

Our reference:
46-10w_Correspondence 2021-06-28_409-07-003)

Your reference:
126283/FO/2020

Tel: +44 (0)1925 238000
Fax: +44 (0)1925 238500
alan.beningfield@atkinsglobal.com

atkinsglobal.com
snclavalin.com

F.A.O. Robert Griffin
Manchester City Council
Technical Support Team (Planning)
PO Box 532
Town Hall
Manchester
M60 2LA

28 June 2021

Dear Robert

Application number: 126283/FO/2020

Proposal: Erection of a detached single storey multi-functional teaching block, with associated welfare facilities, creation of new 40 space car parking and associated 6-metre-high lighting columns, access road and vehicular access from Culmere Road and installation of a Multi-Use Games Area.

Location: St Anthony's RC Primary School, Dunkery Road, Manchester, M22 0NT

Further to the Particulars of Decision Notice dated 23rd April 2020 and our subsequent discussions please see clarifications below regarding the phasing of the proposed development and selected 'Conditions' as listed.

Phasing

The proposed development for which this application relates comprises of three main elements:

- A) Erection of a single storey multi-functional teaching block, with associated welfare facilities within the existing school grounds.
- B) Provision of a new 40 bay staff car park including associated access road within the existing school grounds and new vehicle entrance to Culmere Road.
- C) Installation of a new artificial surface Multi Use Games Area within the existing school grounds.

Following our previous discussions regarding the above application; we can confirm that the phasing of the works as been split. The installation of the new Multi Use Games Area (Item C above) has been completed in line with the previous application correspondence (reference: CDN/20/0660) dated 13th November 2020.

As per our email correspondence the proposal is now that the remaining parts of the development (Items A and B) be progressed.

Discharge of Conditions

Further to our discussions please see the following commentary regarding selected 'Conditions' attached to the proposed development. An application to discharge conditions via Planning Portal has been submitted to accompany this correspondence (reference: PP-10000818).

Condition 2 – Development in accordance with submitted plans.

As per our email correspondence dated 22nd June 2021 there have been some amendments to the proposed development for value engineering purposes where certain elements have been omitted and / or modified from the original plans. These changes include:

- The proposed sliding gate to the entrance from Culmere Road has been omitted. The new opening within the boundary remains along with the proposed amendments to the public footpaths. Access onto the site will be controlled by the automated swing gate within the site boundary and associated weldmesh fencing to maintain the school perimeter as per the original proposals.
- The car park lighting poles have been omitted at this stage, though will be future proofed to allow installation at a later date. The provision includes installation of below ground ducting for service distribution etc.
- The external EDPM play surface, external canopy and associated fencing to the south of the proposed new build accommodation have been omitted. The area will remain as a grassed soft landscaped area as existing.
- There have been modifications to the internal layout that has resulted in one of the external single aluminium door sets to the west elevation being redundant, therefore has been omitted and replaced with the same facework masonry as the rest of the elevation.

As per your email correspondence dated 24th June 2021 a Non-Material Amendment Application (Planning Portal Reference: PP-10000215) has been submitted to cover the change in the elevations associated with the omission of the door.

If you require copies of any of the revised plans associated with any of the above changes, please advise. The proposals associated with the Non-Material Amendment Application have been submitted via the Planning Portal.

Condition 3 – Tree Management

We can confirm that the proposed works associated with and / or in vicinity of the existing trees and vegetation will be in accordance with the provisions outlined within the Arboricultural Impact Assessment submitted with the initial application.

Condition 5 – Site Investigation Report

A Ground Investigation Survey was undertaken in April 2020 to determine ground conditions and risk of contamination assessment.

A copy of the report has been submitted under a separate cover previously; please advise whether a further copy is required to be submitted to support this application:

- (46-10w)_Report on Ground Investigation (ref: 2230085) dated June 2020.

The ground investigation detailed within the above referenced report generally identified topsoil and made ground to depths of between 0.50m and 0.60m below the existing ground level underlain by sandy and gravelly material to depths of between 1.10m and 2.80m below ground level. Peaty soils were also encountered (WS05). Weathered mudstone and sandstone were encountered underlying the clay and penetrated to a maximum depth of 3.45m below ground level.

Window Samples WS01 through WS02 were undertaken in the location of the proposed New Build Accommodation results of which are contained within Appendix 2 of the Ground Investigation Report.

Trial Pits TP3 and TP04 were undertaken in the location of the proposed Car Park; results of which are contained within Appendix 2 of the Ground Investigation Report.

Condition 6 – Surface Water Drainage

As per the previously submitted Design Statement (DOS_ATK_(46-10w)_DS_B) the proposed car park and new build accommodation is to utilise natural ground infiltration to discharge surface water captured directly to the existing ground sub-strata. The development will have separate surface and

foul water drainage networks. The foul drainage from the new build accommodation being connected into the existing foul drainage network on site. Below ground foul drainage surveys have been undertaken to identify locations and existing invert levels. Details of these survey can be provided if required upon request.

The Report on Ground Conditions Investigations associated with Condition 5 noted that '*No definite groundwater strikes were observed in the exploratory holes during the investigation*'. The report also notes the investigations generally revealed topsoil and made ground to depths of between 0.50m and 0.60m below the existing ground level underlain by sandy and gravelly material to depths of between 1.10m and 2.80m below ground level. Peaty soils were also encountered (WS05). Weathered mudstone and sandstone were encountered underlying the clay and penetrated to a maximum depth of 3.45m below ground level.

Trial Pits TP3 and TP04 were undertaken in the location of the proposed Car Park; results of which are contained within Appendix 2 of the Ground Investigation Report.

The existing area is currently grassed bounded by vegetation and mature trees. As detailed previously ground water was not encountered during the Trial Pits 3 and 4 at depths of 2.30m and 2.45m respectively. Historically this area has been well drained and there have not been occurrences of surface water pooling or the existing grassed area being waterlogged.

As detailed previously the proposed developed will not contribute collected surface water to the existing public sewer below ground network; with the surface water being naturally attenuated on site and discharged to the existing ground conditions which it is deemed are suitable for this methodology as detailed previously and by the accompanying intrusive site investigations. The proposed development will not result in additional levels of surface water being captured and discharged to that which would normally be captured in its current condition.

The proposed car park will utilise a porous asphalt system which will allow falling surface water to drain through the wearing course, be attenuated in the sub-base layers and then discharged to the local ground conditions. The proposed surface materials are considered to be neutral and will not contribute and contamination risk to the existing sub-strata and groundwater table. The proposed car park surface would not require any surface treatment or cleaning. The proposed formation layers of the proposed car park surface will comprise the following:

- 40mm depth well compacted 10mm porous open grade binder course;
- 100mm depth well compacted 20mm porous open grade base course;
- minimum 250mm frost resistant type 3 open graded unbound attenuation sub-base granular reservoir;
- geotextile filter membrane
- existing sub-grade.

The proposed new build accommodation will have separate foul and surface water networks as detailed previously. The surface water from the proposed pitched roofs to the single storey accommodation block will be collected in perimeter rainwater gutters, discharged to ground level via rainwater downpipes into surface water gullies. These rainwater gullies will direct the surface water via new below ground pipework to sub-terranean surface water attenuation cells for the collection, storage and natural release to the existing sub-strata. There are numerous mature trees and vegetation in the proximity the development which will assist in the absorption of the released attenuated water.

The below ground attenuation cells are to be located a minimum 5.0m from the footprint of existing and proposed buildings. The top of the attenuation cells are to be installed a minimum 500mm below ground level and covered with graded backfill. The cells are to be fully wrapped in geotextile membrane commensurate with the cells and surrounded with a minimum 100mm cover of compacted 10mm granular gravel.

Sufficient cells are to be provided to hold a minimum volume of 5m³ volume capacity.

The capacity of the cells has been based upon the proposed roof area (255m²) multiplied by the coefficient for the predication 1 in 100-year rainfall event.

Volume = Roof Area x (Rainfall per Hr / 3000)

4.675m³ = 255m² x (55mm per hr / 3000) + additional contingency allowance increase to 5.0m³.

Condition 8 – Construction Materials

We can confirm that there are no changes to the proposed construction materials outlined within the original application and as detailed within the Design Statement (DOS_ATK_(46-10w)_DS_B).

As detailed previously a Non-Material Amendment Application (Planning Portal Reference: PP-10000215) has been submitted to cover the change in the elevations associated with the omission of the door.

Condition 10 – External Lighting

We can confirm that all external lighting installed will be capped at the horizon. As detailed previously at this stage the pole lighting to the proposed car park has been omitted at this stage.

Condition 13 – Noise Reduction

We can confirm that the current proposals do not contain any provision for externally mounted ancillary plant (i.e. air conditioning units, ventilation units etc.).

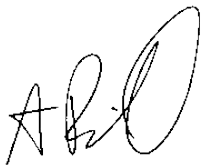
Condition 15 – Accessible Parking

Provisions have been included for 3no. accessible spaces to be provided within the existing site parking areas located adjacent the main entrance of the main school building accessed via Dunkery Road. Copies of the existing proposed layouts are enclosed with this submission as detailed below:

- DOS-ATK-(46-10w)-XX-DR-B-0002-P3 (Existing GA Plan)
- DOS-ATK-(46-10w)-XX-DR-B-0003-P6 (Proposed CP GA)

We trust that above is in order, if there are further queries or you require additional information please do not hesitate to contact me.

Yours faithfully



Alan Beningfield BSc (Hons) MScCHE MRICS

Associate Building Surveyor, Infrastructure
North, Scotland & NI
Building Design