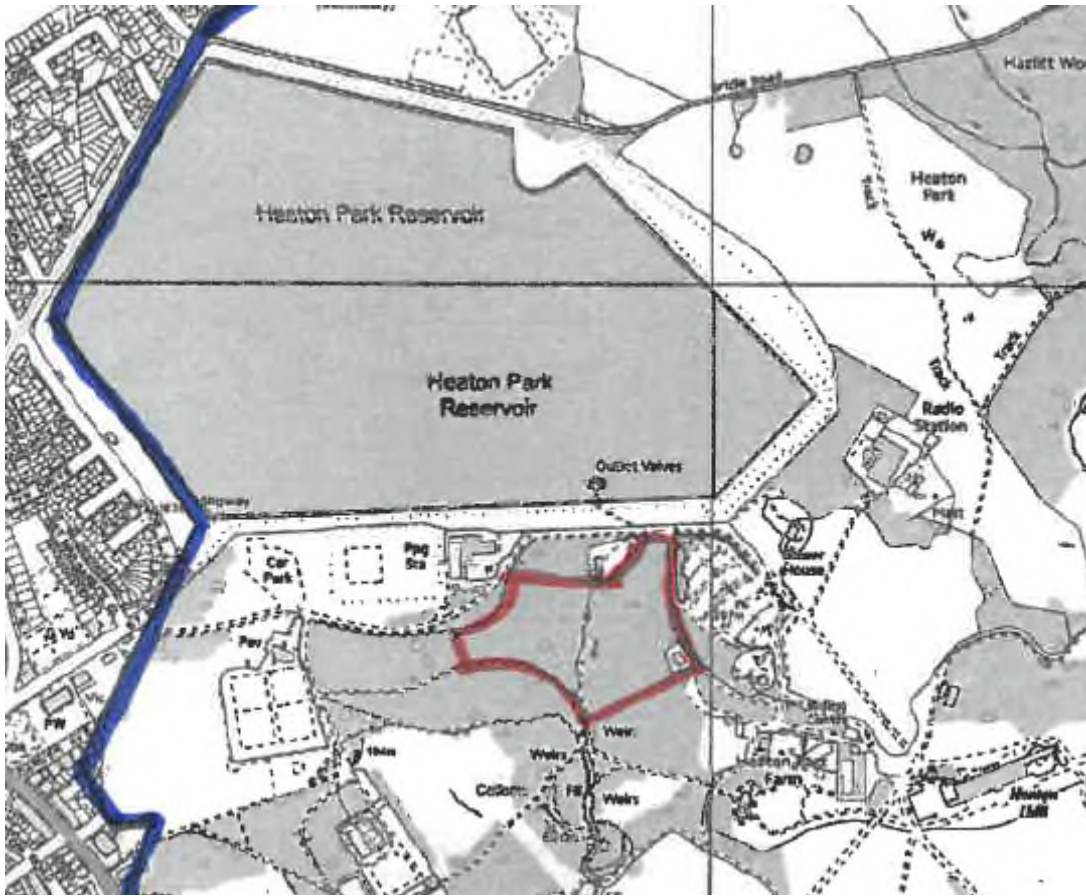
Heaton Park is registered as a Grade II landscape under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic parks and Gardens by Historic England for its historic interest. Within the park landscape there are nine listed structure of Grade I, Grade II* and Grade II status.

Heaton Park is located in the Green Belt.

Description

The Proposal - The proposal relates to the development of a Tree Top Trek facility in Heaton Park. The site extends to 12 acres within the overall site of Heaton Park (640 acres/240 hectares). It will primarily utilise trees to the west of and adjacent to the Hall car park and north of the recently refurbished children's play area.

The scheme includes the creation of two Tree Top trek courses, and a nets course , the installation of an extension to the rear of the Grade II listed Dutch Barn (for office and storage purposes), and a free standing single storey structure directly adjacent to the northeast of the Dutch Barn to form a reception and associated offices. The Dutch Barn would be retained and used as a 'holding area' for waiting participants. Tickets for the facility would be issued at the existing visitor facility within the Heaton Park stable block, where staff and visitor cycle storage , and toilet and café facilities are also located, which is a short distance from the proposed development.



The proposed facility includes a Tree Top nets course suitable for 3 years and upwards, a lower ropes course for 5 years and upwards and a high ropes course for 7 years and upwards.

Heaton Park's opening times (between 8am to dusk). The proposed facility would operate between 08:00 and 20:00 hrs on Mondays to Sundays. 16 full time employees would be based at the facility, with up to 20 staff on-site at any one time.

Public access to the site would be via existing routes to and within the park . The nearest vehicular access point to the proposed facility is from St. Margaret's Road to the west, whilst one access point is provided from the A665 Bury Old Road (to the southwest), two from the A6044 Sheepfoot Lane (to the south) and two from the A576 Middleton Road to the east. There are various pedestrian, cycle and vehicular routes provided through the park.

Consultations

Publicity - The application has been advertised on site on 25th October 2016 , and in the press on 18th October 2016 as affecting the setting of a listed park, as affecting a listed building, as being a major development , as being of public interest and as affecting a right of way . No responses have been received in connection with the advertisement

Local residents and local businesses - Two e-mails and one letter have been received from local residents on St Margaret's Road and Woodgate Drive expressing concerns in relation to impacts the proposed development will have on traffic, increased numbers of vehicles parking on St. Margaret's Road, noise from barking dogs , children and car horns. They advise that there is currently a weekly run at 9am on Saturdays, which gives rise to cars speeding to get into the park for the event regardless of the traffic calming measures in place, with no regard for local residents. The resident is aware that there are current proposals to introduce double yellow lines on a section of St. Margaret's Road, but want this monitored by traffic wardens at peak times . They are concerned that the current infrastructure will not be able to cope with the increases in traffic. Another resident has raised concerns about highway safety due to the bend on St. Margaret's Road where the existing access to the park is located. They advise that there are often near misses and there has been a fatality at this bend. Furthermore, that the speed bumps which have been installed have not overcome the speed of traffic and this coupled with the frequency of traffic on this route, and not being able to access their driveway is of concern. They want to know what will be done to ease traffic speed and congestion, and that parking outside their property will not be encroach upon by visitors or limited by yellow lining. They also would like the placement of the bus stop to be resolved.

One resident objects to the scheme as there appears to be no additional parking spaces associated with the facility, and there are problems with on street parking in the vicinity of the site which will be exacerbated when the park introduce pay and display arrangements. They suggest that the parking area opposite St. Monica's School should be used on a permanent basis as this would ease congestion and give park visitors another option for parking. They also feel that the aesthetics of Heaton

Park and the wildlife within Heaton Park would be adversely impacted upon by the proposed development.

Friends of Heaton Park – Any comments will be reported to committee

Highways Services – Originally made observations regarding site access, trip generation, parking and access, cycle storage, refuse and servicing, construction management, and travel plans .

They advise that the proposed facility is situated within an area of limited accessibility.

In relation to trip generation, they state that whilst the submitted methodology appears to be an acceptable way to determine daily/peak-period vehicular trips, further information/evidence is required regarding how the above modal share proportions have been calculated, and request further information regarding group bookings i.e. school trips/team building which may require mini-bus/coach access and parking provision.

In regard to parking and access, they suggest it may be necessary to make directional signage available on a permanent basis. Based on the submitted data and trip generation figures, it has been demonstrated that the park's (total) parking provision would accommodate the projected increase in parking demand (subject to further clarification regarding trip generation data). Furthermore, they note that during the survey peak period, it has been shown that the nearest car park (St. Margaret's) shows a high level of demand, and therefore recommended that on-site support is provided to direct visitors to alternative car parks, should the closest car park to the facility start to approach capacity. They advise that Heaton Park is introducing Pay and Display in the major car parks and greater enforcement on inappropriate parking in the vicinity. The proposals will also include formalisation of parking areas, relining, resurfacing works and greater enforcement of inconsiderate parking. It is anticipated that the system will help to increase the turnover of spaces, particularly at peak times and therefore provide an increase in parking availability.

The proposals will also result in a lower level of external queuing due to the existing barrier entry and payment system being replaced by pay-and-display facilities located within each car park.

Secure and sheltered cycle parking provision to cater for staff is recommended. Details are also needed regarding refuse servicing or deliveries, and on proposed construction arrangements from a highways perspective.

It is also recommended that a full Travel Plan is conditioned with any planning approval.

Following the receipt of further information Highways Services have indicated that matters in connection with site accessibility , discouragement of car use and promotion of public transport , together with signage improvements and parking management systems are dealt with by way of a Travel Plan . Highways Services have also sought further clarity in relation to coach parking and cycle storage .

Environmental Protection – Request that a condition is attached to any approval to require a percolation test, prior to the installation of an Eco Toilet facility.

Arboricultural officer – Requested information in relation of how the development would impact on the trees and how it would be affixed to the trees. Further information provided by the applicant has been forwarded to the arboricultural officer. The Arboricultural officer has subsequently advised that they have no objection as long as the walkway is fixed using non invasive methods.

Head of Parks , Leisure and Events – Any comments will be reported to committee

Lancashire Wildlife Trust - Any comments will be reported to committee

Greater Manchester Ecology Unit - Advise that the recommendations in section 4.2 and 4.3 of the Ecological Assessment Of An Area Of Woodland At Heaton Park, Manchester; Bats And Ground Flora and the recommendation for the provision of bird nest boxes in Ecological Assessment Of An Area Of Woodland At Heaton Park, Manchester (February 2016) be required by condition, should permission be granted.

In addition since nesting birds may be present in the trees affected by the proposals we would recommend that the following condition (BS 42020:2013) be attached to any permission:

No removal of or works to any trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Design for Security – Recommend that access to all tree platforms and ropes should not be possible when the facility is closed.

United Utilities – Recommend that conditions are attached to any approval relating to surface water and foul drainage.

Flood Risk Management Team - Recommend no drainage condition for this application. The drainage of the site can be approved and they recommend an informative in relation to drainage.

Head of Corporate Property – Any comments will be reported to committee.

Historic England – Do not consider that it is necessary for this application to be notified to Historic England .

Bury MBC - Any comments will be reported to committee.

The Gardens Trust - Any comments will be reported to committee.

Policy Context

The National Planning Policy Framework

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or Specific policies in this Framework indicate development should be restricted.

National Policy Framework has been related to the proposed development, with particular emphasis given to the following: These issues have been considered with reference to the core strategy policies as set out in the report.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
- ii. Chapter 4: Promoting sustainable transport - States that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
- iii Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.
- iv. Chapter 12 : Conserving and enhancing the historic environment. Refers to the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, and the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.

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

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

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

Paragraph 59 goes on to state that:

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

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

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

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

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

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

Section 12 of the NPPF outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where

necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 132 goes on to state that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Paragraph 134 states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

This scheme has been designed to complement and respect the character and appearance of nearby heritage assets, and is in broad accordance with the requirements of NPPF.

The impact on the settings of the Listed Park is considered in detail later in this report.

The proposal would be developed in conjunction with the Listed Building application currently under consideration (ref: 113933/LO/2016).

Relevant Local Policies

Core Strategy

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

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

The following specific policies are considered to be particularly relevant to the proposed development:

Policy SP1- Spatial Principles

Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

There are also certain Environmental Policies that are relevant to this application.

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

The Heaton Park character Area is a large, historic Grade II listed municipal park, containing a number of historic structures dating from its original use as a country estate. It is used for a mix of formal and informal recreation opportunities in a primarily informal landscape. It is the highest point in the City. A continuation to its historic landscape character as parkland with informal groups of trees, to enable the accommodation of the existing range of leisure activities is expected.

The proposed development would accord with the aspirations of policy EN1, in that the scheme has been designed to incorporate the grade II Dutch Barn structure into proposed facility, and introduce small single structure structures to provide ancillary offices, reception and stores to support the facility whilst respecting the architecture of the barn .

Policy EN3 - Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre.

New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character , setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens , conservation area and archaeological remains.

The former Dutch Barn is a Grade II Listed Structure. The proposed development is considered to accord with the principles of policy EN3 in that the proposed scheme would form part of a wider development , with a proposal to enable the re-use of the barn and facilitate the provision of a further leisure facility with in the park , thereby delivering a range of wider economic regenerative benefits to the park as a whole.

Policy CC 4 - Visitors - Tourism, Culture and Leisure

Policy CC4 advises that the City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The

improvement of facilities for business visitors will also be supported. Whilst this scheme is not City Centre based it is considered to broadly accord with the aspirations of policy CC4, in that it would add a further visitor attraction within Heaton Park, and would contribute to the leisure offer within the north of the City

Policy EN 10 - Safeguarding Open Space, Sport and Recreation Facilities

Policy EN10 states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that: improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity, improve access to open space for disabled people

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

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

or

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

or

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

The proposed scheme would accord with the aspirations of policy EN10 in that the proposed development is considered to be an ancillary use to the recreational facilities within the park .

Policy EN 11- Quantity of Open Space, Sport and Recreation

Policy EN11 advises as opportunities arise, new open space, sport and recreation facilities will be created across Manchester.

The proposed development will create a new recreational facility within Heaton Park, and would thus accord with policy EN11.

Policy EN 12 - Area priorities for Open Space, Sport and Recreation

Policy EN12 states that the priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas. In respect of the North of the city, the policy seeks to ensure that new development will deliver improvements to the quality of existing provision. The proposed Tree Top Trek development will provide an additional recreational facility within Heaton Park, thereby improving the level of recreational facilities in the north of the city, and thus broadly according with the aspirations set out in policy EN12.

Policy EN 13 - Green Belt

Policy EN13 states that the extent of Green Belt in Manchester will be amended in the vicinity of Manchester Airport, in accordance with policy MA1. Otherwise, there are no amendments to the Green Belt boundary to be effected through the Core

Strategy. This does not preclude further consideration of sites currently within the Green Belt through subsequent Development Plan Documents. The whole of Heaton Park falls within the Green Belt. Given the nature of the proposed development and the structures proposed to accommodate the reception, office and storage accommodation, it is considered that the scheme would not detract from visual amenities of the Green Belt, and would facilitate an outdoor sporting facility consistent with appropriate uses in the Green Belt.

Policy EN 14 - Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

Policy EN 15 - Biodiversity and Geological Conservation

Policy EN15 advises that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.

The woodland in which the high ropes and nets courses would be located was formerly designated as a Site Biological Importance, however, this designation was withdrawn and the site removed from the SBI register because it was considered that the poor diversity of field and ground layer plants no longer merited a designated. The submitted surveys accompanying this application have confirmed this finding.

Policy DM1 Development Management

Policy DM1 follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

As set out within the issues section of this report below, the application proposals are considered to accord with policies DM1 of the Core Strategy.

Saved Policies within the Unitary Development Plan for the City of Manchester (1995)

The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. Policies within Part 1 of the UDP support area based holistic regeneration that involves local communities and public, private and voluntary sector bodies, to create and maintain sustainable communities. Specific Part 2 policies of relevance to this proposal include policies BM13 , DC19, and DC26.

Saved policy BM13 – Leisure & Recreation – The Council proposes to provide for an increased range of recreation and leisure based activities at Heaton Park in a manner which is compatible with the special character of the park, and which respects the amenity of the adjoining residential communities. In particular:-

- a) to take account of policy E2.1 which relates to development in the Green Belt;
- b) preserve and enhance the architectural integrity and educational and cultural value of Heaton Hall and associated features, including the historic character of the landscape.

The proposed development would expand the range of recreational facilities currently available at Heaton Park. The proposed scheme is considered to be consistent with the park's role as Green Belt, and would be compatible with the listed status of the park.

Saved policy DC19 - Listed Buildings - In determining applications for planning applications for development having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.

The proposed development would not for the reasons outlined in more detail below, have an adverse effect on the listed building's architectural or historical character, nor its appearance within the parkland setting, and would help to secure its long term future use.

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city , and will consider the effect of new development proposals that are likely to be generators of noise.

As with the Core Strategy policies above, the detailed assessment of the scheme contained within the following issues section of this report will outline that it is considered the proposal accords with all of the saved UDP policies listed above.

Supplementary Guidance

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

National Policy Guidance outlines 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.

Strategic Regeneration Framework for North Manchester

The Strategic Regeneration Framework for North Manchester (SRF) defines the strategic context for the regeneration of North Manchester . It establishes key principles and objectives across the range of inter-related social, economic and physical issues affecting the area.

In respect of parks and open spaces, the SRF views one of North Manchester's assets as being its Victorian parks which include Heaton Park, Boggart Hole Clough, Irk Valley and Queen's Park. The SRF views these parks as containing the potential to achieve a step change in North Manchester's image and provide the context for sustainable and attractive housing .

Issues

Principle

This site is located within Heaton Park to the northwest of the main core comprising the listed Hall and stable block. The principle of using this site for leisure purposes accords with the aspirations outlined in the policies above and is considered to be acceptable in this location.

The impact of the proposed development on the character of the park and listed Dutch Barn is assessed below .

Green belt

The whole of Heaton Park falls within the Green Belt. Given the nature of the proposed development, it is considered that the scheme would not detract from visual amenities of the Green Belt, and would facilitate an outdoor recreational activity consistent with appropriate uses in the Green Belt. It is considered that the proposed extensions to the Dutch Barn, and the equipment associated with the use proposed are modest in nature , and would not have an unacceptable impact on the open character of the Green Belt at this location.

Regeneration

It is considered that the proposed scheme (in conjunction with the Listed Building application currently under consideration) would create an additional recreational facility within the park which has the potential to have a material and positive impact on the continued regeneration of the park.

Layout

The scheme includes the creation of two Tree Top trek rope courses, and a nets course, the installation of an extension to the rear of the Grade II listed Dutch Barn (for office and storage purposes), and a free standing single storey structure directly adjacent to the northeast of the Dutch Barn to form a reception/entrance and associated offices. The Dutch Barn would be retained and used as a 'holding area' for waiting participants.

The site extends to 12 acres (4.86 hectares) within the overall site of Heaton Park (640 acres). It will primarily utilise trees to the west of and adjacent to the Hall car park and north of the recently refurbished children's play area.

On balance the location of the proposed new build elements of the scheme is considered to be acceptable in terms of layout.

Design and Appearance and impact on Listed Building/ setting of the Listed Park

Sections 16, and 66 of the Listed Buildings and Conservation Areas Act 1990 requires that special consideration is given to the preservation of the significant fabric and setting of listed buildings and conservation areas. Development decisions should, therefore, accord with the requirements of the NPPF and in the case of the proposed demolition, to section 12 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of "*sustainable development*" (NPPF Paragraph 7). In order to meet this key planning objective, in this instance, it is essential to ensure that the development of the site sustains and contributes to the stimulation of a thriving historic environment.

Paragraph 131 of the NPPF states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be.

The proposed single storey extension and freestanding structure have been designed to be sympathetic to a parkland setting, and not detract from the appearance of the listed barn. Although the principle of the extensions to the Barn are acceptable, a condition is included in the recommendation in order to ensure that the finishes of the proposed materials are appropriate. Furthermore, although the rear elevations of the Barn would be for the most part be retained, two doorways would be cut into the metal to serve office and storage accommodation within the proposed rear extension. The applicant has also advised that the corrugated metal forming the rear elevation is not safe to touch in relation to children using the safety briefing area. It is therefore proposed that a section of timber cladding would be introduced, which would not be fixed to the corrugated metal, and that a condition is attached to any approval to finalised details of the installation of the timber cladding. Furthermore, it is recommended that a condition relating to the finalised works to the section of corrugated sheeting forming the rear elevation of the Dutch Barn is submitted before the creation of the proposed doorways is undertaken.

The proposed nets which form part of the development are black, green and blue. The applicant was advised that it would be preferable if the nets could all be 'invisible green' in colour to reduce the visual impact of the nets between the trees, particularly in winter, due to the deciduous nature of the woodland. The planning agent has confirmed that the proposed colouration of the nets is required for health and safety reasons, and to enable visually impaired users greater use of the facility .

The proposed colouration for the crash mats and the design of the landing structures to the trees would minimise their visual impact in the park. It is acknowledged that the associated structures will be more visible during winter months, but it is considered that they would not be unduly intrusive in this setting.

A Heaton Park Landscape Heritage Plan has been produced to provide an assessment of the heritage significance of Heaton Park . Character Areas are identified within the document and are assessed in relation to heritage value, landscape condition and character , views and visual significance and ecological value. The park is split into areas of medium , high and exceptional significance . The location, which has been defined for the proposed development, is in area identified as being for the most part between medium and high significance , and is thus an area of lesser significance in heritage terms , in relation to the park as a whole.

In view of the above it is considered that the proposed development would on balance be consistent with sections 7 and 12 of the National Planning Policy Framework policies SP1, DM1, and EN3 of the Core Strategy and saved UDP policy DC 19.

Ecology – the application is accompanied by an Ecological Assessment. An Assessment was undertaken to inform the impacts created by an aerial activity course through the woodland within the north of the park. There would be limited activity at ground level except at entrances and exits to the proposed aerial course. It is not planned to fell any trees as part of the proposed scheme, as such to the potential for destruction to any bat roosts would be very unlikely. It is also expected that there would be any direct losses to bat feeding habitat. Any disturbance would occur during the daytime when bats may be occupying roosts. Only 7 trees were

identified as having potential for roosting bats, and at no time were any bats seen emerging from or returning to these trees during the survey. General bat activity in the woodland was low on each survey night. The submitted survey report confirms that no bat roosts were identified in any of the trees to be used to support the aerial walkways.

Woodland Ground Flora was found to be very limited and patchy. Although the woodland was formerly designated as a Site of Biological Importance, this designation was withdrawn and the site removed from the SBI register because it was considered that the poor diversity of field and ground layer plants no longer merited a designation. The submitted surveys have confirmed this finding.

The lack of understorey and shrub growth precludes there being significant nesting opportunities for bird species. It is therefore considered that any impacts to ecology would be limited, however, given the observations made by Greater Manchester Ecological Unit a condition is recommended attached to any approval to ensure that no trees have any works undertaken on them, during the bird nesting season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

Himalayan Balsam

The Heaton Park Manager has confirmed to the applicant, that there is a management programme in place through volunteer groups to deal with the Himalayan Balsam. She has advised that the Park will continue to be responsible for the management of the Woodland and will work jointly with Tree Top Trek to manage the Himalayan Balsam at the proposed Tree Top Trek site as recommended by the Woodland Management Plan which has been commissioned by the Park Management team. However, given the proposed development will disturb ground where Himalayan Balsam is currently present, it is proposed to attach a condition to require full details of a scheme for the management, destruction and/or disposal of Himalayan Balsam in relation to this development to ensure that any contaminated soils are appropriately treated and handled as part of the planning application also under consideration. It is not expected that any of the works required would be so significant to have an adverse impact of either the setting of the Dutch Barn or the listed park.

Trees

As advised earlier, the applicant does not propose to fell any trees. The proposed crash mats would be attached to trees using elasticated straps, which means trees should not suffer damage if/when the straps are removed. The observations of the Arboricultural officer have been noted, however, in order to install each of the landing platforms (30) and the two 'tree houses' (which form the start of the routes), bolts would be required to secure each of the structures to the trees.

Disabled Access

The applicant has advised that whilst the activity itself is unavoidably restrictive to certain disabilities, a broad range of disabilities is catered for, and the use of high ropes courses is well established as a means of training and developing social skills

and behaviour. Consultation with people who are Visually Impaired has led to the use of contrasting coloured netting for the Treetop Nets course to ensure that those with a visual impairment gain the maximum access to the course. They have stated that Pre programmed and well managed activity schedules will enable them to cater for groups with special needs.

Rights of Way

The planning agent has confirmed that no rights of way are to be altered or extinguished. The proposed landing platforms to trees would be at a minimum of 5m above ground level rising to 13m above ground level, which would not obstruct routes through the woodland by walkers / non participants

Traffic

The matters raised by Highway Services have been considered by the applicant. In regard to site accessibility - Heaton Park operates a land train which has an internal circular route around the park, taking in the North play area and car park (adjacent to the proposed site for Tree Top Trek), Heaton Hall, the boating lake (near to Lakeside car park), and the tramway museum. The Heaton Park Management Team are in discussion with the operator about how the service might best work to service customers of Tree Top Trek including two proposed additional stops near to the Metrolink station gate and near to the pathway around the boating lake which leads to the Lake car park, as well as a review of the current route. It is therefore recommended that further investigation and agreement regarding the land train improvement form part of the future Travel Plan.

In relation to trip generation the applicant has confirmed that approximately 50% of tickets are booked in advance of the activity day during peak periods.

Highway Services asked how modal share proportions outlined in the Traffic Management Plan in the Design & Access Statement had been calculated. This information has been forwarded to Highway Services, who have recommended that the incentives outlined to discourage car use and promote public transport access are incorporated into the Travel Plan.

The applicant has also confirmed that schools / group bookings are not taken during peak periods (School holidays) this is managed by an off peak discount which is only available during term times. As such the applicant does not expect this to typically impact on any car park capacity issues or require consideration in their traffic and parking plan. At another of their facilities groups bookings account for only 5% of participants, this equates to around 150 groups per year (averaging 30 students per group). They are projecting schools and groups accounting for a higher percentage (10%) of total footfall in Manchester. This is a result of the significantly larger population capture within 1hr drive time incorporating schools and youth groups as well as new target demographics including young adults and business corporate travellers. Consequently, they have projected the seasonal peak curve to be more evenly spread putting less pressure on the existing peak pressures at Heaton Park. It is expected that coaches would drop off participants and would wait in the car park closest to the St. Margaret's Road entrance.

Parking and Access

The nearest vehicular access point to the proposed facility is from St. Margaret's Road to the west, whilst one access point is provided from the A665 Bury Old Road

(to the southwest), two from the A6044 Sheepfoot Lane (to the south) and two from the A576 Middleton Road to the east. There are various pedestrian, cycle and vehicular routes provided through the park.

Six car parks are located within Heaton Park, providing a total of 2,235 parking spaces (including a 1500 space overflow car park which is operational on demand/weather permitting). The submitted Traffic Management report details parking accumulation data obtained from March/April 2016 (which includes the local Easter school holidays and May Bank Holiday) which is noted to be the park's busiest period. The survey period also included a number of events.

Highways Services have noted the peak availability is a robust assessment which considers the peak demand for each car park rather than the combined peak, but have advised all of the car parks can suffer capacity issues throughout the year. The applicant has advised that a traffic management system would be utilised to ensure that customers of the proposed facility are directed to park their vehicles at other car parks within Heaton Park which are also within walking distance of the Tree Top Trek operation. Furthermore, that in the first instance customers will be directed away from the Hall car park and to the car park at the St Margaret's road entrance, should this car park also reach capacity, customers will then follow diversionary signage to the Lake car park. Permanent directional signage in the form of fingerposts throughout the Park will allow customers to navigate there way back to the Tree Top Trek facility, either by walking or making use of the Land train which operates seasonally within the Park. This matter would also need to form part of the future Travel Plan. It is recommended that a travel plan condition be attached to any approval, which make reference to In view of the matters outlined above.

Other traffic matters raised by objectors

As advised by residents it is understood that speed humps have been installed in this area, and there are current proposals to introduce double yellow lines on a section of St. Margaret's Road to help overcome on street parking issues. The Traffic Regulation Order for St. Margaret's Road is bringing brought forward by Bury MBC in partnership with Manchester City Council, as all the highways adjoining this area of the park fall within the boundary of Bury MBC. It is considered that the combination of the use of a Traffic Regulation Order, the numbers of parking spaces available for use within the park and the introduction of a Travel Plan for the proposed facility will help to reduce parking and traffic issues within the vicinity of the St. Margaret's Road entrance to the park.

Cycle Storage

As advised above tickets for the facility would be issued at the existing visitor facility within the Heaton Park stable block, where staff and visitor cycle storage, and toilet and café facilities are also located, which is a short distance from the proposed development. Due to the limited cycle storage for visitors at the Stable block the applicant has annotated an area for sheltered bike storage within the Dutch Barn with five secure cycle stands proposed (10 cycles) for use whilst participants are on the trek course. It is recommended that this aspect of the scheme is conditioned.

Flood Risk

The site falls within Flood Zone 1, with the nearest water feature is the Heaton park reservoirs to the north. The site is considered to be generally at a low risk from all sources of flooding, however there are areas within the low lying valley in the western area of the woodland which may be subject to localised surface water flooding. Due to the nature of the proposal under consideration, in those affected areas i.e. high ropes course, and based on the likely flooding risk, it is considered that the proposed scheme could be developed and operate safely in flood risk terms, without increasing flood risk elsewhere. However, given the observations of the Flood Risk Management Team, an informative relating to the design of drainage systems to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system is recommended.

Boundary treatment

The current proposal includes the replacement of the galvanised palisade boundary fencing and gates to the perimeter of the curtilage of the Dutch Barn, with estate fencing to match the boundary treatments present elsewhere within Heaton Park. Due to other projects within the park in the vicinity of this proposal, the location of the gates to the curtilage of the proposed facility has not been finalised. It is therefore proposed to attach a condition to any approval to required the finalised design, and location of both the fencing and gates to form the perimeter of the proposed facility to be submitted and approved.

Surfacing

The applicant has not yet determined whether any works need to be undertaken to the hardstanding directly adjacent to the front of the Dutch Barn, in respect of surfacing. It is therefore proposed to attached a condition to require that no surfacing works to the areas of hardstanding adjacent to the Dutch Barn structure until specifications of any surfacing treatment, which may be required, have been approved.

Lighting

No details of any lighting proposal have been submitted in respect of the proposed development, or for the wider site including the Grade II listed building. It is recommended that a condition be attached to any approval to require full details of any external lighting to be erected within the development to be submitted and agreed in writing. This is also in order to enable the full impact of such proposals on security, and the listed building.

Security

The comments received from the Design for Security Team have been noted. However, the proposed landing platforms to trees would be at a minimum of 5m above ground level rising to 13m above ground level, which would prevent access from ground level.

Waste Storage

The waste created as a direct result of the operation of the Tree Top Trek facility will be integrated into the Parks existing waste management strategy. The applicant proposes 1 x 140 litre comingled recyclable materials bin and a 140 litre general waste bin within the Tree Top Trek compound for the use of customers and staff

based within the facility, and requests that the design of the bins store is conditioned. Once these bins reach capacity Tree Top Trek staff will empty them into the appropriate 1100 Ltr bins, which are also black and brown, situated within the bin store in the Hall car park (next to the children's play area). These larger bins are emptied by Enterprise Manchester, who supply commercial waste collection and disposal services, on a weekly and fortnightly basis for general waste and recyclable waste respectively.

Any waste paper / cardboard produced by the operation of the Tree Top Trek facility would be put into a sack at source, once the sack reaches capacity this would be decanted into the blue 1100 Ltr bin by Tree Top Trek staff, currently situated within the Farm Centre courtyard which is also emptied on a weekly frequency by Enterprise Manchester.

Any green waste created as a result of the Tree Top Trek facility, such as materials arising from maintaining the grounds within the compound, including grass cuttings and leafy matter, would be disposed of by Tree Top Trek staff into the green waste skip located within the dedicated tip area within Heaton Park. This skip is emptied by Dickinson's Environmental when it has reached capacity and MCC Heaton Park staff direct them to do so.

Deliveries from suppliers of goods to the Tree Top Trek facility would take place via the St Margaret's road entrance to the Park, a service road allows vehicles to access the site of the Tree Top Trek operation directly. Suppliers will be advised that they must follow the guidelines set out by Manchester City Council regarding the safe movement of vehicles within the Park. This includes not exceeding a speed of 10mph, displaying the vehicles hazard warning lights or beacon and giving way to pedestrians and cycles using the Park.

Employment

The applicant has indicated that 16 full time employees would be based at the facility, with up to 20 staff on-site at any one time. Furthermore, the company have advised that 2 annual apprenticeships a year targeted at local residents would be set up in conjunction with a local education and training provider. 20 work experience weeks per year for local people are also proposed.

Conclusion

The scheme would facilitate an outdoor sporting facility which would create a further visitor attraction within Heaton Park. It is considered that the impact of the works on the character and appearance of the listed park would not diminish the historic qualities of the landscape and are therefore acceptable.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application.

The applicant sought pre-application advice from the City Council prior to the submission of this planning application and advice given at this stage was incorporated into the design of the submission.

Reason for recommendation

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following documents and plans :

The development hereby approved shall be carried out in accordance with the following documents and plans in respect of the new build accommodation only:

Ecological Assessment of an area of Woodland at Heaton Park, Manchester; Bats and Ground flora June 2016; Ecological Assessment of an area of Woodland at Heaton Park, Manchester February 2016; plan ref: 1664 02 (Survey as existing); photographs of proposed nets and ropes ; Issues concerning ropes courses in trees ,technical data sheet ref: DC008-14 rev. J click it accessories; Safety , Maintenance and Installation Manual for Rope roller continuous Belay system ; Site selection statement; date stamped as received 16th September 2016;

Planning application forms received 30th September 2016 ; plan ref : plan ref : 1664 04 (Tree House); plan ref: 83098-01 rev. P1 (RCD Platform in Tree general

arrangement plans and elevations) ;plan ref: 83098-02 rev. P1 (RCD Platform in Tree section & details) ;photographic example of tree landing platform and crash mat; date stamped as received 30th September 2016;

Extract from Heaton Park Woodlands Ecological Assessment & Management Proposal September 2016; 851/01 (Plan on platform); 851/02 (Side elevation on platform) date stamped as received 7th October 2016;

Email dated 25th October 2016 from the planning agent, Plan ref: 851/03 (Front elevation on platform) date stamped as received 25th October 2016;

Location plan date stamped as received 26th October 2016

Plan ref: 16076-01 proposed locations of Tree Top Trek high ropes course at Heaton Park date stamped as received 31st October 2016

Plan ref: 1664-05 (traditional estate fencing) and Additional Planning Information received by e-mail from the planning agent dated 11th November 2016,

Design and Access Statement (Proposed Adventure Ropes Courses and Net Courses); and Plan ref: 16076-01 (Topographic Survey including all tree locations); date stamped as received 18th November 2016.

Additional planning information regarding boundary treatment exterior ground finishes , and waste management information date stamped as received 29th November 2016.

Plan ref: 1664 01 rev. F (Scheme Proposal); date stamped as received 30th November 2016.

Email from applicant dated 1st December 2016 , confirming hours of use.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester

3) Prior to commencement of works on site, a construction method statement (including details of any vibro compaction works), and a strategy for the management of construction traffic, (including information regarding site approach routes, and directional signage) shall be submitted to and approved in writing by the City Council as local planning authority. The construction method statement and strategy shall be implemented in full throughout the construction period.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

4) No surfacing works to the areas of hardstanding adjacent to the Dutch Barn structure shall be undertaken , until specifications of any surfacing treatment has been submitted to and approved in writing by the City Council as local planning

authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19 ; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

5) 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.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19 ; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

6) The premises shall not be open outside the following hours:-
08:00 and 20:00 hrs on Mondays to Sundays

Reason - In interests of residential amenity in order to reduce general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

7) 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 EN9 and EN15 of the Core Strategy.

8) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority, prior to any works being undertaken

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for Manchester.

9) Within 3 months of development commencing full details of the design and locations of bird boxes, as part of the approved development (referred to in submitted document - Ecological Assessment Of An Area Of Woodland At Heaton Park, Manchester (February 2016), shall be submitted and agreed in writing by the City Council as Local Planning Authority. The permanent bird boxes shall be installed in accordance with the agreed design.

Reason - To provide bird boxes to comply with policy EN15 of the Core Strategy for Manchester.

10) Prior to commencement of development, full details of a scheme for the management, destruction and /or disposal of Himalayan Balsam, 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 the Local Planning Authority for approval. Any such scheme shall be implemented in full.

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

11) No development shall commence until details of a Travel Plan with the objective of reducing car borne journeys; and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented, (with specific reference to land train improvements, directional signage, traffic management systems for parking, and measures based on monitoring data of the existing traffic volumes in conjunction with the future traffic forecasts) shall be submitted to and approved in writing by the City Council as local planning authority prior to the use of the premises. For so long as the use is in

operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority, as part of the Travel Plan.

Reason - To assist promoting the use of sustainable forms of travel pursuant to policies SP1, T2 and DM1 of the Core Strategy for Manchester.

12) No part of the development shall be occupied until the facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority, and in accordance with the locations shown on plan ref: 1664 01 rev.F. These facilities shall then be permanently retained and reserved for bicycle parking.

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 T1 and DM1 of the Core Strategy for Manchester.

13) Notwithstanding the fencing location shown on plan ref: 16076-01 Topographic Survey including all tree locations) date stamped received 18th November 2016 ; and prior to the installation of the boundary fencing as shown on plan ref: 1664 05 date stamped received 11th November 2016, the finalised location and full detailed specifications of the estate fencing , together with the location and design of any proposed gates (including closure and locking mechanisms) shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19 ; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.16) Construction management plan

14) Within 3 months of the commencement of development, details of the strategy for any external lighting, including lighting on the building, within the building's curtilage, and lighting units within the public realm works, shall be 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.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

15) If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby woodland bat foraging areas, such measures as the Council as LPA confirm in writing that they consider necessary including 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 order to minimise the impact of the illumination of the lights on the bat foraging areas, pursuant to policy EN15 of the Core Strategy for Manchester.

16) Within 3 months of development commencing, detailed details of the bin store, shall be submitted and approved in writing by the City Council as Local Planning Authority. The bin store shall be installed in accordance with the agreed design.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building in accordance with saved policy DC19 ; of the Unitary Development Plan for the City of Manchester and policies SP1, EN3 and DM1 of the Core Strategy.

17) Prior to commencement of development, a methodology for maintaining the trees and woodland forming this development shall be submitted to and approved in writing by the City Council as local planning authority, this shall include details of woodland management , regular surveys of the health of trees, works to trees, and replacement tree planting (if required) to be provided in line with the Manchester Tree Strategy. The approved scheme shall be implemented in accordance with the approved details.

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 SP1, EN9 and DM1 of the Core Strategy.

Informatives

1. The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN08, EN14 and EN17 of the Core Strategy.
2. Construction/demolition works shall be confined to the following hours:-
 - Monday - Friday: 7.30am - 6pm
 - Saturday: 8.30am - 2pm
 - Sunday / Bank holidays: No work

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: 113932/FO/2016 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Parks, Leisure & Events
Greater Manchester Police
Historic England (North West)
Greater Manchester Ecology Unit
Friends Of Heaton Park Trust
Bury Metropolitan Borough Council
Wildlife Trust
The Gardens Trust
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Parks, Leisure & Events
Neighbourhood Team Leader (Arboriculture)
Bury Metropolitan Borough Council
Greater Manchester Ecology Unit
Wildlife Trust
Friends Of Heaton Park Trust
Greater Manchester Police
Historic England (North West)
The Gardens Trust

The Gardens Trust

3 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
1 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
19 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
13 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
11 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
4 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
22 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
15 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
7 WESTHOLME ROAD, PRESTWICH, BURY, M25 2RE
5 WESTHOLME ROAD, PRESTWICH, BURY, M25 2RE
63 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
7 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
12 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
30 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
277 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
1 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
13 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
285 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA

6 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
31 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
252 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
8 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
1 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
258 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
305 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
20 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
16 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
8 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
289 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
293 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
295 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
303 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
17 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
5 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
59 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
24 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
6 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
9 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
2 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
25 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
2 PARKVILLE ROAD, PRESTWICH, BURY, M25 2GQ
5 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
10 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
6 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
281 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
26 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
250 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
42 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
25 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
51 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
27 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
53 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
6 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
71 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
10 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
35 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
8 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
29 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
17 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
5 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
6 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
291 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
299 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
1 WESTHOLME ROAD, PRESTWICH, BURY, M25 2RE
55 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
23 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
37 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
27 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY

8 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
15 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
15 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
17 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
3 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
2 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
45 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
47 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
9 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
67 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
ST MARGARET'S COMMUNITY CENTRE, ST MARGARETS ROAD, PRESTWICH,
BURY, M25 2QB
4 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
26 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
11 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
4 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
3 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
25 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
23 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
19 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
19 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
20 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
13 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
28 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
11 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
34 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
38 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
44 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
23 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
7 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
256 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
11 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
22 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
3 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
5 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
6 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
1 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
2 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
7 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
8 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
10 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
11 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
4 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
9 HEATON LODGE, BURY OLD ROAD, PRESTWICH, BURY, M25 1NZ
PRESTWICH PREPARATORY SCHOOL, BURY OLD ROAD, PRESTWICH, BURY,
M25 1PZ
404 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
1 PARK PLACE, PRESTWICH, BURY, M25 1QZ
2 PARK PLACE, PRESTWICH, BURY, M25 1QZ
6 CARVER AVENUE, PRESTWICH, BURY, M25 1GA

7 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
8 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
9 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
ST MARGARETS VICARAGE, ST MARGARETS ROAD, PRESTWICH, BURY, M25
2QB
4 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QB
422 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
420 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
418A BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
416 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
2 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
412 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
414 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
3 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
410 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
4 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
408 BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
DENTAL SURGERY, BURY OLD ROAD, PRESTWICH, BURY, M25 1PZ
5 CARVER AVENUE, PRESTWICH, BURY, M25 1GA
4 PARKVILLE ROAD, PRESTWICH, BURY, M25 2GQ
309 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RF
315 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RF
17A ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
17B ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
21 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
31 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
27 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
RESERVOIR HOUSE, ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
30 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
18 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
21 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
14 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
12 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
2 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
7 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
1 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
287 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
2 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
14 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
12 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
20 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
21 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
297 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
65 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
3 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
267 HEYWOOD ROAD, PRESTWICH, BURY, M25 2QR
269 HEYWOOD ROAD, PRESTWICH, BURY, M25 2QR
271 HEYWOOD ROAD, PRESTWICH, BURY, M25 2QR
4 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
2 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG

3 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
9 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
283 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
1 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
5 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
5 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
7 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
75 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
73 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
69 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
313 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RF
16 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
10 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
8 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
6 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
17 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
25 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
9 WESTHOLME ROAD, PRESTWICH, BURY, M25 2RE
22 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
19 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
10 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
27 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
17 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
13 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
7 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
61 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
3 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
8 PARKVILLE ROAD, PRESTWICH, BURY, M25 2GQ
6 PARKVILLE ROAD, PRESTWICH, BURY, M25 2GQ
12 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
22 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
24 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
19 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
9 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
8 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
4 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
40 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
21 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
49 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
4 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
307 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
23 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
11 WESTHOLME ROAD, PRESTWICH, BURY, M25 2RE
24 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
23 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
9 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
5 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
6 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
32 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
10 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD

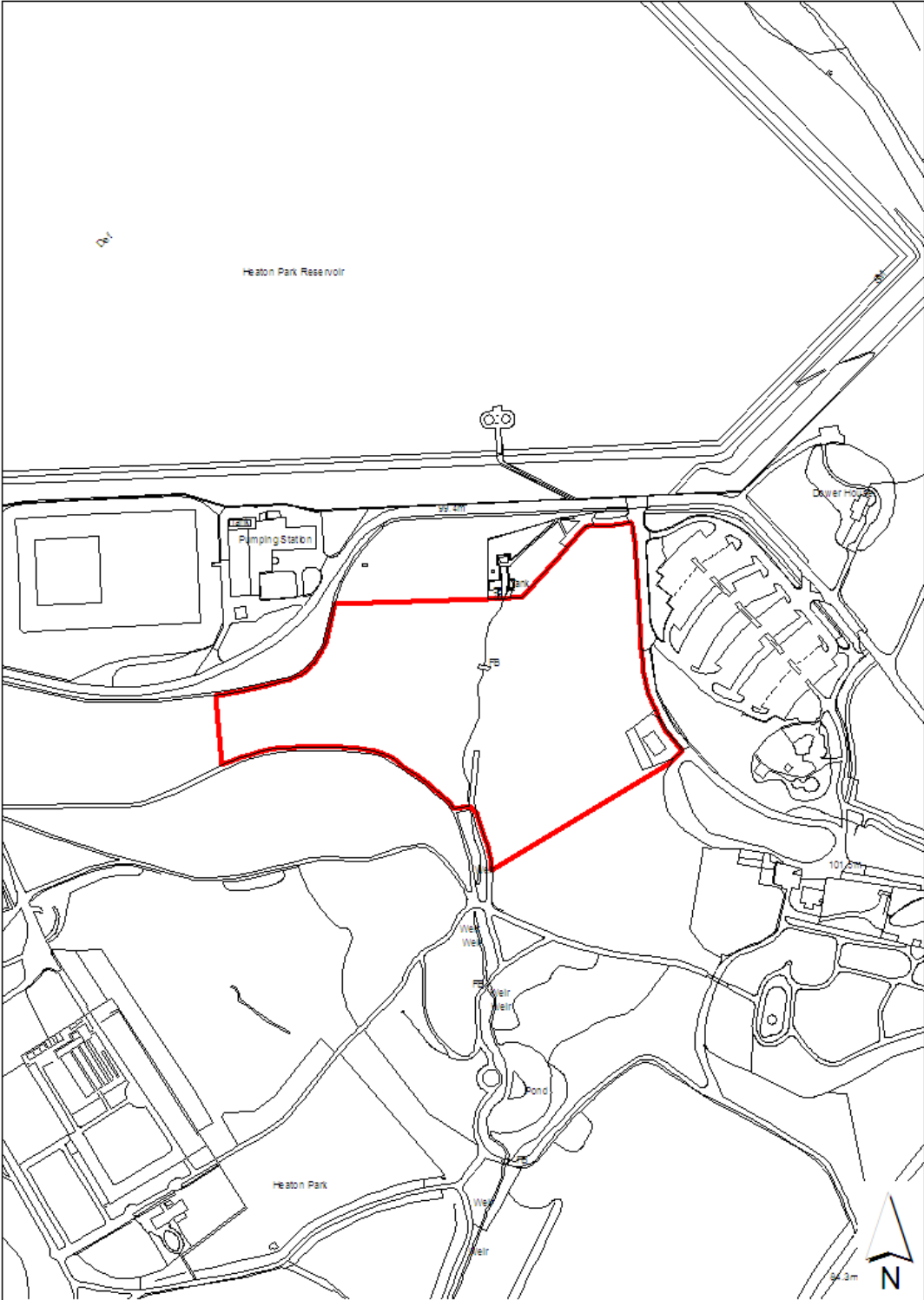
8 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
24 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
3 WESTHOLME ROAD, PRESTWICH, BURY, M25 2RE
15 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
11 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
3 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
1 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
18 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
1 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
57 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2QT
11 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
5 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
39 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
1 FRESHFIELD AVENUE, PRESTWICH, BURY, M25 2GU
7 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
41 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
10 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
1 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
273 HEYWOOD ROAD, PRESTWICH, BURY, M25 2QR
275 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
244 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
248 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
43 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
5 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
254 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
3 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
21 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
311 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RF
12 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
7 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
28 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
14 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
15 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
16 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
7 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
9 SUNNYFIELD ROAD, PRESTWICH, BURY, M25 2RD
18 FERNDENE ROAD, PRESTWICH, BURY, M25 2RB
301 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RQ
9 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
4 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
7 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
3 OLDFIELD ROAD, PRESTWICH, BURY, M25 2GG
279 HEYWOOD ROAD, PRESTWICH, BURY, M25 2RA
11 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
246 HEYWOOD ROAD, PRESTWICH, BURY, M25 2GR
2 LYNTON DRIVE, PRESTWICH, BURY, M25 2QS
32 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
36 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
29 BROOKLAWN DRIVE, PRESTWICH, BURY, M25 2GS
12 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX

33 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
14 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY
5 ROSELAND DRIVE, PRESTWICH, BURY, M25 2GX
2 ST MARGARETS CLOSE, PRESTWICH, BURY, M25 2LY

Representations were received from the following third parties:

Environmental Health
MCC Flood Risk Management
Greater Manchester Ecology Unit
17A ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
9 WOODGATE DRIVE, PRESTWICH, BURY, M25 2QZ
39 ST MARGARETS ROAD, PRESTWICH, BURY, M25 2GT
9 Woodgate drive, Prestwich, Manchester, M252QZ
17A St Margarets Road, Prestwich, Manchester, M25 2GT

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



Application site boundary ● Neighbour notification
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