MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Mr Niall Wright
on behlaf of LTE Group
The Manchester College
Whitworth House
Aston Old Road
Manchester
M11 2WH

Agent (if used)

Mr Nick Richardson
Reiach and Hall Architects
6 Darnaway Street
Edinburgh
EH3 6BG

Part 1 – Particulars of the application/development

Proposal: Proposed erection of a three storey (with partial basement) Sports & Social Care Building, single storey extension of existing workshop accommodation, construction of new full size artificial turf football pitch (106m x 70m) with 8 no. 15m high floodlights and spectator seating, associated changes to the existing landscaping and car parking arrangements, and new boundary treatments following the demolition of existing buildings

Location: Manchester College Of Arts And Technology , Ashton Old Road, Manchester, M11 2WH

Date of application: 23 July 2019

Application number: 124268/FO/2019

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Condition(s) attached to this decision

0) The local planning authority in making its decision has had due regard to 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 original submission raised initial concerns about air mitigation measures, accessibility and replacement trees . Officers worked in a positive and proactive manner with the applicant to negotiate a scheme .The scheme is considered to be in accordance with the guidance contained within policies EC1,

EC2, CC5, T1, T2, EC5, EN1, EN3, EN8, EN9, EN10, 11 and 12, EN14, EN16, EN18, EN19, SP1 and DM1 of the Core Strategy.

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) Development shall be carried out in accordance with the Phasing Plan ref: OS-RHA-XX-00-DR-A-PL -002 rev.D (Proposed site plan and landscape) and that site enabling works and development in any particular phase may be carried out concurrently.

Reason - To ensure the development is carried out in accordance with the phasing as shown on plan ref: OS-RHA-XX-00-DR-A-PL -002 rev.D , to ensure that the provision of infrastructure and public realm is properly co-ordinated and comprehensively provided with the built development.

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

OS-RHA-XX-00-DR-A-PL -001 (Existing site plan and landscape)
OS-RHA-XX-00-DR-A-PL -003 (Proposed service yard layout)
OS-RHA-XX-00-DR-A-PL -004 (Proposed Whitworth House ground floor)
OS-RHA-XX-00-DR-A-PL -005 (Proposed Whitworth House first floor)
OS-RHA-XX-00-DR-A-PL -006 (Proposed Sports Building Plans)
OS-RHA-XX-00-DR- A-PL-007 (Site Elevation Plans)

OS-RHA-XX-00-DR-A-PL -008 (North and East Elevations)
OS-RHA-XX-00-DR-A-PL -009 (South and West Elevations)

OS-RHA-XX-00-DR-A-PL -010 (new waste and recycling store elevations)

OS-RHA-XX-00-DR-A-PL -011 (Site edged red Location Plan)
OS-RHA-XX-00-DR-A-PL - 012 (3D visuals View from Ashton Old Road)
OS-RHA-XX-00-DR-A-PL - 013 (3D visuals Views of New Sport and Social Care building)
OS-RHA-XX-00-DR-A-PL - 014 (3D visuals View from the football pitch)
OS-RHA-XX-00-DR-A-PL - 015 (3D visuals Aerial View from the North West)
OS-RHA-XX-00-DR-A-PL -016 (Whitworth House Enabling Works Plan and elevation)
OS-RHA-XX-00-DR-A-PL -017 (Site Demolition Works)

OS-RHA-XX-00-DR-A-10_0004 rev.B (General Arrangement Layout -Site logistics & Constraints - Phase 3)
OS-RHA-XX-00-DR-A-10_0005 rev.B (General Arrangement Layout -Site logistics & Constraints - Phase 4)
OS-RHA-XX-00-DR-A-10_0006 rev.B (General Arrangement Layout -Site logistics & Constraints - Phase 5)
OS-RHA-XX-00-DR-A-10_0007 rev.A (General Arrangement Layout -Site logistics & Constraints - Phase 6)
Design and Access Statement 15 July 2019;
Archaeological desk based assessment July 2019
Preliminary Ecological Appraisal report April 2017

Preliminary Ecological Appraisal report R-4081-01 June 2019
Bat emergence survey report ref: R-4081-02 June 2019
Ecological Search Badger records
BREEAM Pre-Assessment report rev.B dated 8th July 2019;
Openshaw Campus Redevelopment - Socio-economic Assessment
Energy Statement ref: OS-BDP-XX-XX-RP-08 rev.P01 12th July 2019
External lighting Calculations ref: C4C17816 02.07.2019
OS-BDP-ZZ-XX-DR-YL-3201 rev.P02 (external lighting for planning submission)
Overview of the Estate Strategy
Phase 1 GeoEnvironmental Study ref: A2876/19 May 2019
Phase II GeoEnvironmental Investigation ref: A2876/19 / B.0 May 2019
Geosure Geo Insight data documents

Preliminary Unexploded Ordnance Risk Assessment

Crime Impact Statement Version A: 1st July 2019 2019/0232/CIS/01
Waste Management Plan
Air Quality Assessment ref: AQ107786 July 2019
Environmental Noise report ref: P3000694 (REP) U001 July 201930
P3000694/(REP)U001 00694/(REP)U001 3000694/(REP)U001
Flood Risk Assessment ref: OPE-SHD-00-ZZ-RP-C-0001
Drainage Strategy report July 2019 ref: OPE-BDP-RPT-S -005
Plan ref: OS-BDP-ZZ-EX-PL-C-50_30-001 rev.P1 (Foul and surface water drainage General Arrangement)
Run off Calculations
Micro drainage data
Travel plan190705/SK21921/TP01(-01)
Transport Assessment ref: 190709/SK21921/TA01 (-02)
Tree Survey plan ref: P486.17.07
Ventilation and Extraction Statement (notwithstanding section 3)

stamped as received 18th July 2019

Euroflood Maxi LED specifications as received 23rd July 2019

P.846.17.07_A Tree Survey received by email 23rd August 2019 from planning agent
Email from planning agent dated 10th October 2019 confirming additional tree planting and relocated gate to pitch from adjacent car parking area.

OS-RHA-XX-00-DR-A-PL -002 rev. D (Proposed site plan and landscape) received by email 25.10.2019.
Email from applicant 29.10.2019 confirming all tree planting would be native species

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.

4) Notwithstanding the materials annotated on plan refs: OS-RHA-XX-00-DR-A-PL -008 (North and East Elevations) and OS-RHA-XX-00-DR-A-PL -009 (South and West Elevations)

2268 AP(05)01 rev.PL01, prior to the commencement of above ground works of any Phase of development hereby approved by this permission , samples and specifications of all materials to be used on all external elevations of that Phase of development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) The proposal (or phase thereof) should be constructed in accordance with the recommendations contained within the submitted Crime Impact Statement rev. A dated 1st July 2019 (ref:2019/0232/CIS/01).

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for Manchester and to reflect the guidance in the National Planning Policy Framework.

6) The Phase of development comprising Sports & Social Care Building, and single storey extension of existing workshop accommodation, hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the buildings hereby approved is first occupied. The Sustainability Review document will provide evidence once the buildings has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

7) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:-

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together
with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust (based on British Standard 5228) and mud

including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be
displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy for Manchester

8) Within 3 months of the commencement of above ground works of any Phase of development, full detailed designs (including specifications) of all off site highways works (including any Traffic Regulation Orders) shall be submitted to and approved in writing by the City Council as local planning authority, relevant to that Phase of development. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

9) The sports pitch hereby approved , shall not be used until details of special event parking measures are 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, and all the agreed works shall be completed prior to the proposed sports pitch being brought into use.

Reason - In the interests of highway safety, and ensure that there is adequate car parking for special events when the sport pitch is used, pursuant to policies SP1, DM1 and T1 of the Core Strategy for Manchester.

10) The development shall be implemented in full accordance with the measures College travel Plan Travel plan190705/SK21921/TP01(-01).
Within six months of the first use of the any Phase of development hereby approved by this permission development, a revised Travel Plan , which is consistent with the Travel Plan submitted as part of the application and which takes into account the information about travel patterns monitored following the opening of the additional accommodation , shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the use of cycle spaces with the requirement to review additional storage provision when 90% utilisation is reached. The approved Travel Plan pursuant to this condition 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 development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

11) The car parking for each Phase shall be surfaced, demarcated and made available for use before that Phase of development hereby approved by this permission is occupied or brought into use . The car parking spaces shall then be available at all times whilst the buildings are occupied, or the sports pitch is in use and shall not be used for any other purpose than the parking of vehicles associated with the use of the college(LTE Group), and the users of the sports pitch.

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

12) The development shall be implemented in accordance with the cycle storage space on plan ref: OS-RHA-XX-00-DR-A-PI-002 rev.D. Finalised details of the design of the proposed stands and shelter shall be submitted to and approved in writing by the City Council as local planning authority before any Phase of development hereby approved by this permission is occupied or brought into use.. The approved cycle storage facilities shall then be retained and permanently 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 in order to comply with Policy DM1 and T1 of the Core Strategy.

13) a) Before any Phase of development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

the revised remedial works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy

14) Notwithstanding the Ventilation and extract planning statement dated July 2019, any Phase of the development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, relevant to that Phase, to be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

15) The development shall be implemented in full accordance with External lighting Calculations ref: C4C17816 02.07.2019 the lighting locations shown on plan ref: OS-BDP-ZZ-XX-DR-YL-3201 rev.P02 (external lighting for planning submission). Notwithstanding the Euroflood Maxi LED specifications , finalised details of the type , and height of column and lantern design for all external lighting products relevant to that Phase of development shall be submitted to, and approved in writing by, the City Council as local planning authority, before that Phase of development is occupied or brought into use.
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.

16) Prior to the installation of flood lighting of the sports pitch, hours of use of the flood lighting shall be submitted to and approved in writing by the City Council as Local Planning Authority. The flood lighting to the sports pitches/multi use games courts shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

17) If any lighting at any Phase of the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby properties, and the adjacent rail line within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby accommodation, and the adjacent rail line, pursuant to policies SP1 and DM1 of the Core Strategy.

18) Before any Phase of development is occupied or brought into use details of any CCTV to be incorporated within the scheme, including design and location of columns and cameras, within the college's curtilage, relevant to that Phase 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 security 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.

19) Before any Phase of development is occupied or brought into use any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme, submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment (relevant to that Phase). The approved scheme shall be completed before that Phase of development is occupied or brought into use.

Upon completion of the Phase of development a verification report will be required to validate that the work undertaken throughout that Phase of 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 the noise criteria has been met. Any instances of non-conformity with the recommendations in the report relating to that Phase of development, shall be detailed along with any measures required to ensure compliance with the agreed noise criteria

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

20) The Sports and Social Care building and workshop extension shall be implemented in full accordance with measures in the Environmental Noise report ref: P3000694 (REP) U001 July 2019.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

21) There shall be no use of any external loudspeakers, amplifiers, bells, tannoys or other similar public address systems at the sports pitch in association with events taking place on the pitch.

Reason - In the interests of the amenity of the occupiers of nearby premises, pursuant to policy DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan

22) The development shall be implemented in accordance with the Waste Management Strategy received on 12th August 2019, and details on plan refs: OS-RHA-XX-00-DR-A-PL -004 (Proposed Whitworth House ground floor); OS-RHA-XX-00-DR-A-PL -003 (Proposed service yard layout) ; OS-RHA-XX-00-DR-A-PL -010 (new waste and

recycling store elevations) prior to first occupancy of the accommodation hereby approved, and shall remain operational thereafter. Prior to the implementation of the bin store finalised elevational details of the proposed. Elevational design and materials shall be submitted to and approved in writing by the City Council as local planning authority. The bin store shall be implemented in accordance with the approved details.

Reason - To protect the amenity of the occupants of the college once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

23) The development shall incorporate the provision of 5 no. Electric Vehicle Charging points , together with the infrastructure (ducting and capacity) as shown on plan ref: OS-RHA-XX-00-DR-A-Pl-002 rev.D , prior to the occupation of the development hereby approved . All electric vehicle charging points , shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

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

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

25) Prior to the use of the Sports and Social Care building and workshop hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Sports and Social Care building and workshop shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

26) Prior to the use of the sports pitch, hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The sports pitch shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester

27) Notwithstanding the Flood Risk Assessment; Drainage Strategy , and plan ref: OS-BDP-ZZ-EX-PL-C-50_30-001 rev.P1 (Foul and surface water drainage General Arrangement)
no Phase of development shall take place until surface water drainage works have been implemented for that Phase in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national

standards and details that have been submitted to and approved in writing by the Local Planning Authority for that Phase of development

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies within the NPPF and NPPG and local policies EN08 and EN14.

28) No Phase of development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme relating to that Phase of development have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

o Verification report providing photographic evidence of construction as per design drawings;
o As built construction drawings if different from design construction drawings;
o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies within the NPPF and NPPG and local policies EN08 and EN14.

29) Prior to commencement of each Phase of development (including demolition, ground works, vegetation clearance), full details of a scheme for the management, destruction and /or disposal of Cotoneaster, Montbretia and Curly pondweed, to be carried out by the developer, for that Phase of development 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 approved scheme shall be implemented in full.

Reason - To prevent the spread of Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981. pursuant to Policy EN15 of the Core Strategy.

30) The development shall be implemented in accordance with the hard and soft landscaping treatment scheme on plan ref: OS-RHA-XX-00-DR-A-Pl-002 rev. C P.846.17.07_A Tree Survey received by email 23rd August 2019 from planning agent and Email from planning agent dated 10th October 2019 confirming additional tree planting, and email dated 29th October 2019 from the applicant confirming that all tree species would be native.
The approved scheme shall be implemented not later than 12 months from the date the proposed extensions are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or

shrub of the same species and size as that originally planted shall be planted at the same place.

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.

31) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained on plan ref: OS-RHA-XX-00-DR-A-PI-002 rev. D and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located 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 BS 5387:2012 `Trees in relation to design, demolition and 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 EN1 of the Core Strategy.

32) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

33) Within 3 months of any Phase of the development commencing full details of the design and locations of bat and bird boxes, as part of the approved development of that Phase shall be submitted and agreed with the Local Planning Authority. The permanent bird and bat boxes shall be installed in accordance with the agreed design, prior to the occupation of the teaching accommodation hereby approved.

Reason - To provide a roost for bats a European Protected Species (Habitats Regulations 1994) and bird boxes to comply with policy EN15 of the Core Strategy for Manchester.

34) Within 3 months of any Phase development commencing full details of the design and locations of hedgehog boxes within the collge campus, as part of the approved development within that Phase , shall be submitted and agreed with the Local Planning

Authority. The permanent hedgehog boxes shall be installed in accordance with the agreed design.

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

35) The proposed sports pitch shall be implemented and brought into use before the existing Artificial Grass Pitch at Nicholls Campus is decommissioned or removed .

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use pursuant to policy EN10, EN11 and EN12 of the Core Strategy for Manchester and paragraph 97 of the NPPF.

36) No above ground works in connection with any Phase of development shall commence until the finalised detail of the design and layout of the Artificial Grass Pitch, Changing Rooms and Sports Hall, for that Phase of development, have been submitted to and approved in writing by the Local Planning Authority. The Artificial Grass Pitch, Changing Rooms and Sports Hall shall be implemented in accordance with approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy EN10 of the Core Strategy.

37) Within 12 months of the date of this planning permission, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to all sports facilities forming part of the development and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason - To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport pursuant to policy EN10 of the Core Strategy.

38) Details of access proposals to each Phase of the development (including the proposed pitch facility) for mobility impaired persons including route widths, levels and gradients ,relevant to that Phase shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the commencement of development. The approved details shall be implemented before that the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided pursuant to policy DM1 of the Core Strategy for Manchester.

39) Finalised design details of elevational designs and colouration of boundary treatment in conjunction with the proposed sports pitch , and gated area to the bungalow building to be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the use of the pitch and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

40) Prior to the commencement of any Phase of the development adjacent to the southern boundary of the college campus, full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority relevant to that Phase. The development shall be implemented in accordance with the approved details
Reason - To prevent any of ground levels, earthworks and excavations piling from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Core Strategy for Manchester.

41) Before any Phase of development hereby approved commences, the submission of an Unexploded Ordnance mitigation strategy, and a report prepared outlining what measures, if any, are required to remediate the land (relevant to that Phase) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies SP1 and DM1 of the Core Strategy.

Informatives

Building Regulations 2010
This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements
Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance 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).

Contractor's are reminded of their legal responsibilities in relation bats and if, in the unlikely event bats are found or suspected during works, work should cease immediately and advice sought from a suitably qualified bat worker

As Hedgehogs hibernate between October and March and use wood piles and other materials/vegetation for cover, it is recommended that between October and March any wood piles or other suitable materials and vegetation within the site area should be checked for hibernating hedgehogs before disturbance/clearance.

If hedgehogs are found at any time during works they should be moved to a safe place outside of the working area where they will be safe from predators.

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:
AssetProtectionLNWNorth@networkrail.co.uk

The applicant will provide at their own expense (if not already in place):

A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land.

The fence must be wholly constructed and maintained within the applicant's land ownership footprint.

All foundations must be wholly constructed and maintained within the applicant's land ownership footprint without over-sailing or encroaching onto Network Rail's boundary.

The fence must be set back at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments.

Existing Network Rail fencing, and boundary treatments, must not be damaged or removed in any way.

Network Rail will not allow any maintenance works for proposal fencing or proposal boundary treatments to take place on its land.

Proposal fencing must not be placed on the boundary with the railway.

Any fencing over 1.8m in height will require agreement from Network Rail with details of foundations and wind loading calculations submitted for review.

The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any construction works on site and any future maintenance works must be conducted solely within the applicant's land ownership.

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail for agreement.
o All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.
o The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.
Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:
o All surface waters and foul waters must drain away from the direction of the railway boundary.
o Soakaways for the proposal must be placed at least 30m from the railway boundary.
o Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
o Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's land and infrastructure.
o Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
o Drainage works must not impact upon culverts, including culverts/brooks etc that drain under the railway.

o The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
o Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.
NB: Soakaways can materially effect the strength of soil leading to stability issues. A large mass of water wetting the environment can soften the ground, and a build-up of water can lead to issues with the stability of Network Rail retaining walls/structures and the railway boundary. Network Rail does not accept the installation of soakaways behind any retaining structures as this significantly increases the risk of failure and subsequent risk to the travelling public.

If the developer and the council insists upon a sustainable drainage and flooding system then the issue and responsibility of flooding, water saturation and stability issues should not be passed onto Network Rail. Network Rail recognise that councils are looking to proposals that are sustainable, however, Netwrok Rail would remind the council that flooding, drainage, surface and foul water management risk as well as stability issues should not be passed 'elsewhere', i.e. on to Network Rail land.

The drainage proposals are to be agreed with Network Rail.

The HSE identifies railways as a Major Hazard Industry. An earthwork failure within a high-hazard area has the potential to result in a catastrophic accident with multiple fatalities or long-lasting environmental issues. It should be noted that where the actions of an adjacent landowner have caused a landslip on the railway the loss adjusters are likely to advise recovery of Network Rail costs from the 3rd party, which would include costs of remediation and recovery of costs to train operators. Many railway earthworks were constructed in the Victorian period and are susceptible to failure by water saturation. Water saturation leads to an increase in pore water pressure within the earthwork material. Please also note that railways, and former railway land adjacent to it, is considered as contaminated land due to historic use of railways, which can affect the suitability of infiltration drainage.

The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:
o Alterations to ground levels
o De-watering works
o Ground stabilisation works
o Works to retaining walls
o Construction and temporary works
o Maintenance of retaining walls
o Ground investigation works must not be undertaken unless agreed with Network Rail.
o Confirmation of retaining wall works (either Network Rail and/or the applicant).
o Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
o For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.
Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending

on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

The applicant must provide suitable ball proof mesh netting for the sports facilities. The applicant must provide details of the netting to the Asset Protection Engineers to ensure that the netting is installed without placing any load bearing weight upon Network Rail land, and to ensure that the pole foundations do not undermine or encroach upon Network Rail land.

Reason:
The netting should be 5m in height to prevent all potential sports equipment, i.e. footballs etc from over-sailing the railway boundary and falling into the path of trains. The applicant must consider the foundations of the netting which could undermine or destabilise Network Rail's land. Equally, netting erected on land next to the operational railway could topple over in high wind and fall onto Network Rail land, onto the path of trains or onto safety critical equipment (e.g. signals, telecoms cabinets, overhead lines if above the level of the railway).

Network Rail requires that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works.

Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached).
AssetProtectionLNWNorth@networkrail.co.uk

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

Should the above proposal be approved by the council and should there be conditions, where the proposal interfaces with the railway (as outlined in this response) the outside party is advised that a BAPA (Basic Asset Protection Agreement) must be in place, in order for Network Rail to review and agree the documentation and works outlined in conditions (and those areas covered by the discharge of conditions).

United Utilities have advised that a water main and a public sewer crosses the site. They have stated they need unrestricted access for operating and maintaining the main, and will not permit development over or in close proximity to the main, and will require an access strip. In relation to the public sewer they will require an access strip width of six metres, three metres either side of the centre line of the sewer.

Date: 29 October 2019

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/planning-inspectorate. The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A

The Coal Authority

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119
Email: planningconsultation@coal.gov.uk
Website: www.gov.uk/government/organisations/the-coal-authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2019 until 31st December 2020