

Planning

Growth & Development

Delegated officer report for planning application

Application no. CDN/25/0703

Date registered valid: 22 July 2025

Proposal: Discharge of Conditions 3 (Construction Management Plan), 4 (Surface Water Drainage), 5 (Contaminated Land), 6 (Contractors Compound), 8 (Cycle Storage), 9 (Hours of Operation), 10 (Noise Management Plan) and 14 (HMMP) attached to planning permission 141932/FO/2025

Address: Unity Community Primary School, 41 Allesley Drive, Manchester, M7 4YE

Ward(s): Cheetham Ward

Applicant: Ms Hayley Wilson SIS UK Ltd

Agent (if any): Mr Matthew Druce Labosport Ltd

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Split decision

Date of recommendation: 19th September 2025

Application details

Type of application: Approval of condition application

Development type: Notifications

Date of site visit:

Standard consultations:

Printed: 4 August 2025 Expired: 26 August 2025

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

Description of development

Consultations & Notification Responses

Highway Services – 11.08.2025

Condition 3 - Construction Management Plan: It is noted that access to the site is to be off Allesley Drive, as shown on the plan with the submitted CEMP document.

There are no existing dropped kerbs present at this location.

*Clarification is required on whether this access point will be used for vehicular access during the construction phase.

*Clarification is required on the routing of construction vehicles and should be demonstrated on an updated dimensioned plan.

Parking for staff and visitors is to be provided within the site compound. All staff and employees should be notified of the parking spaces. It is noted that the vehicle types to the site will be the following:

- 4no. Low Loaders;

- 5no. Hi-ab Rigid Lorries;
- 16no. Rigid Lorries;
- 28no. 8-wheeler (32T) tippers;
- 4no. Concrete lorries; and
- 2no. Curtain Sided Arctic Lorries

*Further information is required on the frequency of the above-mentioned vehicles to the site.
 *Highways request that swept path assessments are provided which demonstrates the largest anticipated delivery/construction vehicle accessing, manoeuvring and exiting the site in a forward gear.

*Banksman will be required for any reversing vehicle manoeuvres.

*A dilapidation survey is required to be carried out on the surrounding roads and pavement prior to work starting on site. This should also include a survey of the condition of roads and pavement post-construction.

*The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, Section 50, skips, and temporary traffic and pedestrian management with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk and MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

*Details of the emergency telephone contact number for the site contractor should be provided. This should also be displayed in a publicly accessible location. Measures to control dust and mud, and reduce noise & vibration are provided within the CEMP.

*The information currently provided is insufficient to allow us to recommend the discharge of this condition from a Highways perspective.

CONDITION 6 (Contractors Compound):

*It is understood that a temporary compound area is to be constructed and contain a site compound, material storage, vehicle waiting area and turning circle - This should be within the site boundary.

Site storage and welfare facilities will be delivered to designated areas within the site compound. An unloading and waiting area will be created within the proposed site compound to enable vehicles to turn around and unload safely. Skips will be provided for construction waste and will be removed by a licensed waste carrier. All deliveries (including plant and machinery) will be unloaded into a secure area - This should be within the site boundary and compound.

*It is requested that all construction/delivery movements are restricted to outside of school peak hours.

Site fencing is to be provided and erected around the site compound and maintained during the construction duration.

*Highways request that a clear dimensioned site set-up plan is provided which demonstrates the following:

- o Vehicular and pedestrian access points to the site;
- o Site compound location including site office and welfare facilities;
- o Location of waste storage (including skips), loading/unloading and waiting areas for vehicles, and storage location of material and plant/machinery;
- o Staff & Visitor parking; and
- o Hoarding/fencing at the site

Further information is required on the scheme for removing the workers/contractors compound and restoration of the land it is situated on.

*The information currently provided is insufficient to allow us to recommend the discharge of this condition from a Highways perspective.

CONDITION 8 (CYCLE STORAGE): The information provided is sufficient to allow them to recommend the discharge of Condition 8 from a Highways perspective.

Further comments 03.09.2025

- Access to the site is to be from Barrow Hill Road via a gated access – Acceptable in principle subject to swept path assessments and dilapidation surveys.
- *Highways request that swept path assessments are provided which demonstrates the largest anticipated delivery/construction vehicle accessing, manoeuvring and exiting the site in a forward gear.
- The Plan indicates that the site office & welfare facilities, site parking, unloading and loading areas, and material store will be located within the temporary compound area in the site boundary– Acceptable to Highways
- *Clarification is sought on the location of waste storage including any skips – This should be shown in the Traffic Management Plan.

Comments below on banksman, emergency contact detail, dilapidation survey pre and post construction and construction/delivery movements restricted to outside of school peak is acceptable to Highways.

Network Resilience have responded and see no issue. However, Highways DC comments above still apply.

Further comments 18.09.2025

CONDITION 3 (CONSTRUCTION MANAGEMENT PLAN):

- An updated Construction Management Plan has been provided.
- Access to the site is to be from Barrow Hill Road via a gated access.
- *However, the CMP continues to refer to access of Allesley Drive – This should be updated.
- A swept path assessment has been undertaken demonstrating a 16.5m HGV accessing the site and egressing in a forward gear. This is acceptable in principle subject to banksman being present.
- Ideally deliveries should take place within the site.
- Banksman will be present (including for all deliveries) – Acceptable to Highways.
- Construction/delivery movements are to be restricted to outside of school peak hour.
- The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, Section 50, skips, and temporary traffic and pedestrian management with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk and MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

CONDITION 6 (CONTRACTORS COMPOUND):

- An updated Traffic Management Plan has been provided.
- The Plan indicates that site office & welfare facilities, site parking, unloading and loading areas, waste storage (including skips) and material store will be located within the temporary compound area – Acceptable to Highways.
- The information provided is sufficient to allow us to recommend the discharge of the condition from a Highways perspective.

CONDITION 8 (CYCLE STORAGE):

- The information provided is sufficient to allow us to recommend the discharge of Condition 8 from a Highways perspective.

GMEU - Condition 14 – Habitat Management & Monitoring Plan (HMMP)

An HMMP has been provided. Whilst not utilising the defra template, this is reasonable given the very low number of units involved and single habitat.

Their only minor issue relates to table 2.2, where they claim to be targeting five condition criteria, whilst only needing three or four to achieve the moderate condition proposed and that if they do intend to target the bare ground criteria and variable sward height criteria, how this will be achieved is not included in tables 3.1 & 3.2. They assume however that they do not intend to target criteria B & C as not required to achieve moderate condition.

They therefore recommend amendment of table 2.2

As the HMMP will need to be resubmitted in order to discharge the statutory biodiversity gain condition, they are happy for the amendment to be provided at that time and for condition 14 to be discharged.

Further comments 27.08.2025

Have reviewed the amended HMM P, and have no further issues with the discharge of condition 14. They further advise that the HMMP will still need to be resubmitted in its finalised version to discharge the statutory biodiversity gain condition along with the final version of the statutory metric and biodiversity gain plan.

Further comments 19.09.2025

Condition 14 – HMMP

They have made further minor changes to table 2.2, basically changing the target condition criteria.

They have no objections to the amended objectives. Condition 14 can be discharged.

As previously noted, the HMMP will need to be resubmitted as part of the information required to discharge the statutory biodiversity gain condition.

Environmental Health – 22.08.2025

3- CMP

The hours in section 3 and 7 both refer to 08:00 start time on Saturday. This will need to be amended to 08:30 to reflect our permitted hours.

The CMP should also include a complaints and consultation section which outlines how nearby receptors will be consulted before and during the work and also how any complaints will be dealt with, who is responsible for responding to complaints, how can receptors make complaints and confirmation all complaints and actions taken will be recorded. Complaints will need to be responded to within 12 hours

5 – Ground conditions

Nothing has been submitted with regard to this condition

9 – Hours.

The hours have previously been proposed at 08:00 to 21:00 Monday to Friday, 08:00 to 20:00 on Saturday and 09:00 to 17:00 on Sunday. We have previously advised that we have concerns with the 21:00 finish time during the week and originally suggested 19:00 as finish time. I have

reviewed the noise assessment and I have concerns that maximum noise levels at the receptors during the later hours is likely to impact the amenity of nearby receptors. We therefore suggest as a means of compromise that 20:00 is the finish time Monday to Friday.

10 – Noise Management Plan

Have reviewed the Acoustic Consultants Ltd noise assessment reference 11299/GK dated 24th March 2025 and have the following comments:

1. Was a background noise survey undertaken at the receptors? This will be required for a complete assessment to demonstrate the predicted noise level at the receptors against the background noise level.
2. Based on the assessment, the average noise level at the receptors would fall within the proposed criteria, however we have concerns about the MAX noise levels during specific events such as raised voices and ball strikes against perimeter fencing which is predicted to be 65dB at the receptors. We are concerned that these events are likely to be frequent during the use of the games pitch throughout the day and likely to impact amenity of nearby receptors as these levels are also likely to be well above the background noise level, particularly during the later hours. The background noise study will need to be provided which is likely to confirm this.
3. Mitigation measures have been proposed in the form of an acoustic barrier around 3 sides to the pitch of 3m height and 10kg/m² mass. Even with this acoustic mitigation measure the MAX noise events are predicted to be 65dB which as discussed is likely to impact the amenity of nearby receptors. Will a barrier with a more dense mass /better performance or different type of acoustic barrier reduce the max noise levels at the receptors? This needs to be explored with comments, assessment and recommendations providing.
4. We will need the distance from the sides of pitch the acoustic barrier is to be installed and confirmation that this distance has been used as part of the assessment.
5. We will also need a maintenance schedule providing for the acoustic barrier which will need to include the inspection frequency, who is responsible, time frame for replacing any damaged or defective panels, information in the schedule of the performance requirements and examples of the suitable acoustic barrier to ensure like for like replacements should they need to be replaced.
6. Mitigation measures also include neoprene isolators being installed between the fence panels and the posts. It is assumed this is the wire mesh fencing surrounding the sports pitch within the acoustic barrier. Neoprene isolators will need to be installed.
7. Bearing in mind the high max noise level predicted at the receptors, we suggest an additional mitigation measure to reduce the hours and we recommend that as a means of compromise the close time for the pitches during the week is 20:00
8. Once the above has been addressed and once at the relevant stage, we will need a validation assessment to confirm mitigations measures have been installed to the agreed requirement (once agreed) and actual noise measurements completing from typical use activity from the play zone at the neighbouring receptors to confirm the actual noise level during events. The results may indicate additional mitigation is required which will need to be recommended and installed in this instance.

Further comments 15.09.2025

Have reviewed the Soil Technics Tier 1 PRA dated May 2025 reference STX7023-R01-RevA and can accept the content and recommend discharge of part a) of the condition

Based on the development proposals and end use, it has been recommended that suitable topsoil cover with a minimum thickness of 200-300mm is present above all Made Ground in proposed landscaping/maintained grass areas. We will need evidence to demonstrate this has been complied with to discharge part b) of the condition.

They will also require a watching brief to be maintained on site during the work. In the event of exposing unexpected or previously unencountered contamination, the consultant should be informed at the earliest opportunity to undertake an assessment of the material, and to inform the Local Authority as appropriate. A watching brief review report will need to be submitted to address part b) of the condition.

Further comments 18.09.2025

Condition nos. 3 and 6 can be discharged.

LLFA – Have advised that it should be confirmed where the ‘existing private surface water sewer’ discharges to, and whether evidence of agreement from United Utilities is therefore required. In addition the following further information is required :

- the proposed invert levels and dimensions at the connection to the ‘existing private surface water sewer’.
- the proposed attenuation volume and porosity % for the permeable sub-base.
- the proposed overland flow routes for extreme events.
- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered /agreed with relevant authority.
- a plan indicating easements. SuDS features(including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- Construction details of flow control and SuDS components.

Issues

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the

planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation:

Article 35 Declaration

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

Condition no. 3 (Construction Management Plan)

3) The content of the following documents and plans have been reviewed and are considered to be satisfactory.

- Planning agent email dated 26th August 2025

- Construction Management Plan (CEMP) ref: 020925 received 2nd September 2025

- Site Traffic Management Plan ref:24-6150 001 rev. B received 3rd September 2025

- Content of planning agent email dated 16th September 2025 and Swept Path Analysis plan ref: 30748 SK01 received 16th September 2025.

On the basis that the development is implemented in accordance with the details in the documents and plans referenced above, condition no.3 is discharged.

Condition no. 4 (Surface Water Drainage)

4) The surface water drainage design ref: R-00227-001-A-SWD dated July 2025 has been examined, and is not sufficient for condition no.4 to be discharged. Further information related to confirmation in respect of where the 'existing private surface water sewer' discharges to, and whether evidence of agreement from United Utilities is required, together with the proposed invert levels and dimensions at the connection to the 'existing private surface water sewer'; the proposed attenuation volume and porosity % for the permeable sub-base; the proposed overland flow routes for extreme events; where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken; a plan indicating easements (SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753)); and construction details of flow control and SuDS components.

On the basis of the surface water drainage design ref: R-00227-001-A-SWD ddated July2025 condition no.4 is not discharged.

Condition no.5 (Contaminated Land)

5a) The content of the Teir 1 Preliminary Risk Assessment ref: STX7023-R01-Rev. A has been examined and is considered to be satisfactory.

On the basis that the development is implemented in accordance with the details in the the Teir 1 Preliminary Risk Assessment ref: STX7023-R01-Rev. A , condition no.5a is discharged.

Condition 6 (Contractors Compound)

6) The content of the following documents and plans have been reviewed and are considered to be satisfactory in relation to part a of condition no.6

- Planning agent email dated 26th August 2025
- Construction Management Plan (CEMP) ref: 020925 received 2nd September 2025
- Site Traffic Management Plan ref:24-6150 001 rev. B received 3rd September 2025
- Content of planning agent email dated 16th September 2025 and Swept Path Analysis plan ref: 30748 SK01 received 16th September 2025.

However, insufficient information has been submitted in relation to a scheme for the removal of the works/contractors' compound and the restoration of the land on which it is situated (part b of condition no.6). As such, condition no.6 cannot be formally discharged at this time.

Condition no. 8 (Cycle Storage)

8)The details on Bike Rack dimensions plan ref: 24-0479 06P rev.01 and the Cycle shelter visual received 2nd September 2025 have been reviewed and are considered to be acceptable.

On the basis that the development is implemented in accordance with the Bike Rack dimensions plan ref: 24-0479 06P rev.01 and the Cycle shelter visual referenced above, in the location shown on plan ref: LSUK.24-0479-03P_Development Layout_V2, and the agreed works are completed prior to the Play Zone being brought into use and be retained thereafter, condition no.8 is discharged.

Condition no. 9 (Hours of Operation)

9) The content of the Noise Impact Assessment ref: 11299/GK version 1 has been considered in conjunction with the details on Elevations plan ref: 24-0479-04 rev.02, in relation to the hours of operation being sought - 08:00-22:00 Monday to Sunday. It is not considered that sufficient information has been provided in respect of noise matters to enable the condition to be discharged on the basis of the hours of operation being sought. Therefore, condition no.9 is not discharged at this time.

Condition no. 10 (Noise Management Plan)

10) The content of the Noise Impact Assessment ref: 11299/GK version 1 has been considered in conjunction with the details on Elevations plan ref: 24-0479-04 rev.02.

On the basis of the contents of document and plan referenced above, there is not sufficient information to enable the discharge of condition no.10, and as such condition no.10 is not discharged at this time.

Condition no. 14 (HMMP)

14) The Habitat Management and Monitoring Plan rev. A September 2025 ref: RT-MME-182463 received 11th September 2025 has been reviewed and is considered to be satisfactory . On the basis that the development is implemented in accordance with the Habitat Management and Monitoring Plan rev. A September 2025, and retained thereafter, condition no.14 is discharged.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Ecology Unit

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 50m Buffer -
Area Team Boundary - Name: NORTH AREA