Application Number	Date of Appln	Committee Date	Ward
086823/FO/2008/N2	6th Jun 2008	20th Nov 2008	Rusholme Ward

Proposal Creation of new bus park in connection with existing school including formation of new vehicle access point and erection of 1.7m high sliding gates and fencing and erection of 4 new 8 metre high external lighting columns

Location Manchester Grammar School, Old Hall Lane, Rusholme, Manchester, M13 0XT

Applicant Manchester Grammer School, Mrs Gillian Batchelor, Old Hall Lane, Rusholme, Manchester, M13 0XT

Agent Ansell & Bailey 84 Talbot Road, Manchester, M16 0PG

Description

This application relates to an area of hardstanding in the grounds of Manchester Grammar School, at the south east corner of the site, which is used as an overspill car park, including occasional bus parking. The hardstanding area is situated between the school's tennis courts and residential properties to the east of the school site. A considerable landscaped buffer, comprising a substantial laurel hedge, forms the eastern boundary of the school site, between the area of hardstanding and the adjacent housing.

Manchester Grammar School run dedicated double decker buses to bring boys to and from the school, during term time, and current demand exceeds capacity. From September 2008, they propose to run 3 double decker buses, with potential for 2 further buses from the site. The applicants though consider that the present entrance to the site is restricted, and the turning of buses on the site is both difficult and dangerous. It is therefore proposed to construct a new road crossing off Old Hall Lane, to enable vehicular access to the existing overspill car park, and to formally demarcate the area to provide 5 dedicated bays, with space for the safe alighting and boarding of the passengers.

The proposal also includes the erection of new 1.7 metre high automated opening slider gates, and railings, to match the existing boundary treatment, and the installation of 4 new lighting columns. The new lighting columns would be 8 metres high, and would be positioned on the eastern boundary of the site, shining directly onto the bus park, to facilitate safe alighting/boarding, during winter months. The existing tennis court lighting (shining only on the courts) would be retained.

The proposed hours of operation would be 8.00 am to 6.00 pm, Monday to Friday and 10.00 am to 4.00 pm on a Saturday, during school term time.

Consultations

Local residents - 8 letters have been received, from local residents, living on Old Hall Lane, who object to the proposal, for the following reasons:
- The traffic congestion on Old Hall Lane is already extremely bad in the morning and evening, and this proposal would exacerbate this problem.

- Buses entering/leaving the site would cause considerable traffic jams on Old Hall Lane.
- This would lead to a loss of on-street car parking spaces on Old Hall Lane, leading to people parking on grass verges, in front of existing residential properties. Residents rely on the existing spaces and also space needs to be available for service vehicles, and other visitors, such as doctors.
- The school already has two vehicular access points, and they should look at modifying existing arrangements rather than creating a new access point, or spreading the buses around the site, rather than concentrating them in a particular area..
- This would not be a safe arrangement for the school children.
- The fumes/pollution from the buses will have a detrimental impact on nearby residents.
- It will create vehicular access problems for access/egress for existing residential properties, on Old Hall Lane.
- The hardstanding area was originally a play area for children, not the car parking area it has subsequently become.

Head of Engineering - Has the following concerns about the scheme:

- Whilst the vehicular access is to cater for buses, the width is far too wide measuring approximately 24m at its widest point. The provided vehicular swept paths clearly shows that there is ample opportunity to tighten up the radii's and reduce the access width to around 5.5m to 6.0m wide. This will give a safe crossing width to passing pedestrians which, is especially important in this case, in light of the nature of the surrounding environment. Dropped kerbs and tactile paving will be required within the pedestrian desire line which has not been indicated on any plans.

- A portion of the vehicle access which runs from the edge of the existing kerbline to the back of footway will be adopted and therefore maintained by the Highway Authority. As such, this area needs to be constructed to adoptable standards which will consist of a concrete sub base with the final surface material being bitmac. A concrete edging strip will need to be installed to demarcate the edge of highway.
Waiting and loading restrictions around the new access will be required to ensure that it is kept clear of obstructing vehicles.
The applicant will need to enter into a section 278 agreement with MCC with regards to all of the above works to the highway and provide all nessesary funding. This includes any works to relocate or protect existing buried services in the area that may be effected. Applicant to contact Engineering Services regarding this matter.

- Buses waiting on the highway to access the new bus park will not be acceptable. Therefore, the proposed gate needs to be set further back within the site to ensure that this is minimised. This should be relocated to the back end of the access road so that a bus can stand off the highway whilst waiting for the gate to open. Also, this way, pedestrians travelling along Old Hall Ln will not be obstructed by the rear of the bus.

Head of Regulatory and Enforcement Services - No objections, subject to conditions relating to the hours of operation, controlling the glare/overspill of

lighting onto nearby residential properties, and the noise insulation of any externally mounted ancillary equipment.

South Manchester Regeneration - No comments received.

Greater Manchester Police - No objections.

Issues

Relevant National Policies

Planning Policy Statement No.1 Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places.

Planning Policy Guidance No.13 Transport

This seeks to encourage alternative modes of transport that have less environmental impact and reduces reliance on the private car.

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

This note provides advice on the relationship between controls over development under planning law and pollution control legislation.

Planning Policy Guidance Note No.24 Planning and Noise.

Paragraph 2 of the guidance sets out the general principle that wherever practicable noise sensitive developments should be separated from major sources of noise, and new development involving noisy activities should be sited away from noise sensitive uses.

Relevant Regional Policies

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

Policy DP 1 - Spatial Principles - Identifies the principles underpinning RSS (incorporating RTS). All may be applicable to development management in particular circumstances: promote sustainable communities; promote sustainable economic development; make the best use of existing resources and infrastructure; manage travel demand, reduce the need to travel, and increase accessibility; marry opportunity and need; promote environmental

quality; mainstreaming rural issues; reduce emissions and adapt to climate change.

The following principles are considered to be relevant to the proposals:

Policy DP 2 - Promote Sustainable Communities - Building sustainable communities - places where people want to live and work - is a regional priority in both urban and rural areas.

Policy DP 5 - Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility - Development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.
Relevant Local Policies

Unitary Development Plan for the City of Manchester (1995) - The site is unallocated in the plan.

Policy H2.2 states that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider will include the scale and appearance of the development and it's impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy E1.1 states that the council wishes to see substantial reductions in the level of air pollution, much of which is caused be vehicles fumes, and to achieve this the council will promote public transport and cycling and improve conditions for pedestrians.

Policy E1.5 outlines that the Council will contribute towards energy conservation by ensuring that new development is located where it can be easily served by public transport and by encouraging high standards of energy efficiency.

Transport policy T2.4 can also be applied to this proposal. Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the proposed development.

Supplementary Policy Guidance

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

The Guide notes that streets have mixed and competing demands, and prioritises the needs of pedestrians, disabled people, cyclists and public transport, above other road users. It states that developments have an important role to play in supporting the promotion of sustainable public transport.

Principle - The hardstanding is an existing overspill parking area. Some minor works will be taking place to the area, but the overall area of hardstanding would not be extended. The principle of demarcating this area and making it available to buses is not, in itself, a use that would require planning permission.

New vehicular access point/arrangements - The Head of Engineering has some concerns about the proposed access arrangements including the width of the access point and the position of the gates. The requested revisions are currently being addressed by the applicant, and when revised plans are received, conforming with the requirements of the Head of Engineering Services, it is considered that the access arrangements would represent a safe vehicular entry point into the school grounds. It will remove an existing ad hoc arrangement in which there is no designated area, and buses have difficulty in turning, thereby representing a potential danger to pedestrians/children. Potentially there could be short delays on Old Hall Lane, if a bus is waiting to turn into the site, but these are unlikely to be for a significant period of time.

Loss of on-street parking facilities on Old Hall Lane - The proposal would lead to the loss of a small number of on-street parking facilities on Old Hall Lane, which are provided in a lay-by, on the northern side of the street. These are used by local residents although the houses on Old Hall Lane are generally semi-detached, with their own side driveway and independent parking facilities. These spaces do tend to be well used, particularly during the school day, but it is considered that the benefit of providing this facility, including enabling more children to take this bus to the school and the consequential potential reduction in private car movements, outweighs the loss of these spaces.

Residential amenity - The proposal regularises the use of this part of the site, although the hardstanding is already used for car parking and the changes in the use of the land are not considered significant. None of the occupiers to properties to the east of the site, which back on to the car parking area, have objected to the proposal, and the parking area remains screened from them by the high laurel hedge. The lighting columns would have some impact, as they would be visible above the hedge. They are, however only to be illuminated at certain times of the year, mainly during winter, to facilitate safe alighting/boarding and a condition is proposed to ensure that the lighting is not used at unsocial hours. A condition is also required which requires the applicants to demonstrate that the lighting would be directly solely onto the car parking area, and there would be no glare/overspill onto surrounding residential properties. There will clearly be vehicular movements into/out of the site, introduced onto Old Hall Lane, at this side of the school site, which may have some impact upon residents on Old Hall Lane, directly facing the site. However, it is considered that overall access arrangements are improved, and the likely reduction in private car movements would be of benefit to the school and the general locality.

Drainage to hard surfacing - The applicants have indicated new and replacement hardsurfacing within the site. Given the extent of existing hardsurfacing it is anticipated that the existing drainage system will be capable of dealing with the dispersal of water. The applicants have been asked to provide details of the positioning and specification of existing and any new surface water drainage, as well as confirmation of the permeability of the proposed pavers.

Landscaping/trees - No trees are to be lost and areas of landscaping are unaffected.

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

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

Recommendation MINDED TO APPROVE

subject to the applicants meeting the requirements of the Head of Engineering and the submssion of satisfactory drawings and details to address surface water drainage.

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically the Unitary Development policies H2.2, E1.1, E1.5 and T2.4 of the Manchester Unitary Development Plan, and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1, Planning Policy Guidance 13, Planning Policy Statement 23, Planning Policy Guidance 24 and DP2 and DP5 of the Regional Spatial Strategy, in that the development would provide facilities to enable safer and greater use of public transport and would improve vehicular access facilities at this school site to the benefit of the wider surrounding community allowing the continuing regeneration of the locality and there are no material considerations of sufficient weight to indicate otherwise

Conditions and/or Reasons

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 drawings numbered 08018-01, 08018-04A, 08018-05, 08018-10, 08018-11,

08018-12, 1026/001 rev O, 3194/1A, E/10829/01 rev A andD12614/JM/A, stamped as received by the City Council, as Local Planning Authority on 6th June 2008 unless otherwise agreed in writing by the City Council as Local Planning Authority.

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

3) All new external fencing/gate work and finishes and work of making good must match existing original fencing adjacent in respect of materials, colour, detailed execution and finished appearance except where indicated otherwise on the drawings hereby approved.

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, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

4) The site shall not be open operational, and no illumination of the car parking area shall take place, outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

8.00 am to 6.00 pm - Monday to Friday
10.00 am to 4.00 pm - Saturday

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

5) Before the development hereby approved commences, 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.

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

6) Notwithstanding the details shown on the approved plans, prior to development commencing on site, details of the proposed lighting columns within the site, must be submitted to and approved in writing by the City Council as Local Planning Authority. The submitted information must demonstrate where the lighting is directed and that there would be no glare/overspill onto adjoining residential properties. The lighting must only be implemented in accordance with the approved details and no external lighting shall be erected on or around the site without the prior written approval of the Local Planning Authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation once the development is completed, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) If when the lighting units are illuminated they cause undue glare or light spillage to the detriment of adjoining and nearby residential properties, baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason

In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

8) 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 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 086823/FO/2008/N2 held by planning or are

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

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

Engineering Services
Environmental Health
South Manchester Regeneration
Greater Manchester Police
155 - 161 Old Hall Lane, Manchester, M14 6HJ
89 – 91 Old Hall Lane, Manchester, M13 0UJ
62 - 68 Birchfields Road, Manchester, M14 6PH
137 -143 Birchfields Road, Manchester, M14 6PJ
145 – 153 Old Hall Lane, Manchester, M14 6HJ
93 - 143 Old Hall Lane, Manchester, M14 6HL
143b, Old Hall Lane, Manchester, M14 6HL
Manchester Grammar School, Old Hall Lane, Manchester, M13 0XT
89 – 135 Birchfields Road, Manchester, M13 0UE
1 – 28 Westray Road, Manchester, M13 0UF
2 – 48 Craston Road, Manchester, M13 0US
2 – 28 Birchfields Road, Manchester, M13 0XR
10 – 14 Telfer Road, Manchester, M13 0XS
1 – 8 Telfer Road, Manchester, M13 0XS
66 – 72 Old Hall Lane, Manchester, M13 0UD
93a, Birchfields Road, Manchester, M13 0UE
95a, Birchfields Road, Manchester, M13 0UE
105 – 113 Birch Hall Lane, Manchester, M13 0XU
30 – 60 Birchfields Road, Manchester, M13 0UB
1 - 8 Telfer Avenue, Manchester, M13 0XD
1 - 3 Meldon Road, Manchester, M13 0TZ
Halaways International, 7 Meldon Road, Manchester, M13 0TZ
4 – 6 Meldon Road, Manchester, M13 0TZ
2a, Meldon Road, Manchester, M13 0TZ
Post Office, 8 Meldon Road, Manchester, M13 0TZ
M G M Foodstore, 9-11, Meldon Road, Manchester, M13 0TZ
Oriental Express, 5 Meldon Road, Manchester, M13 0TZ
74 – 84 Old Hall Lane, Manchester, M14 6HN
G M Properties, 10 Meldon Road, Manchester, M13 0TZ
Flat, 9 Meldon Road, Manchester, M13 0TZ

Representations were received from the following third parties:

Relevant Contact Officer : Ian Jarvis
Telephone number : 0161 234 4079
Email : i.jarvis@manchester.gov.uk