

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131022/FO/2021

Date registered valid: 5 August 2021

Proposal: Change of use of former doctors' surgery Class E(e) to educational college Class F1(a) (Local Community and Learning).

Address: 4 Middleton Road, Manchester, M8 5DS

Ward(s): Crumpsall Ward

Applicant: Mr Akiba Pines C/o Agent

Agent (if any): Mr Anthony Adler, EA Town Planning Ltd, 13 Harrowes Meade, Edgware, London, HA8 8RR

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 27 September 2021

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 19 August 2021

Standard consultations:

Printed: 10 August 2021 Expired: 31 August 2021

Neighbour notifications

Printed: 10 August 2021 Expired: 31 August 2021

Site notice

Posted: 19 August 2021 Expired: 9 September 2021

Press advert

Published: 17 August 2021 Expired: 7 September 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building and Surroundings

The application site relates to 'Roselands' – an attractive part three, part 4 storey, Victorian building of predominantly red brick construction, formerly occupied by a medical centre, but now vacant.

The building occupies a prominent position on a large corner plot at the junction of Middleton Road and Bennett Road. To the rear is a disused bungalow structure.

The site is located in the Crumspall Lane Conservation Area and is bounded by residential properties to the north, west and east on Middleton Road and Bennett Road respectively, with a large telecommunications exchange premises situated just to the south of the site.

Vehicular access to the site is located along Bennett Road to the eastern perimeter, which leads to small car park area. A separate pedestrian access is situated off Middleton Road.

The site is bounded by a combination of brick wall, timber and concrete panels and contains a number of trees of high amenity value around the perimeter of the site, protected by Tree Preservation Orders.

Listed building: Not applicable

Conservation area: Crumspall Lane Conservation Area 2004

Tree Preservation Order: Yes

Description of area

The immediate area is principally residential in character, mainly comprising large, semi-detached and detached buildings ranging from 2-4 storeys in scale of various architectural styles and tenures.

The site is also situated within the Crumpsall Lane Conservation Area, largely characterised by period properties situated along tree lined roads.

Description of development

Planning permission is sought for a change of use of a vacant doctor's surgery Class E(e) to educational college Class F1(a) (Local Community and Learning).

It is proposed that the building be occupied by Shasheles Further Education College which provides higher education and vocational courses for 50-60 students between the ages of 16 and 18 and offers an integrated curriculum of Higher Educational Jewish and Secular studies at an advanced level.

The college is currently situated on at 458 —460 Lower Broughton Road but the current building is not large enough to cater for the students going forward and are not fit for purpose, hence the change in location and proposed change of use.

The college follows the standard academic year and operates from September to July (+/- a couple of weeks). The college holds classes on a weekly basis from Sunday to Friday.

The general timetable for classes held throughout the week is detailed below:

- Sunday to Thursday 9am – 9pm with a break in the middle of the day from 1pm to 2pm.
- Friday 9am – 12pm (Winter) and 9am to 1pm (Summer)
- On occasion the school hosts classes/extracurricular activities on Saturdays from 3pm – 7pm.

The proposal does not include any alterations to the fabric of the building or any of the external elevations. Internally, changes are proposed, including the opening up of part of the ground floor area to create a large common room area, and conversion of the other rooms at first and second floor level into classrooms. The separate single storey bungalow will be converted into a dining room area. The proposal does include any extensions to the existing building.

To the grounds, all of the existing trees and hedges are to be retained both within the site to the boundaries.

The existing hardstanding area to the rear of the building is also to be retained to provide on-site car parking for staff, teachers and visitors to the site. The car parking area includes 6no. car parking spaces and 1no. disabled car parking space.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services – It is noted that the site is located adjacent to the adopted highway of Bennett Road to the north and Middleton Road to the west. Middleton Road has No Waiting (Mon-Fri, 8am-6.30pm and Sat 8am-5pm) and No Loading (Mon-Sat, 8am-9.30am and Mon-Fri 4.30pm-6.30pm) is in place. Bennett Road has a 20mph speed limit in place along its entirety.

Trip Generation/Junction Capacity

10 staff will be employed on-site with only three staff members being present at one time.

The remaining seven are on-site at varying rotating times of the day, but not on a daily basis. It is anticipated that four members of staff will arrive by car.

It is anticipated that 50-60 pupils will attend courses at the site. The Transport Statement states that the students attending the college all live locally to the application site and all live within local post code areas.

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected. Given the scale of this development (288 sqm floorspace) it is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

Accessibility

The site is well accessed by sustainable modes. Regular bus services are routed along Middleton Road and provide regular connections to Piccadilly Gardens, Higher Crumpsall and Oldham. Further bus stops are in place along Bury Old Road and provide connections to Bury, Pilsworth, Piccadilly Gardens, Cheetham Hill and Failsworth. Bus stops are available along Crumpsall Lane and provide connections to Middleton and Sale.

The closest Metrolink facility is located at Crumpsall and provides connections to Manchester Piccadilly and Bury.

Parking and Access

The eight existing car parking spaces (including one disabled) will be retained within the car park.

Vehicular access to the site is gained from the existing access off Bennet Road. It is noted that an existing vehicular crossover is present in this location in order to facilitate this access. The vehicular access leads to the site and a tarmacked area that is to be retained and used as the car park.

Pedestrian access is gained from the existing access off Middleton Road.

Off Site Highway Works

The Travel Plan suggests that the applicant will be seeking improvements to the quality of the pedestrian access point with the provision of tactile paving, dropped kerbs, disabled access and improved lighting.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways.

Cycle Parking

20 cycle spaces will be in place in the form of two 10 space secure and sheltered stores located within the car park. Highways accepts this provision.

Boundary Treatment

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Refuse and Servicing

There will be a maximum of three deliveries per week. The deliveries will be made via the car park. Highways accepts this arrangement.

The storage and collection of waste will remain as existing mirroring the former arrangement of the doctors surgery. The refuse store in the car park will be retained and bins will be taken to/from the bin store to the collection point on Bennet Road on collection day. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

Travel Plan

A Travel Plan has been produced for the proposed development. The Travel plan provides details on the management, measures and actions to encourage sustainable travel.

The Travel plan proposed to increase the mode share of staff cycling to work from 5% to 10% within two-years of completion and to increase the amount of cycle parking from 20 to 30 spaces 6 months after first occupation.

It is recommended that the Travel Plan is conditioned to any planning permission that is granted.

Environmental Health

Conditions are advised with respect to hours of use, adherence to the submitted waste management strategy and acoustic insulation if any of the rooms are to be used for music.

Arboriculturalist

The change of use of the existing building should not impact the trees on this site. It is never usually the intention of the developer to encroach onto the tree's Root Protection Zone, It is usually a genuine mistake, from a builder who has no idea knowledge of the impact simply stacking a pallet of bricks at the base of the tree could have.

For this reason, it is requested that the onsite TPO'd trees have a protective fence erected around the dripline to ensure no materials or machinery encroach into the protection area.

The trees are covered by TPO status and therefore they should adequately protected to ensure no accidental damage is done to them

Given that the proposal will not involve any major construction works to either of the building or the surrounding land, no tree protection measures are deemed necessary. All vehicles accessing the site will use the existing vehicle entry point on Bennet Road and it is not anticipated that vehicles entering the site will cause any damage to the tree roots."

Greater Manchester Police (Design for Security)

Various security measures advised in relation to access control, fitting, CCTV, alarms, lighting and maintenance.

Flood Risk Management

It is advised that the applicant should design and construct a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage.

Planning History

116157/FO/2017

Change of use of 'Roselands' from Class D1 (non residential institution) to Class C2 (residential care facility) with associated two storey rear extensions, and erection of two 2 storey detached properties (residential care, and ancillary offices use) following the demolition of the existing bungalow to the rear of the site. *Approved 16 November 2017.*

066688/OO/NORTH1/02

Demolition of existing consulting rooms to be replaced by 16 apartments - three and four storey - and associated parking and landscaping. Refused 16 January 2003.

034520

Outline application for the erection of a nursing home in grounds of existing medical centre. *Approved 30 November 1989.*

020621

Erection of a single storey building at rear of medical consulting suite to form an x-ray unit. *Approved 4 January 1984.*

019639

Change of use of dwellinghouse to doctors consulting rooms and construction of a car park within the grounds with a capacity for 20 cars. *Approved 27 July 1983.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Saved policies DC18.1 and DC26 of the Unitary Development Plan;
- Policies DM1, SP1, T1, T2, EN3, EC1, T1, T2, EN9, EN14 and EN19 of the Core Strategy;
- Manchester Green and Blue Infrastructure Strategy 2015;
- National Planning Policy Framework (NPPF).

Legislative Requirements

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Issues

Principle

The proposed use will result in the reuse of a community building, situated within a prominent location at the gateway to the Crumpsall Lane Conservation Area.

Given that the proposal will allow for the effective re-occupancy of a key building which would prevent any future potential degradation and as the proposed use likely to generate a comparable level of trips to that of the authorised use within a sustainable location that will make the best use of existing infrastructure and resources, including linkages with the nearby King David School and local Jewish community, the proposed use is considered satisfactory.

It is believed that the proposed use will not generate any significant, undue impact to the operation of the highway or residential amenity and will have a neutral impact to the conservation area. On this basis, the proposal is considered to accord with the aforementioned policy and guidance.

Residential Amenity

The existing property has been vacant and unused for several years and its reuse will lessen the chance of future dereliction.

Whilst the reuse of the building will to some degree be noticeable, due to the period of non-use, the proposed use is similar to the current, authorised use class and will likely involving a similar level of vehicular trips.

Having regard to the relationship of the existing building with surrounding residential properties, it is not considered that the development would give rise to unacceptable impacts on residential amenity as a result of increased noise, comings and goings or any overlooking.

Whilst it is acknowledged that there are residential properties directly to the east of the site, and to the north of Bennett Road, given the former medical centre use and previous levels of activity, there should not be a significant or material increase in the noise generated from the site as a consequence pedestrian and vehicular movements.

It is however recommended that a condition is included, which requires a noise study of the premises and appropriate levels of acoustic insulation, should any part of the host building be used for the playing of music. This is to safeguard nearby residential occupiers from any potential, negative impacts associated with noise-breakout.

Impact to the Highway

Policies DM1, T2 and SP1 of the Core Strategy, as well as the NPPF all seek to ensure that new development proposals provide adequate parking space and ensure adequate servicing arrangements.

In the case of this application, it is anticipated that 50-60 pupils will attend courses at the property.

The accompanying Transport Statement states that the students attending the college all live locally to the application site and all live within local post code areas, with the future cohort mostly like to live within walking distance of the existing local Jewish Community located in the

nearby Prestwich, Broughton Park, Salford and expanding Crumpsall areas and the majority not car owners.

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar to the use of the medical centre and as such, there are no highways concerns anticipated.

Given the modest amount of floorspace - 288 sqm, it is not expected that the proposal is likely to generate a significant increase in the level of vehicular trips. Highway Services do not therefore raise any network capacity concerns.

In terms of parking, the site retains 8 existing spaces (including 1 disabled space) for use by staff and visitors.

A total of 10 staff members are employed at the college and of these, only 3 staff members will be present on the site at any one time. The other 7 staff members are only on the site at various rotating times of the day and not on a daily basis. Of the remaining 7 infrequent staff members, the applicants anticipate that 3 will arrive by car and 4 on foot or other sustainable form of transport. The other 7 staff members will not be present on the site at the same time.

As such it is believed the existing provision is more than sufficient and unlikely to generate any undue on-street parking demand. Highways Services raise no concerns in this regard.

On balance, it is considered that as it is expected that most patrons will be arriving to the site by foot and also given the sustainable location of the site, close good public transport links, coupled with likely low levels of car ownership, the impact to the highway as a result of vehicular movements and parking demand, is considered satisfactory.

To encourage travel by non-car modes, the proposal includes 20 cycle parking spaces housed within two shelters adjacent to the car park. This is considered an appropriate ratio for a higher educational use and accords with the Council's cycle parking standards contained within the appendix to the core strategy.

This provision is also supplemented by a Travel Plan which aspires to promote travel by alternative to the private car and for which adherence is included as an attached planning condition. Together, it is considered that the impact to the highway should not form a barrier to the proposed use.

Servicing

The applicant anticipates that deliveries to the site will be limited to one delivery every two days. These deliveries will be made by a large van which will park in the existing car park. This arrangement is considered acceptable.

Access

The vehicular access from Bennett Road and pedestrian access from Middleton Road would be retained and is considered to be in a location and of sufficient dimensions to serve the proposed development. Highways raise no objection in this regard.

The main entrance of the building also has a rampway leading to the front entrance of the building allowing for wheelchair access to the building. The rampway connects to an additional pedestrian walkway leading to the front of the building from the car parking area to the rear. This is considered acceptable.

Waste Management

The proposal includes the provision of an enclosed waste storage area to the far corner of the site, adjacent to the car park and south- eastern site boundary.

The bin storage area will be an open-air structure with 2.0m high surrounding walls with lockable gates/doors to be wheeled to the street side along Bennett Road from their storage location.

The proposed bin storage shelter will have sufficient capacity for 2 x 1100 Litre wheelie bins for general waste, to be collected on a weekly basis by a private waste contractor.

The bin storage area will also have sufficient space for recycling bins to be collected on the councils designated collection days and involves the following provision:

- Pulpable Recycling - 1 x 240 Litre recycling bin (to be collected every three weeks)
- Mixed Recycling - 1 x 240 Litre recycling bin (to be collected every three weeks)
- Food and Garden Waste – 1 x 240 Litre recycling bin (to be collected weekly)
- Food Waste – 1 x 23 Litre Caddy (to be collected weekly)

Environmental Health and Highways Services have assessed the storage and collection arrangement as being satisfactory.

Impact to the Conservation Area

The desire to have special regard to the desirability of preserving the character of conservation areas is also mirrored within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 which refers to the need for Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the revised NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets.

In this case, the site is situated within an area of historical context and heritage value, within the bounds of the Crumpsall Lane Conservation Area.

It is considered that there would be negligible impact to the character and appearance of the conservation area as a consequence of the proposal, with benefits likely to be seen through the re-use of the building, which will enable the longer term retention of the building.

The scheme would involve the retention and refurbishment of the Roselands building and enable the conversion of the interior to a viable long term use appropriate to the area, thereby retaining the non-designated heritage asset as a focal point in the street scene.

The buildings external elevations will not be altered by the proposal and the existing entrance and fenestration arrangement will remain as existing. The properties appearance will not be change in any way and the property will retain its existing relationship with the neighbouring properties and the wider street scene.

The proposed development would therefore allow for re-occupancy of the building and would not detract from the appearance of the site and the Crumpsall Lane Conservation Area.

Trees

The supporting Arboricultural Statement indicates that none of trees, all of which are protected by Tree Preservation Orders, will need to be removed.

The report has been assessed by the Council's Arboriculturalist who considers that the proposed change of use should not impact the trees on the site.

Given that the proposal will not involve any major construction works to either of the building or the surrounding land, no tree protection measures are deemed necessary. All vehicles accessing the site will use the existing vehicle entry point on Bennet Road and it is not anticipated that vehicles entering the site will cause any damage to the tree roots.

It is however recommended that the tree drip zones are adequately protected by temporary fencing during fit-out works to protect the roots from being damaged by the storage of heavy equipment or materials. An appropriate condition has therefore been included.

Climate Change

Middleton Road is a route which has existing air quality issues. However, as the main existing building which faces onto Middleton Road is located 10 metres from the back of pavement and no new building works are proposed, the situation will remain as existing.

Given the level of associated vehicular trips are expected to be comparable to the existing, authorised use of the building, it is not considered that there would be significant changes in air quality or impact to climate change as a consequence of vehicular emission.

To mitigate against any harm, a condition has been included to ensure compliance with the submitted Travel Plan, in order to encourage travel by non-car modes. The condition requires the baseline position to be reviewed after 6 months of first occupation, in order to demonstrate the modal shift achieved away from car travel.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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 recommendation given is proportionate to the wider benefits of 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

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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 drawings and documents:

Location Plan and proposed floorplan received by the City Council as Local Planning Authority on 9 July 2021 and site plan referenced RBS/21/2295/201, received by the City Council as Local Planning Authority on 19 August 2021.

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.

3) The use hereby approved shall only be implemented in accordance with submitted waste management strategy and bin store location detailed on the site plan referenced RBS/21/2295/201, received by the City Council as Local Planning Authority on 28 July and 19 August 2021 respectively,

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

4) The car parking shown on site plan referenced RBS/21/2295/201, received by the City Council as Local Planning Authority on 19 August 2021, shall be surfaced, demarcated and made available for use before the use hereby approved commences. The car parking spaces shall then be available at all times whilst the building is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.

5) No part of the development shall be occupied until the facilities for bicycle parking (including shelter) as indicated within the submitted Transport and Operational Statement and shown on site plan referenced RBS/21/2295/201, received by the City Council as Local Planning Authority on 28 July 2021 and 19 August 2021 respectively, are in situ. The agreed cycle parking shall then be permanently retained and reserved for bicycle parking.

If the number of students should increase beyond that detailed in the documents that accompanying the application, further cycle storage should be provided. Details of the increased provision shall be submitted to and agreed in writing by the City Council as Local Planning Authority in advance of installation. The agreed cycle parking shall then be

implemented in accordance with the agreed details and 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 to policies T1 and DM1 of the Manchester Core Strategy.

6) The use hereby approved shall only be implemented in accordance with the measures contained within the submitted Travel Plan, received by the City Council as Local Planning Authority on 5 August 2021.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

7) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

8) The premises shall not be operational outside the following hours -

09.00 - 21.00 hrs daily.

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

9) If any rooms are to be used for the playing or performance of music or for any amplified sound, the premises shall be acoustically insulated and treated to limit the break out of noise, in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before such a use commences and a verification report shall be submitted to and agreed in writing by the City Council as Local Planning Authority, in order to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - In order to prevent the break-out of noise and to safeguard residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

10) A scheme for the extraction of any fumes, vapours and odours shall be submitted to, and approved in writing by, the City Council as Local Planning Authority, prior to the installation of

any such equipment. The development shall only operate in accordance with the agreed details.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policies DM1 and SP1 of the Manchester Core Strategy.

11) 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.

12) During fit-out or construction work, the protected trees on site should be protected by temporary protective fencing around the drip line of each tree, to ensure no materials or machinery encroach into the root protection areas.

Reason - In order to avoid damage to trees within the site, which are of important amenity value to the area and in order to protect the character of the area, pursuant to policies EN9 and EN15 of the Manchester Core Strategy.

13) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the for the following purpose(s) of contained within Schedule 2, Part A, Class F of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification):

- F1(a) Provision of education.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without separate approval, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

14) The occupancy of the college hereby approved shall be limited to 50 pupils per year group. No more than 100 students shall occupy the building at any time.

Reason - To prevent an over-intensive use of the host building, in order to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) For off-site highway works, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways and will require a crossing licence/agreement. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense

2) Greater Manchester Police (Design for Security) advise the following:

Physical Security

The existing doors should be replaced and must be compliant with and certified to BS PAS 24 (2016), or LPS 1175 SR2. It is crucial that the additional ironmongery on escape doors is permitted under the security certification of the door.

New front, side and rear ground floor windows) should be installed certified to Secured by Design standards.

Intruder Alarm

A monitored intruder alarm system should be installed, covering the all parts of the ground floor(where applicable), linked to contacts on all external doors and PIR detectors covering all rooms with windows, with a signal terminating at the security control room/patrol team.

Access Controls

Access control systems should be operable by swipe card or fob, and not numeric key pads.

An audio-visual unit should be installed at the main entrance so that staff can converse with, and vet, visitors prior to allowing entry remotely from the reception.

Lighting

External lighting must be provided to all external doors.

Lighting should accord with BS 5489. Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors and all building elevations.

CCTV

CCTV system should be used on the site. The system will require certain specifications and intelligent placement of cameras to compliment the design of the development.

Signage

If CCTV is implemented, its presence should be heavily advertised through the use of signage and posters.

Management and Maintenance

The success of the development will be dependent upon the effective management and maintenance of the site.

3) The applicant should design and construct a drainage system to prevent the increased risk of flooding,

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
Greater Manchester Ecology Unit

2 Polygon Road, Manchester, M8 5DE
Flat 5, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 2, 23 - 25 Polygon Road, Manchester, M8 5DD
23 - 25 Polygon Road, Manchester, M8 5DD
Flat 2, 27 Polygon Road, Manchester, M8 5DD
16 Middleton Road, Manchester, M8 5DS
12 Bennett Road, Manchester, M8 5DX
23 Middleton Road, Manchester, M8 5DT
Flat 1, 1 - 3 Bennett Road, Manchester, M8 5DU
14 Bennett Road, Manchester, M8 5DX
21 Middleton Road, Manchester, M8 5DT
15 - 17 Middleton Road, Manchester, M8 5DT
2A Catherine Road, Manchester, M8 4HA
Wilton Grange Hotel, 2 Crumpsall Lane, Manchester, M8 5FB
2 Bennett Road, Manchester, M8 5DX
Flat 1, 15 Polygon Road, Manchester, M8 5DE
Flat 9, 14 Middleton Road, Manchester, M8 5DS
Flat 1, 14 Middleton Road, Manchester, M8 5DS
29 Polygon Road, Manchester, M8 5DD
Flat 4, 2 Bennett Road, Manchester, M8 5DX
Flat 7, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 6, 6 - 8 Middleton Road, Manchester, M8 5DS
2 Crumpsall Lane, Manchester, M8 5FB
Flat 2, 2 Bennett Road, Manchester, M8 5DX
Flat 9, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 6, 14 Middleton Road, Manchester, M8 5DS
Flat 6, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 3, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 7, 14 Middleton Road, Manchester, M8 5DS
13 Middleton Road, Manchester, M8 5DT
Flat 8, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 6, 29 Polygon Road, Manchester, M8 5DD
Flat 10, 29 Polygon Road, Manchester, M8 5DD
Flat 4, 27 Polygon Road, Manchester, M8 5DD
27 Polygon Road, Manchester, M8 5DD
Flat 2, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 1, 6 - 8 Middleton Road, Manchester, M8 5DS
Acf Hut, 26 Middleton Road, Manchester, M8 5DS
Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 6, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 1, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 4, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 3, 23 - 25 Polygon Road, Manchester, M8 5DD

N F C House, 6 Polygon Road, Manchester, M8 5DE
Flat 9, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 5, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 8, 7 Bennett Road, Manchester, M8 5DU
Flat 7, 5 Bennett Road, Manchester, M8 5DU
Serviced Apartment 1, 18 Middleton Road, Manchester, M8 5DS
Serviced Apartment 4, 18 Middleton Road, Manchester, M8 5DS
Serviced Apartment 2, 18 Middleton Road, Manchester, M8 5DS
Serviced Apartment 6, 18 Middleton Road, Manchester, M8 5DS
Serviced Apartment 3, 18 Middleton Road, Manchester, M8 5DS
Serviced Apartment 5, 18 Middleton Road, Manchester, M8 5DS
Flat 7, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 8, 1 - 3 Bennett Road, Manchester, M8 5DU
1 - 3 Bennett Road, Manchester, M8 5DU
Room 25, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 21, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 20, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 11, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 9, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 5, 7 Bennett Road, Manchester, M8 5DU
Flat 2, 7 Bennett Road, Manchester, M8 5DU
Flat 9, 29 Polygon Road, Manchester, M8 5DD
Flat 8, 29 Polygon Road, Manchester, M8 5DD
17 Polygon Road, Manchester, M8 5DE
Flat 11, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 9, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 7, 7 Bennett Road, Manchester, M8 5DU
Flat 1, 7 Bennett Road, Manchester, M8 5DU
Flat 1, 5 Bennett Road, Manchester, M8 5DU
Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Room 34, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 28, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 4A, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 5, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 12, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 3, 4 Bennett Road, Manchester, M8 5DX
Flat 4, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 3, 15 Polygon Road, Manchester, M8 5DE
Flat 2, 15 Polygon Road, Manchester, M8 5DE
Flat 1, 13 Polygon Road, Manchester, M8 5DE
Flat 3, 11 Polygon Road, Manchester, M8 5DE
Flat 1, 8 Bennett Road, Manchester, M8 5DX
Flat 6, 7 Bennett Road, Manchester, M8 5DU
Flat 6, 5 Bennett Road, Manchester, M8 5DU
Flat 3, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 33, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 32, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 22, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 15, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 14, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 12, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 3, 29 Middleton Road, Manchester, M8 5DT
Flat 3, 27 Middleton Road, Manchester, M8 5DT
Flat 4, 17 Polygon Road, Manchester, M8 5DE

Flat 5, 5 Bennett Road, Manchester, M8 5DU
Flat 3, 5 Bennett Road, Manchester, M8 5DU
10 Bennett Road, Manchester, M8 5DX
Flat 2, N F C House, 6 Polygon Road, Manchester, M8 5DE
13 Polygon Road, Manchester, M8 5DE
Flat 5, 17 Polygon Road, Manchester, M8 5DE
Flat 3, 17 Polygon Road, Manchester, M8 5DE
Flat 5, 15 Polygon Road, Manchester, M8 5DE
Flat 4, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 4, 5 Bennett Road, Manchester, M8 5DU
Flat 10, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 1, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 23, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 19, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 17, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 8, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 7, 31 Middleton Road, Manchester, M8 5DT
Flat 5, 31 Middleton Road, Manchester, M8 5DT
Flat 2, 29 Middleton Road, Manchester, M8 5DT
Flat 10, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 3, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 5, 13 Polygon Road, Manchester, M8 5DE
Flat 2, 13 Polygon Road, Manchester, M8 5DE
Flat 11, 1 - 3 Bennett Road, Manchester, M8 5DU
7 Bennett Road, Manchester, M8 5DU
Flat 1, 4 Bennett Road, Manchester, M8 5DX
Flat 2, 5 Bennett Road, Manchester, M8 5DU
Flat 12, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 10, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 6, Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Flat 4, 14 Middleton Road, Manchester, M8 5DS
Room 16, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 10, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 3, 8 Bennett Road, Manchester, M8 5DX
Flat 6, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 4, 13 Polygon Road, Manchester, M8 5DE
Flat 3, 14 Middleton Road, Manchester, M8 5DS
Flat 2, 14 Middleton Road, Manchester, M8 5DS
Room 1, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 2, 27 Middleton Road, Manchester, M8 5DT
Flat 1, 27 Middleton Road, Manchester, M8 5DT
Flat 3, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 3, 2 Bennett Road, Manchester, M8 5DX
6B Bennett Road, Manchester, M8 5DX
15 Polygon Road, Manchester, M8 5DE
Flat 9, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 8, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 7, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 3, Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Flat 5, Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Flat 4, Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Flat 2, Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Flat 1, Bennett House, 16 - 18 Bennett Road, Manchester, M8 5DX
Flat 8, 14 Middleton Road, Manchester, M8 5DS

Flat 5, 14 Middleton Road, Manchester, M8 5DS
Room 31, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 30, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 27, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 29, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 24, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 26, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 18, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 3, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 6, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 2, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 4, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
27 Middleton Road, Manchester, M8 5DT
31 Middleton Road, Manchester, M8 5DT
29 Middleton Road, Manchester, M8 5DT
Flat 3, 31 Middleton Road, Manchester, M8 5DT
Flat 2, 31 Middleton Road, Manchester, M8 5DT
Flat 4, 31 Middleton Road, Manchester, M8 5DT
Flat 6, 31 Middleton Road, Manchester, M8 5DT
Flat 1, 31 Middleton Road, Manchester, M8 5DT
Flat 1, 29 Middleton Road, Manchester, M8 5DT
8 Bennett Road, Manchester, M8 5DX
19 - 21 Polygon Road, Manchester, M8 5DE
5 Bennett Road, Manchester, M8 5DU
Flat 2, 11 Polygon Road, Manchester, M8 5DE
Flat 5, 6 - 8 Middleton Road, Manchester, M8 5DS
Flat 7, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 4, 15 Polygon Road, Manchester, M8 5DE
Flat 2, 17 Polygon Road, Manchester, M8 5DE
Flat 1, 2 Bennett Road, Manchester, M8 5DX
6A Bennett Road, Manchester, M8 5DX
25 Middleton Road, Manchester, M8 5DT
Flat 4, N F C House, 6 Polygon Road, Manchester, M8 5DE
Flat 5, 27 Polygon Road, Manchester, M8 5DD
Flat 3, 27 Polygon Road, Manchester, M8 5DD
Flat 1, 29 Polygon Road, Manchester, M8 5DD
Flat 7, 29 Polygon Road, Manchester, M8 5DD
Room 7, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 8, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 2, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 1, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 2, 8 Bennett Road, Manchester, M8 5DX
11 Middleton Road, Manchester, M8 5DT
4 Bennett Road, Manchester, M8 5DX
Flat 5, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 4, 19 - 21 Polygon Road, Manchester, M8 5DE
Flat 3, 7 Bennett Road, Manchester, M8 5DU
11 Polygon Road, Manchester, M8 5DE
9 Middleton Road, Manchester, M8 5DT
7 Middleton Road, Manchester, M8 5DT
Flat 1, 17 Polygon Road, Manchester, M8 5DE
Flat 1, 11 Polygon Road, Manchester, M8 5DE
Flat 3, 13 Polygon Road, Manchester, M8 5DE
Flat 2, 4 Bennett Road, Manchester, M8 5DX

Flat 5, N F C House, 6 Polygon Road, Manchester, M8 5DE
4 Polygon Road, Manchester, M8 5DE
Flat 4, 7 Bennett Road, Manchester, M8 5DU
Flat 2, 1 - 3 Bennett Road, Manchester, M8 5DU
Flat 6, N F C House, 6 Polygon Road, Manchester, M8 5DE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Crumpsall Lane Conservation Area 2004
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1