

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 142246/JO/2025

**Date registered valid:** 5 March 2025

**Proposal:** Variation of condition 11 (EV charging) attached to planning permission referenced 136645/VO/2023 to allow changes to EV charging provision.

**Address:** Site To The South / South-East Of Sawley Road, East Of Nelson Street, North / North-East Of James Street, Manchester,

**Ward(s):** Miles Platting & Newton Heath Ward

**Applicant:** Mr Paul Waite Manchester City Council

**Agent (if any):** Mrs Anastasia Kapagerof jmarchitects

**Case officer:** Sue Wills  
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**Recommendation:** Approve

**Date of recommendation:** 30<sup>th</sup> May 2025

## Application details

**Type of application:** Variation or Removal of Condition

**Development type:** Major Other

**Date of site visit:**

### Standard consultations:

Printed: 19 March 2025      Expired: 9 April 2025

### Neighbour notifications

Printed: 19 March 2025      Expired: 9 April 2025

### Site notice

Posted: 1 April 2025      Expired: 24 April 2025

### Press advert

Published: 25 March 2025      Expired: 15 April 2025

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## Description of site/building

The site was last used as a primary school (built in 1894). The school was demolished in 2011 after Park View community school was constructed on the corner of Varley St / Holland St, where the pupils moved to. The site previously comprised a fenced off vacant brownfield site covered in overgrown vegetation resulting from a lack of use since the previous school facility was demolished, with trees alongside the boundary the eastern boundary, with some trees located along the Sawley Road boundary. Part of the site had been cleared, but there were some areas still covered with grass. Some of the trees around the periphery of the site had been removed. There are also the remains of metal work associated with a former sports court on the site, and an area in the south western section of the site with tipped building materials, including concrete and bricks. The site lies between Sawley Road to the north and James Street to the south. James Street, however terminates in a service yard serving the industrial and warehouse uses to the south site in proximity to this site. The boundary to Sawley Road comprised chain link fencing attached to concrete posts. There is an existing 20pmph speed restriction in place on Sawley Road.

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

## Description of area

To the north of site are terraces of residential properties, with a heavily treed area to the east of the site in proximity to Hulme Hall Lane and the loop connection of Vickers Street to Hulme Hall Lane. Directly to the west is a cleared site formerly occupied by Nicholas Varley primary school, with the Carriocca business park beyond. To the south of the site and warehouse and industrial uses. The immediate surrounding area is characterised by buildings of varying heights, from single storey to two storey commercial buildings. The site is not located within a conservation

area, but the Corpus Christi Basilica (Grade II listed building) lies 100m to the north west of the site on Varley Street and Victoria Mill (Grade II\* listed building) 262m to the south west of the site.

### **Previously approved scheme**

Consent was granted previously for the development of 150 place Special Education Needs and Disabilities (SEND) secondary school on a 1.54ha site. The previously approved scheme comprised a part single, part two storey school building, with an oblong block running parallel with Sawley Road, with two wings at right angles from the main block running southwards into the site. Plant and ancillary equipment was to be located on the roof to the side of the double height element of the building. The accommodation comprised 13 classrooms, with a main hall, dining hall, additional group rooms, therapy rooms, art and science studios, a workshop space, life skills kitchen, and ancillary office and meeting room space, accessible toilets and pupil shower and changes areas. The school floorspace covered an area 3,050sq.m. The school was contemporary in design, with dark grey brickwork as the main material, slightly grey brick as piers between door and window openings, and light beige / wood effect cladding panels to the entrances and double height main hall, with a grey felt covered shallow gradient pitched roof. The proposed signage was non illuminated and limited to the identification of the school entrance, pupil entrance and the school logo, which were all be located on the Sawley Road frontage of the proposed building. The proposal included the provision of a hard surfaced sport court and a MUGA. The site layout included the provision of 68 (including 8 spaces for disabled users, and 8 spaces with electric vehicle charging points) parking spaces, and 10 spaces for minibuses in the parking area. There were 6 spaces for minibuses and 6 car spaces within the drop off area within the site. 14 cycle storage spaces were proposed to be located to the north of the proposed building in close proximity to the cycle access to the site. A dedicated minibus service was to be provided, which would drop-off/pick-up students. Vehicular access and egress to the site was from Sawley Road, and operated via a 1 way system within the school site. A cycle access was proposed alongside the northern vehicular access. A separate pedestrian access to the site was also proposed from Sawley Road. The school opening hours were Mondays to Fridays 07:00 to 18:00 Saturdays 09:00 – 12noon. These time periods included core class period and pre/after school clubs. 50 full and 50 part time staff were to be employed on-site and would be on-site prior to pupil arrival and departure times. A large habitat area within north east part of site was proposed which enabled the retention of 38 trees within this area. 6 trees were be retained to Sawley Road frontage. 57 new trees were proposed to be planted within the site.

### **Description of development**

The originally approved scheme incorporated the provision of electric charging points to serve 8 spaces within the car park area.

Subsequently, in conjunction the discharge of condition application ref: CDN/24/0505 related to condition no.11 (EV charging points), there was an increased number of spaces served by charging points (22 in total), with associated ducting to all spaces approved. The applicant has indicated that this level of provision was in error, and they wish the provision to be reverted back to the number of electric vehicle charging points as were originally approved, together with the other spaces having ducting to enable future provision.

### **Consultations & Notification Responses**

The proposal has been advertised in the local press (25th March 2025) as a major development and as being a development affecting a listed building, and a site notice was displayed at the application site (1st April 2025). Notification letters have been sent to local residents and businesses.

Local residents and local businesses - No comments received.

Highways Services – Highways are satisfied with the proposal for variation of Condition 11 (EV Charging) and have no objections in principle.

Environmental Health – Are happy to accept the lower EV charger numbers, as the other spaces will have the ducting for future proofing.

## **Issues**

### Land Interest

The City Council has a land interest in the site.

### Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

#### **National Planning Policy Framework (December 2024)**

The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental.

Relevant sections of the NPPF are Section 8 'Promoting healthy and safe communities', Section 9 'Promoting sustainable transport', Section 11 'Making effective use of land', Section 12 'Achieving Well Designed Places', Section 14 'Meeting the challenge of climate change, flooding and coastal change', and Section 15 – 'Conservation and enhancement of the natural environment'.

#### **National Planning Policy Guidance (NPPG)**

The relevant sections of the NPPG are noise, design, and travel plans.

#### **Other Ministerial Guidance**

##### Ministerial Planning Policy Statement – Planning for Schools Development

This Planning Policy Statement (PPS) was published in August 2011 and sets out the Government's commitment to ensuring there is sufficient provision to meet the growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. The PPS stipulates that there should be a presumption in favour of the development of state-funded schools, in accordance with the NPPF. The PPS also asserts that LPAs should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions and that they should make full use of their planning powers to support state-funded school.

#### **Core Strategy**

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Appendix C of the Core Strategy has a list of superseded policies and their replacements. A number of UDP policies have been saved until replaced by

further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The following specific policies are considered to be particularly relevant to the proposed development:

- Policy SP1 - Spatial Principles
- Policy EC 1 - Employment and Economic Growth in Manchester
- Policy EC5 – East Manchester
- Policy EN 1- Design Principles and Strategic Character Areas
- Policy EN3 – Heritage
- Policy EN 8- Adaptation to Climate Change
- Policy EN 9 - Green Infrastructure
- Policy EN 10 – Safeguarding Open Space, Sport and Recreation Facilities
- Policy EN 12 – Area priorities for Open Space, Sport and Recreation
- Policy EN14 - Flood Risk
- Policy EN15 - Biodiversity and Geological Conservation
- Policy EN16 - Air Quality
- Policy EN18 - Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy T1 - Sustainable Transport
- Policy T2 Accessible areas of opportunity and need
- Policy DM1 Development Management

### **The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)**

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. The importance of considering the needs of children and young people in the proposed design of open space areas is also recognised, with particular reference given to the requirement for safe routes to schools needing to be an integral feature of new development schemes. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'. However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design.

The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to provide strong built form and therefore accords with the general principles of the Guide to Development SPD.

### **Manchester Green and Blue Infrastructure Strategy**

The Manchester Green and Blue Infrastructure Strategy Action no.5 seeks to embed green infrastructure as part of the school new build and major refurbishment. No changes are proposed to the retained heavily treed area within the eastern area of the site and the linear areas of soft landscaping, including tree planting.

## **Saved UDP policies**

Policy DC26 relates to development and noise. Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City and, for this purpose, the Council will consider both a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.

## **Sport England Policy**

As stipulated by the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) (DMPO), Sport England are a statutory consultee for planning applications where development is likely to affect the use of land as playing fields. The DMPO defines a playing field as a site which contains at least one playing pitch. A Playing pitch is defined in the DMPO as: 'a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.'

When the previous scheme was approved the site had been vacant for over 10 years and was no longer considered to fall within the definition of a playing field. This was set out further within matters relating to Open Space.

For context, Sport England's playing pitch policy is contained within its document: 'Playing Field Policy and Guidance Update (2021)'. The aim of Sport England's policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that: "Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

## **Issues**

### Principle of use

The proposed development is located on a site which has been vacant for a prolonged period and formed part of the former Nicholas Varley Community School. As such the principle of education use in this location has been previously established. Furthermore, National Planning Policy gives considerable weight to proposals for a new school. The provision of a new special educational needs school to serve this area of Manchester is therefore afforded weight in its own right, with this location being accepted in principle for educational development.

### Loss of Open Space

This matter was fully addressed as part of the previously approved scheme, and there are no changes proposed to this aspect of the approved development.

### Educational Need

The Core Strategy recognises the importance of education to the social and economic progress of the city. Objective 1 'Spatial Principles' (Policy SP1) refers to improving access to education by locating it in areas that reduce the need to travel and providing good access to sustainable transport provision. Over recent years Manchester's population has experienced significant continued levels of growth. East Manchester has seen substantial levels of development over recent years, significantly increasing the resident population in the area. As a consequence of this demand, the Council has identified there is a need to establish and open a new special education needs school in East Manchester. The NPPF also identifies that the Government places great importance in ensuring a sufficient choice and supply of school places are available to meet the needs of existing and future communities. Given the need to provide additional places special education needs school in East Manchester, it is considered that the proposed development accords with the aspirations of the NPPF to supporting educational development and the provision of school places. There are no changes proposed to this aspect of the approved scheme.

### Design and Appearance

This matter was fully addressed as part of the previously approved scheme, and there are no changes proposed to this aspect of the approved development. A condition related to the submission of materials was attached to the previously approved development, and this has since been discharged.

### Visual Amenity

It was inevitable that the proposed building on this site would result in a visual change in the locality. The design for the school building was formulated to assimilate appropriately to its surroundings and the host site and is considered to be in-keeping with the scale of neighbouring buildings in the surrounding locality. The school building was to be set back within the site, but would have a frontage to Sawley Road, and would create a focal point in the streetscene. The site was not considered to represent a particularly sensitive location in respect to visual amenity.

There are no changes proposed to this aspect of the approved scheme.

The application site is not within a Conservation Area, but there are heritage assets in the local area, the nearest is 100m to the northwest (Corpus Christie Basilica) and the proposed school would be separated from the Grade II listed building by existing residential development. As such it was considered that the proposed development would not give rise to adverse visual impacts to the setting of the listed building.

### Residential Amenity

There are existing residential properties facing the site where the proposed school is under construction. Whilst the development of the site with built form will undoubtedly have some impact, however, it is not considered this would be significant, particularly as the proposed building would primarily be single storey in height (with a double height main hall), and located within the site set behind landscaping and a parent and minibus drop off area. The orientation and siting of the school building were designed as part of the previously approved development to provide suitable set-back distances to the surrounding neighbouring properties in order to reduce the level of impact on the amenity of the occupiers of nearby dwellinghouses to the north of the site and retain appropriate levels of privacy and amenity for all neighbouring occupants. Given the combination of the landscaped buffer and distance involved between the proposed school buildings and existing properties it is considered that there would be no undue harmful impact. The proposed hard surfaced play area, and hard surfaced sports court to the south of

the site have been sited, away from the neighbouring residential properties, and in proximity to existing industrial businesses. Although, it is acknowledged that activity relating to the outdoor sports facilities may be audible from neighbouring houses during the day.

The proposal by its nature will increase comings and goings from the site from being a vacant site. However, as the site historically formed part of a school, it is not considered that the proposed use would give rise to significant impacts to residential amenity as a result of the proposed use.

There are no changes proposed which are considered to have an adverse impact to residential amenity.

### Noise

Matters related to noise were fully addressed as part of the previously approved scheme, and there are no changes proposed to this aspect of the approved development.

The Environmental Noise Assessment recommended that a 2.4m acoustic barrier was installed on the southern boundary to reduce the noise levels at the external amenity areas of the school, and this aspect of the scheme was conditioned. As this condition has yet to be discharged it is proposed to attach this condition to any approval.

The school operating hours would be Mondays to Fridays 07:00 to 18:00 Saturdays 09:00 – 12noon. These time periods include core class period and pre/after school clubs. Pupils would be present on site from 08:45 to 15:00.

As hours of operation in regard to the proposed MUGA have yet to be submitted for consideration, it is proposed to attach this condition to any approval.

### Traffic

The previously approved scheme was accompanied by a Transport Assessment (TA) which identified that the site is situated in a sustainable location, within a 20- minute walk, cycle, or public transport ride from various residential areas. National Cycle Network Routes 60 and 66 run along Hulme Hall Lane to the north east of the site and the Rochdale Canal 130m to the south. Hume Hall Lane has a bus services, but there are numerous services on Oldham Road. The nearest tram stop however, is at Monsall which is located approximately 1.7km north of the site. The Assessment also described how a review of collision data demonstrated there are no highway safety issues in the vicinity of the site, with no accidents were recorded at Sawley Road or local junctions in close proximity to the site.

The Transport Assessment went onto state that it was expected that all students would travel to/from the school by minibus or by car (parent drop- off/ collection), with the expected split being 75% by minibus and 25% by car. Drop-off/ collection areas are proposed within the site along the front façade of the proposed school building. Vehicular access and egress to the site would be taken from Sawley Road via a 1 way system within the school site. A cycle access was proposed alongside the northern vehicular access. A separate pedestrian access to the site was also proposed from Sawley Road. There are no changes to these aspects of the approved development.

The trip generation figures indicated that the school was expected to generate a maximum of 85 vehicle arrivals (08:30 -09:00) and 40 vehicle departures during the peak am period, and 40 vehicle arrivals and 85 vehicle departures at the pm peak period (15:00 -15:30). The results of the junction modelling undertaken showed that the priority Varley Street / Sawley Road junction would operate well within capacity with very low levels of queuing and delay predicted. The findings presented in the Transport Assessment concluded that safe access can be provided to the site with no significant traffic impact caused to the surrounding highway network.

It was considered that based on the content of the submitted documentation that the proposed development would not give rise to significant issues to the local highway network. There are no changes to these aspects of the approved development.

### Travel Plan

The previously approved development was accompanied by a Framework Travel Plan, including targets, measures, action, and management and monitoring, tailored to the requirements of the school, to encourage and promote sustainable travel alternatives to reduce reliance on the private car. The measures sought to minimise the transport and travel impacts of the proposed development on the surrounding area and included, but were not limited to:

- monitoring car park usage and considering prioritising car parking spaces for those who car share, promoting car sharing by staff;
- developing a Travel Pack with information on sustainable travel to be shared with all staff;
- raising awareness of the Council's Travel Support Options for pupils and parents/carers; and
- offering personalised travel planning for staff to find the most sustainable way to travel to work.

A key element of the Travel Plan was the nomination of a Travel Plan Co-ordinator (TPC). The TPC role be allocated by the Headteacher of the school and confirmed upon within 3 months of occupation of the site. The TPC would be responsible for carrying out monitoring of the Travel Plan during its lifetime, and for the conduction of travel surveys and would also be responsible for the preparation of the Baseline, Year 1, Year 3 and Year 5 Monitoring Reports, which shall be submitted to the Travel Plan Officer at the Council for approval.

Furthermore, the level of cycle provision for staff and visitors would encourage the use of alternative means of transport. It was considered that a Travel Plan would be central to assisting the school to reduce vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network.

As there were elements which couldn't yet be finalised, it was proposed that a suitably worded planning condition setting out this requirement was attached to any approval. This condition has yet to be discharged as the school is not yet completed. It is therefore proposed to re-attach this condition to any approval. Given the above, the proposed development is considered to accord with the NPPF and Core Strategy Policy T 1.

### Access and Parking

Vehicular access and egress to the site would be taken from Sawley Road, and operate via a 1-way system within the school site. A cycle access is proposed alongside the northern vehicular access. A separate pedestrian access to the site is also proposed from Sawley Road. The design allows for both safe pedestrian and cycle access to be available from Sawley Road.

The parking layout within the site layout includes the provision of 68 parking spaces.

12 cycle storage spaces are proposed to be located to the north of the proposed building in close proximity to the cycle access to the site. A dedicated minibus service would be provided, which would drop-off/pick-up students.

No details were provided in relation to how the drop off spaces would be managed when the previously approved scheme was determined, as this needed to be formalised with the school itself. It was therefore recommended that this aspect of the scheme is conditioned. This condition has yet to be discharged as the school is not yet completed. It is therefore proposed to re-attach this condition to any approval.

It was proposed that the provision of cycle storage, and electric vehicle charging points was conditioned, together with the requirements for the submission of a finalised detailed Travel Plan. It was considered that the proposed levels of car parking provision would not lead to significant on street parking issues in the locality, provided that the cycle storage and measures within Travel Plan are implemented.

The originally approved scheme incorporated the provision of electric charging points to serve 8 spaces within the car park area. Subsequently, in conjunction the discharge of condition application ref: CDN/24/0505 related to condition no.11 (EV charging points), there was an increased number of spaces served by charging points (22 in total), with associated ducting to all spaces approved. The applicant has indicated that this level of provision was in error, and they wish the provision to be reverted back to the number of electric vehicle charging points as were originally approved, together with the other spaces having ducting to enable future provision.

It is recommended that conditions relate to the implementation of the cycle storage provision and electric vehicle charging points, and travel plan attached to any approval.

#### Contaminated Land

The proposed development, in delivering a remediation scheme and in bringing a vacant former school, brownfield site back into active use would accord with the NPPF in this regard.

A Phase 1 Environmental Site Assessment Report, Phase 2 Geo-Environmental Site Assessment Report and Coal Mining Risk Assessment accompanied the previously approved scheme, and part a of the contaminated land condition which was attached to the previous approval has been subsequently discharged. As a verification report has yet to be received it is recommended that part b of the contaminated land condition be attached to any approval.

#### Ground improvement strategy

Details of a ground improvement strategy were provided as an alternative to the traditional piling system with the aim to retain as much of the existing ground on site, in relation to the previously approved scheme. The system effectively compresses the existing made ground to a predetermined compressive strength which the contractor has advised is not expected to exceed 3 metres; the ground is then brought back up to formation level with clean imported hardcore (type 1 MOT). The contractor had stated that they had carried out site validation for the proposal which involved excavations to below this level in a number of locations. During these validation works they did not encounter any ground water in any of the locations. It was therefore considered that condition relating to this approach (or a piled foundation approach) would not be required on the basis that it would not be likely to have any impacts to ground water and controlled waters.

#### Coal

The previously approved development was accompanied by a Coal mining hazard zonal plan and coal mining risk assessment. The site had been subject to historic recorded underground coal mining at shallow depth and was likely to have been subject to historic unrecorded underground coal mining at shallow depth. Records indicated that there was a thick coal seam outcropped across the site and that within, or within close proximity of the planning boundary there were three recorded mine entries (shafts).

The report recommended that further intrusive ground investigations were undertaken. Additional mitigation measures would expected to be required for the area that was located within the zone(s) of influence around the mineshaft(s).

Furthermore, in regard to the mine entries, on the basis that the development layout has clearly been designed around the recorded mine entries, and subject to the imposition of a planning condition to ensure the investigation and remediation of the shafts and the investigation and potential remediation of shallow coal mine workings, the Coal Authority had no objections to the scheme.

A condition was therefore attached to require that a scheme of intrusive investigations was carried out on site to establish the risks posed to the development by past coal mining activity, and that any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary are implemented on site in full in order to ensure that the site is safe and stable for the development proposed. Part a of this condition has subsequently been discharged.

A further condition to require the submission of a verification report (prepared by a suitably competent person) confirming the methods and findings of the intrusive site investigations, and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity, together with confirmation that the site is, or has been made, safe and stable for the approved development, prior to the occupation of the development was also recommended. As this has yet to be discharged, it is recommended that this is attached to any approval.

This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

#### Location of Utilities

No changes are proposed to the previously approved scheme.

#### Ecology

An Ecology Scoping Survey accompanies the previously approved scheme. The survey confirmed that habitats at the site were principally comprised of unmanaged amenity grassland which had developed into a species-poor, semi-improved grassland habitat, and which were considered to be of limited botanical value. The survey outlined that, in order to enhance the biodiversity value of future development, it was recommended that significant areas of green space were retained at the site and were managed to promote their biodiversity value, and that these should be located adjacent to the site boundaries and seek to retain trees and areas of woodland.

Other recommended measures included wildflower grassland planting and native tree species planting. These recommendations informed the proposed landscaping and site layout, with the proposed wildflower grassland, native tree, and native hedge planting, having the potential to encourage the creation of habitats on the site.

The survey confirmed that the trees present at the site were considered to be of limited suitability for roosting bats as they did not support bat roosting features. As such further works were unlikely to affect any roosting bats. However, the report recommended that a bat and lighting mitigation plan should be produced to limit impacts on retained areas of woodland habitat.

A condition relating to external lighting was proposed and this would enable matter relating to light pollution and bats to be fully considered before any external lighting would be incorporated into the proposed development. This condition has yet to be discharged and is therefore proposed to be attached to any approval. There was no evidence of the presence of badgers,

and the submitted documentation suggests that it was considered unlikely that any other protected species would be present at the site.

Through the implementation of the proposals, it was envisaged that a net gain in biodiversity would be difficult to achieve, given the overgrown nature of the site, and the extent of the floorplate for the proposed school would cover. However, the scheme would involve the incorporation of areas of green landscaping, native tree planting and the retention of existing green infrastructure. Mitigation measures included the planting of replacement trees, the use of native species planting, areas of biodiverse planting, and the integrate a variety of bird and/or bat boxes within the development would assist in contributing to biodiversity at the site. A condition was therefore attached relating to the submission of a scheme to encourage biodiversity within the application site including the provision measures to encourage habitats for native bird and bat species. With a further condition relating to the type design and location of bird and bat boxes to be submitted for approval prior to their installation. It was consideration the proposed measures, and conditions would ensure that the scheme accord with the aspirations set out in policy EN 15 (Biodiversity). These conditions have yet to be discharged and are therefore proposed to be attached to any approval.

It was noted that habitats on the site are suitable for species such as hedgehog and amphibians, but that the site is however isolated and GMEU have no records for any such species from the locality. An informative was therefore proposed regarding reminding the applicant that it is an offence to inflict unnecessary suffering to wild mammals under the Wild Mammal (Protection) Act 1996.

#### Invasive Non-Native Plant Species

Two invasive non-native plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 were identified within the surveyed area during this survey, those species were Japanese knotweed and cotoneaster. A condition was attached to the previous consent to require the submission of measures to treat the invasive, non-native plant species prior to above ground works. This condition has since been discharged.

#### Landscaping

The previously approved scheme allowed for the retention of the mature woodland planting (38 trees) within the north east part of site, as a large habitat area. The landscaping scheme included the planting of 57 new trees, native hedging along the majority of the rear boundary and between the western parking area and the proposed MUGA, and grassed areas with either Eco rich amenity seed mix or flowering meadow mix to improve biodiversity. Ornamental shrubs, herbaceous perennials and bulbs were also proposed. A landscaped buffer strip was proposed with the site to the back of pavement with would include the retention of 6 trees and include a significant level of new tree planting. Where any new trees and areas of planting are proposed as part of landscaping proposals, it was recommended that new planting included appropriate native species and trees which could provide nectar sources for insects and berries/fruits for invertebrates and birds. It was recommended that this aspect of the scheme is conditioned. No changes are proposed to the previously approved scheme.

#### Trees

No changes are proposed to the previously approved scheme.

### External Lighting

The previously approved scheme was accompanied by a Lighting Strategy plan for the lighting within the building. However, no details of external lighting to the external façade of the proposed school were provided for consideration.

The nearest houses are located on the other side of Sawley Road with associated street lighting and thus are not expected to be affected by any external building lighting scheme for the development. However, to safeguard residential amenity, a condition to require the submission of any external lighting to the façade of the proposed building to be submitted for consideration before the school is occupied, to ensure any potential light spill would be limited to within the school site was attached to the consent. This condition has yet to be discharged and is therefore proposed to be attached to any approval.

No lighting proposed to the external sports facility.

### Air Quality

The previously approved scheme was accompanied by an Air Quality Impact Assessment which suggested that during the construction phase the potential impacts from construction on air quality would be managed through site-specific mitigation measures detailed within the assessment. With these mitigation measures in place, the effects from the construction phase were not predicted to be significant. The impacts during the operational phase considered exhaust emissions from additional road traffic generated due to the proposed development. The long-term (annual) assessment of the effects associated with the proposed development with respect to Nitrogen Dioxide (NO<sub>2</sub>) was determined to be 'negligible'. With respect to PM<sub>10</sub> exposure, the effect was determined to be 'negligible' at all identified existing sensitive receptor locations. Air quality impacts after any construction phase would relate to the school's traffic generation. It was considered the use of the site for a SEND secondary school with the levels cycle parking and car parking, together with the provision of electric charging points would not generate significant impacts to air quality from traffic and impacts from the construction phase can be mitigated through measures identified within the submission. A construction management plan condition was attached to the approval to require mitigation measures to be incorporated on site during the construction phase (which has subsequently been discharged), and conditions relating to sustainable travel measures (cycle storage and school travel plan) to accord with the aspirations in policy EN16 of the Manchester Core Strategy.

### Flood Risk and Drainage

No changes are proposed to the previously approved scheme.

### Sustainability

The content of the Planning Statement and Energy Strategy reports accompanying the previously approved development advised that a fabric first approach with high levels of insulation, significantly reduced thermal bridges, use of high performance triple glazed windows, with window proportions based on orientation to meet thermal and acoustic criteria would be the approach taken in regard to the proposed school building with the use of air source heat pumps to generate heating for the development and also hot water.

At the time the application was determined the Part L 2021 regulations generally required a 27% reduction over Part L2a 2013 CO<sub>2</sub> emissions targets for non-domestic buildings, and Part L 2013 implemented an improvement of 9% over Building Regs Part L 2010 targets. The scheme was at a circa 53.57% betterment over the 2010 part L regulations, thereby meeting the requirements of Policy EN6. An appropriately worded condition was proposed in relation to this matter to secure the delivery of an energy efficient development. This condition has yet to be discharged and is therefore proposed to be attached to any approval.

### Waste

Refuse collection would be undertaken on a weekly basis within the bin stores located immediately north of the proposed hard sports court in the vicinity of the proposed kitchen within the school. Tracked paths confirmed that a refuse vehicle would be able to access the proposed refuse storage location. However, as at the time the previous application was determined, an operator had not been confirmed for the site, it was proposed to review the waste strategy when an operator has been confirmed. The location of the bin store would allow for an increase /decrease in storage capacity should it be needed. The waste management condition has been subsequently discharged.

### Secure by Design

No changes are proposed to the previously approved scheme.

### Fire Engineering Review

No changes are proposed to the previously approved scheme.

### Boundary treatment

No changes are proposed to the previously approved scheme.

### Inclusive Access

The proposed development relates to a single storey building with level access, with the two storey element being a double height space for the main hall. Most of the classrooms have an accessible toilet adjacent to or in close proximity to the proposed teaching space. Two hygiene rooms are also proposed as part of the development to assist with pupil needs. 8 no. accessible parking space would be located within the proposed car parking in proximity to the school building.

### Community Access

The pupil access and movement strategy plan with the Design and Access Statement identifies a community access route to the proposed MUGA facility.

### Conclusion

This proposal offers the opportunity to provide a new SEND secondary school in response to an identified need, which is an essential facility to serve the wider community. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

## **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:** Approve

### **Article 35 Declaration**

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns in relation to the loss of an accessible parking space. This matter has been satisfactorily resolved and the appropriate conditions have been attached.

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

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

VAR-JMA-ZZ-00-DA-A-90001 rev.P06 – Location Plan

VAR-JMA-ZZ-00-DA-A-00001 rev.P18 – Proposed Ground floor plan

VAR-JMA-ZZ-ZZ-DA-A-00101 rev.P05 – Typical Building Sections 1

VAR-JMA-ZZ-ZZ-DA-A- 21 501 rev.P03 –Construction Sections

VAR-JMA-ZZ-R1- DA -A- 27001 rev.P08 –Proposed roof plan

VAR-JMA-ZZ-ZZ-DA-A- 71 201 rev.P02 – External Signage

VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout

VAR-DEP-XX-XX-DR-L-00002 rev. P04 Proposed Illustrative layout

VAR-DEP-XX-XX-DR-L-00003 rev.P04 Proposed Security Strategy

VAR-DEP-XX-XX-DR-L-00004 rev.P04 External Access and Circulation Strategy

VAR-DEP-XX-XX-DR-L-00005 rev.P02 Landscape Sections A and B

VAR-DEP-XX-XX-DR-L-00006 rev.P03 Landscape Sections C and D

Design and Access Statement ref: VAR-JMA-XX-XX-RP-A -10001 -P02 March 2023

Access and Maintenance Strategy ref: VAR-JMA- rev.P01 March 2023

Air Quality Assessment ref: PRO-085352 March 2023

Coal Mining Hazard Zonation Plan;

Coal Mining Risk Assessment ref: CL101b Version 1 dated 15th March 2022.

Construction Method Statement

Crime Impact Statement ref: 2023/0051/CIS/01 Version A :08/03/2023

Fire Engineering Review GM2151/R1 Issue 1

Planning Statement KD/LF/CW/5279MA/R001 March 2023

Phase 1 Environmental Site Assessment Report dated 2nd March by EnviroSolution (ref: CL101 ver. 1.0)

Phase 2 Geo-Environmental Site Assessment Report dated 2nd March by EnviroSolution (ref: CL102 ver. 1.0)  
Ecology Scoping Survey dated 28th January 2022 by EnviroSolution  
Flood Risk Assessment and Drainage Strategy Report dated March 2023 by Ridge and Partners LLP version. 2.0)  
School Travel Plan by Ridge and Partners LLP dated 16th March 2023 (ref: 5020509 ver. P01)  
Transport Assessment dated 6th March by Ridge and Partners LLP (ref: 5020509 ver. P01)  
Environmental Noise Assessment by Stroma Built Environment (ref: 092958 – AC – rev. 1v1)  
Preliminary Arboricultural Assessment by EnviroSolution March 2022  
Received 30th March 2023

Preliminary Ecological Appraisal rev.1 dated 19th April 2023 VAR-RDG-XX-XX- DR -C- 00201 rev.P02  
Site Constraints Plan Energy Strategy report ref: 5020683-RDG-XX-XX-RP-MEP- 510000  
Received 27th June 2023

Van Elle Total Foundation Solutions Ground Improvement Technical Sheet and email for ISG regarding the ground improvement strategy Received 4th July 2023

VAR-JMA-ZZ-ZZ-DR-A-00201-S3-P16\_Proposed Building Elevations received 7<sup>th</sup> November 2023.

AS AMENDED BY:

Charging Twin charger T3/T7/T11/T22 datasheet received 5<sup>th</sup> March 2025  
Electrical Services external layout plan ref: VAR-RDG-XX-00-DR- E – 60102 rev. P07 received 27<sup>th</sup> May 2025

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) The development shall be implemented in accordance with the construction Method Statement rev.2 received 22<sup>nd</sup> February 2024 for the duration of the construction period, with the proviso that any reference to the removal of trees on page 4 of the statement is limited to the trees which have been approved for removal as shown on approved plan refs: VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout and particulars in the Preliminary Arboricultural Assessment March 2022.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

3) The development shall be implemented in accordance with the materials referenced below in the locations shown on the proposed building elevation plan ref: VAR-JMA-ZZ-ZZ-DR-A-00201 rev.C1.

- Blockleys Black Wire cut brick
- LRT Sterling Grey brick
- Rockpanel cladding - Caramel Oak
- RAL 7016 door frames and louvres and parapet trim
- Black Mortar

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 Manchester Core Strategy (2012).

4) The development shall be implemented in accordance with the soft and hard landscaping arrangements on:

- Landscape layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev.P01 ( replacement for plan ref: VAR-DEP-XX-XX-DR-L-00001 rev.P07 due to change in landscape architects)

- Landscape detail hardworks 1 of 3 layout plan ref: VAR-EBL-XX-XX-DR-L-00007 rev.P01

- Landscape detail hardworks 2 of 3 layout plan ref: VAR-EBL-XX-XX-DR-L-00008 rev.P01

- Landscape detail hardworks 3 of 3 layout plan ref: VAR-EBL-XX-XX-DR-L-00009 rev.P01

- Planting Plan ref: VAR-EBL-XX-XX-DR-L-00013 rev.P01

- Landscape Management and Maintenance Plan dated 6th June 2024

Received 10<sup>th</sup> June 2024.

The approved scheme shall be implemented not later than 12 months from the date the buildings 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 Manchester Core Strategy (2012).

5) The car parking hereby approved shall be surfaced, demarcated and made available for use before the development hereby approved being first occupied., and subsequently be available at all times whilst the building is occupied. The implemented parking spaces , and shall not be used for any other purpose than the parking of vehicles associated with the use of the building, and MUGA .

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 Manchester Core Strategy (2012).

6) Finalised detailed designs of the proposed cycle storage facilities in the location shown on plan ref: VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout shall be submitted to and approved in writing by the City Council as local planning authority, prior to the development hereby approved being occupied or used .The approved facilities shall then be implemented prior to the occupation of the school and 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 transport mode, pursuant to policy T1 of the Manchester Core Strategy (2012).

7) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan shall be submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the school shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the utilisation of cycle spaces with the requirement to review additional storage provision when 90% utilisation is reached. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

8) The development shall be implemented in accordance with the details shown on :

- Section 278 General Arrangement plan ref: VAR-RDG-XX-XX-DR-C-00700 rev.C04 (notwithstanding the annotation referring to removal of parking bays on Sawley Road opposite the school egress point and pedestrian access, as there are currently no parking bays present in these locations)
- Section 278 site levels plan ref: VAR-RDG-XX-XX-DR-C-00701 rev.C02
- Section 278 long section plan ref: VAR-RDG-XX-XX-DR-C-00702 rev.C01
- Section 278 kerbing and surfacing plan ref: VAR-RDG-XX-XX-DR-C-00703 rev.C04
- Section 278 lines and signs plan ref: VAR-RDG-XX-XX-DR-C-00704 rev.C04
- Section 278 STATS plan ref: VAR-RDG-XX-XX-DR-C-00705 rev.C01
- Section 278 construction details plan ref: VAR-RDG-XX-XX-DR-C-00706 rev.C03
- Section 278 site clearance plan ref: VAR-RDG-XX-XX-DR-C-00707 C03
- Section 278 legal plan ref: VAR-RDG-XX-XX-DR-C-007 rev. C01
- Vehicle tracking refuse plan ref: VAR-RDG-XX-XX-DR-C-00710 rev.C03
- Vehicle tracking fire tender plan ref: VAR-RDG-XX-XX-DR-C-00711 rev. C03

Received on 31<sup>st</sup> July 2024,

prior to the school accommodation being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

9) Prior to the first occupation of the development hereby approved a management plan for the car parking and drop-off area within the development shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall include:

- Measures to marshall the use of the staff car park and drop off area;
- Measures to discourage use of drop off areas for longer term car parking; and
- Measures to be employed to discourage inappropriate drop off of pupils. The development shall be implemented in accordance with the approved management plan.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy for Manchester (2012).

10) The development shall be implemented in accordance with the details on the Electrical services external layout plan ref: VAR-RDG-XX-00-DR-E-60102 rev.P07 ( indicating underground power ducting and electric vehicle charging points) received 27<sup>th</sup> May 2025, and the details within the Fast Charging Twin charger T3/T7/T11/T22 datasheet received 5<sup>th</sup> March

2025 (related to provision of a 7kw charger), and 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 Manchester Core Strategy (2012).

11) The development shall be implemented in accordance with the content of the Technical Note to support request for compliance with drainage condition for planning application ref: 136645/VO/2023 (30.03.2023) , as updated by Ridge Property & Construction Consultants correspondence dated 11th September 2023, and the Drainage Technical Note dated November 2023 by Ridge report ref: 5020683-RDG-00-ZZ-RP-C-0001.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

12) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme 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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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 national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

13) The development shall be carried out in accordance with the Crime Impact Statement Crime Impact Statement Version A :08.03.2023 ref: 2023/0051/CIS/01 (in particular section 4) prepared by Design for Security at Greater Manchester Police The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance in the National Planning Policy Framework.

14) The development hereby approved shall undergo a 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 building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building 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.

15) a) The development shall be implemented in accordance with the Ground Floor Plan with Slab Detail ref: VAR-RDG-ZZ-00-DR-S-00010 rev. P05 received 4th September 2023; Ground Floor Details plan ref: VAR-RDG-ZZ-00-DR-S-00011 rev. P03 received 4th September 2023; Final Additional Site Investigation and Updated Remediation Strategy ref: LKC 22 1670 dated September 2023 - Nelson Street received 11th September 2023; Final Additional Site Investigation and Updated Remediation Strategy ref: LKC 22 1670 dated September 2023 - Varley Street received 11th September 2023 ;Agent email dated 18.10.2023 confirming the area which is suitable for planting and growing and confirming the depth of the 450mm subsoil, 150mm topsoil and break layer in that area , and Landscape General Arrangement plan ref: VAR-DEP-XX-XX-DR-L-00001 rev. P10 received 18.10.2023 with the extent of the area for planting and growing shown.

b) When the 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.

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 Manchester Core Strategy (2012).

16) a) The development shall be implemented in accordance with the content of the Final Additional Site Investigation and Updated Remediation Strategy (September 2023, prepared by LK Group) and Shallow Mining Site Investigation Works Report ref: CL-602-LKC-22-1670-CMSI(R1) (June 2023, prepared by LK Group) related to risks posed to the development by past coal mining activity, and;

b) Any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed. The intrusive site

investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason - To ensure that risks posed to the development by past coal mining activity are assessed and appropriate remedial action is taken in the interests of public safety, and to ensure the stability of the proposed development pursuant to paragraphs 183 and 184 of the National Planning Policy Framework, and policies DM1 and EN18 of the Manchester Core Strategy (2012).

17) Prior to the occupation of the development, a verification report (prepared by a suitably competent person) confirming the methods and findings of the intrusive site investigations, and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity, together with confirmation that the site is, or has been made, safe and stable for the approved development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that risks posed to the development by past coal mining activity are assessed and appropriate remedial action is taken in the interests of public safety, and to ensure the stability of the proposed development pursuant to paragraphs 183 and 184 of the National Planning Policy Framework, and policies DM1 and EN18 of the Manchester Core Strategy (2012).

18) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, in order to comply with policy DM1 of the Manchester Core Strategy (2012).

19) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences. Where entertainment/music noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post

completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

20) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be 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 site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

21) The development shall be implemented in accordance with the waste management arrangements in the Orchard House Waste Management Strategy and Email from planning agent dated 29th July 2024, and on plan refs: Landscape layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev. P01 and Bin Store plan ref: VAR-EBL-XX-XX-DR-L-00016 rev. P01.

The approved scheme shall be implemented prior to first occupancy of development and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of nearby residential and commercial accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) The school hereby approved shall not be used outside the following hours :

- Mondays to Fridays 07:00 to 18:00 Saturdays 09:00 – 12noon.

Reason - To safeguard the amenities of the occupiers of nearby residential 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 Manchester Core Strategy (2012).

23) Prior to the occupation of the school hereby approved, finalised hours of operation of the sports facilities (main hall and MUGA) shall be submitted to and approved in writing by the City

Council as local planning authority. The sports facilities shall not be used outside the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby residential 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 Manchester Core (2012).

24) No deliveries, servicing and collections, including waste collections, shall be carried out before 07:30 a.m. and after 8.00p.m. on Mondays to Saturdays no deliveries/waste collections on Sundays/Bank Holidays.

Reason – To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) a) Prior to occupation of the development detailed designs of any external lighting scheme for the school building shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved external lighting scheme. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, and to safeguard protected species pursuant to policies EN15, SP1 and policy DM1 of the Manchester Core Strategy (2012).

26) The development shall be implemented in accordance with the Japanese Knotweed Excavation remediation report ref: JKLE17997 received 20th July 2023.

Reason - To prevent the spread of Cotoneaster and Japanese Knotweed, which have been found on part of the site in accordance with the Wildlife and Countryside Act 1981. and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

27) No 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 active 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 Manchester Core Strategy (2012).

28) Before the occupation of the school hereby approved, a scheme to encourage bio-diversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird

and bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the school shall be maintained in situ thereafter.

Reason - In the interests of residential development and to encourage bio-diversity pursuant to policies EN15 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

29) Before the occupation of the school hereby approved, full details of the design and locations of bat and bird boxes to form part of the development shall be submitted and agreed with the Local Planning Authority. The permanent bat and bird boxes shall be installed in accordance with the agreed designs.

Reason - To provide a roost for bats a European Protected Species (Habitats Regulations 1994) and bird boxes to comply with policy EN15 of the Manchester Core Strategy (2012).

30) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plan refs: VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout and particulars in the Preliminary Arboricultural Assessment March 2022 ; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

31) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

32) The development shall be implemented in accordance with the Email from contractor dated 30th July 2024 regarding 3m high green weld mesh fencing to MUGA , and boundary treatment on :

- Landscape layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev. P01 (replacement for plan ref: VAR-DEP-XX-XX-DR-L-00001 rev. P07 due to change in landscape architects)
- Landscaping detail fences and furniture plan 1 of 3 ref: VAR-EBL-XX-XX-DR-L-00010 rev. P01
- Landscaping detail fences and furniture plan 2 of 3 ref: VAR-EBL-XX-XX-DR-L-00011 rev. P01
- Landscaping detail fences and furniture plan 3 of 3 ref: VAR-EBL-XX-XX-DR-L-00012 rev. P01
- Typical fence details plan ref: VAR-EBL-XX-XX-DR-L-00018 rev. P01

Received 10<sup>th</sup> June 2024,

prior to the occupation of the building 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 Manchester Core Strategy (2012).

33) Finalised details of the height and design of the 2.4m acoustic barrier shown in Figure 2 (paragraph 3.10 ) of the Environmental Noise Assessment on the southern boundary of the site shall 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 occupation of the building and shall thereafter be retained.

Reason - To reduce the noise levels at the external amenity areas of the school, and 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 Manchester Core Strategy (2012).

34) Prior to first use of the indoor and outdoor sports facilities a Community Use Agreement has been submitted to and approved in writing by the City Council as Local Planning Authority after consultation with Sport England. The Agreement shall apply to the indoor and outdoor sports facilities and shall include details of pricing policy, hours of use, access by non educational establishment users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the development and shall be complied with for the duration of the use of the development.

Reason- To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and pursuant to policies EN 10, EN11 and EN12 of the Manchester Core Strategy (2012) and Section 8 of the NPPF.

35) Prior to the development being 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, 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 Manchester Core Strategy (2012).

### Informatives

1) The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health

Unit 7, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 29, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 27, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 102, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 95, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 115, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
4 Kilsby Walk, Manchester, M40 8DP  
12 Varley Street, Manchester, M40 8BW  
6 Varley Street, Manchester, M40 8BW  
26 Ashbury Place, Manchester, M40 8DX  
4 Ashbury Place, Manchester, M40 8DX  
13 Bednal Avenue, Manchester, M40 8DW  
11 Bednal Avenue, Manchester, M40 8DW  
10 Ashbury Place, Manchester, M40 8DX  
26 Kirkhaven Square, Manchester, M40 8DA  
12 Sealey Walk, Manchester, M40 8DG  
2 Sealey Walk, Manchester, M40 8DG  
3 Ashbury Place, Manchester, M40 8DY  
15 Lifton Avenue, Manchester, M40 8DD  
18 Norbury Close, Manchester, M40 8DL  
4 Edinburgh Square, Manchester, M40 8DN  
12 Norbury Close, Manchester, M40 8DL  
18 Edinburgh Square, Manchester, M40 8DN  
14 Edinburgh Square, Manchester, M40 8DN  
5 Keyworth Walk, Manchester, M40 8DQ  
CENTRAL HYDRAULICS, Unit 6, Providence Works, Norton Street, Newton Heath, Manchester, M40 8EH  
13 Canada Street, Manchester, M40 8AF  
15 Canada Street, Manchester, M40 8AF  
Walking With The Wounded, 46 Canada Street, Manchester, M40 8AE  
29 New Street, Manchester, M40 8AB  
Unit 3, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 86, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB

Unit 88, Cariocca Business Park, Sawley Road, Manchester, M40 8BB  
Unit 93, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
48 Varley Street, Manchester, M40 8BW  
36 Varley Street, Manchester, M40 8BW  
Unit 15, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 5, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 9, Dale House, Vickers Street, Manchester, M40 8FF  
Unit 25, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 23, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 6, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 32, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 64, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 6, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 46, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 25, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 2, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 12, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 39, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 112, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 109, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
6 Kilsby Walk, Manchester, M40 8DP  
2 Silvine Walk, Manchester, M40 8DT  
16 Varley Street, Manchester, M40 8BW  
10 Varley Street, Manchester, M40 8BW  
2 Bednal Avenue, Manchester, M40 8DW  
8 Kilsby Walk, Manchester, M40 8DP  
10 Sealey Walk, Manchester, M40 8DG  
8 Sealey Walk, Manchester, M40 8DG  
4 Sealey Walk, Manchester, M40 8DG  
1 Filby Walk, Manchester, M40 8DZ  
30 Ashbury Place, Manchester, M40 8DX  
17 Lifton Avenue, Manchester, M40 8DD  
8 Norbury Close, Manchester, M40 8DL  
8 Edinburgh Square, Manchester, M40 8DN  
17 New Street, Manchester, M40 8AB  
25 New Street, Manchester, M40 8AB  
35 Canada Street, Manchester, M40 8AF  
33 Canada Street, Manchester, M40 8AF  
19 Canada Street, Manchester, M40 8AF  
Unit 1, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 100, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 114, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 72, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
46 Varley Street, Manchester, M40 8BW  
42 Varley Street, Manchester, M40 8BW  
40 Varley Street, Manchester, M40 8BW  
T SAVILLE WHITTLE (EXPORT) LTD, Albion Bridge Works, Vickers Street, Manchester, M40 8EF  
Unit 16, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 21, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 19, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 40, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 53, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 5, Varley Business Centre, James Street, Manchester, M40 8EL

Unit 66, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 9, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 12, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 2, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 49, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 26, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 13, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 15, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 98, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 78, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 92, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Units 107 And 112, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
22 Varley Street, Manchester, M40 8BW  
30 Varley Street, Manchester, M40 8BW  
14 Varley Street, Manchester, M40 8BW  
12 Edinburgh Square, Manchester, M40 8DN  
9 Bednal Avenue, Manchester, M40 8DW  
3 Bednal Avenue, Manchester, M40 8DW  
10 Kirkhaven Square, Manchester, M40 8DA  
28 Kirkhaven Square, Manchester, M40 8DA  
20 Kirkhaven Square, Manchester, M40 8DA  
10 Norbury Close, Manchester, M40 8DL  
Walking With The Wounded, 42 Canada Street, Manchester, M40 8AE  
2 Kirkhaven Square, Manchester, M40 8DA  
54 Canada Street, Manchester, M40 8AE  
50 Canada Street, Manchester, M40 8AE  
23 New Street, Manchester, M40 8AB  
31 New Street, Manchester, M40 8AB  
43 Canada Street, Manchester, M40 8AF  
Unit 75, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 105, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 117, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 107, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
44 Varley Street, Manchester, M40 8BW  
Duo Plastics Ltd, Vickers Street, Manchester, M40 8PU  
Unit 11, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 8, Dale House, Vickers Street, Manchester, M40 3EF  
Unit 6, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 24, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 43, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 35, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 28, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 52, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 9, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 50, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 31, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 36, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 42, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 59, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 4, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 89, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 82, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Units 60 And 61, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Corpus Christi Priory, 39 Varley Street, Manchester, M40 8EE

16 Ashbury Place, Manchester, M40 8DX  
7 Bednal Avenue, Manchester, M40 8DW  
16 Kirkhaven Square, Manchester, M40 8DA  
5 Filby Walk, Manchester, M40 8DZ  
4 Norbury Close, Manchester, M40 8DL  
10 Edinburgh Square, Manchester, M40 8DN  
Manchester North Ambulance Station, 1 Canada Street, Manchester, M40 8AF  
7 Lifton Avenue, Manchester, M40 8DD  
5 Lifton Avenue, Manchester, M40 8DD  
23 Canada Street, Manchester, M40 8AF  
52 Canada Street, Manchester, M40 8AE  
21 New Street, Manchester, M40 8AB  
27 Canada Street, Manchester, M40 8AF  
58 Canada Street, Manchester, M40 8AE  
Unit 101, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 111, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 94, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 69, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Decco Ltd, Hulme Hall Lane, Manchester, M40 8YD  
Management Suite Unit 7A, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 28, Dale House, Vickers Street, Manchester, M40 8FF  
Unit 4A, Dale House, Vickers Street, Manchester, M40 8FF  
Unit 18, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 22, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 1, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 10, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 5, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 4, Dale House, Vickers Street, Manchester, M40 8FF  
Unit 27, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 11, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 44, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 38, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 47, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 104, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 110, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
20 Varley Street, Manchester, M40 8BW  
4 Silvine Walk, Manchester, M40 8DT  
2 Kilsby Walk, Manchester, M40 8DP  
6 Bednal Avenue, Manchester, M40 8DW  
4 Bednal Avenue, Manchester, M40 8DW  
20 Ashbury Place, Manchester, M40 8DX  
2 Ashbury Place, Manchester, M40 8DX  
6 Ashbury Place, Manchester, M40 8DX  
22 Kirkhaven Square, Manchester, M40 8DA  
6 Sealey Walk, Manchester, M40 8DG  
6 Kirkhaven Square, Manchester, M40 8DA  
16 Norbury Close, Manchester, M40 8DL  
6 Edinburgh Square, Manchester, M40 8DN  
20 Edinburgh Square, Manchester, M40 8DN  
16 Edinburgh Square, Manchester, M40 8DN  
12 New Street, Manchester, M40 8AA  
Units 1 And 3, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA  
1 Keyworth Walk, Manchester, M40 8DQ  
11 Lifton Avenue, Manchester, M40 8DD

4 Kirkhaven Square, Manchester, M40 8DA  
Manchester Cabins Ltd, Harden Works, Oldham Road, Manchester, M40 8AG  
25 Canada Street, Manchester, M40 8AF  
60 Canada Street, Manchester, M40 8AE  
Unit 2, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 10, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 22, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 24, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 19, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 20, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 56, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 30, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 14, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 57, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 48, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 20, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 103, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 85, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 84, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 97, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 77, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 113, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 76, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
26 Varley Street, Manchester, M40 8BW  
6 Silvine Walk, Manchester, M40 8DT  
4 Varley Street, Manchester, M40 8BW  
24 Ashbury Place, Manchester, M40 8DX  
22 Ashbury Place, Manchester, M40 8DX  
14 Ashbury Place, Manchester, M40 8DX  
12 Ashbury Place, Manchester, M40 8DX  
1 Bednal Avenue, Manchester, M40 8DW  
10 Kilsby Walk, Manchester, M40 8DP  
12 Kirkhaven Square, Manchester, M40 8DA  
14 Kirkhaven Square, Manchester, M40 8DA  
5 Ashbury Place, Manchester, M40 8DY  
28 Ashbury Place, Manchester, M40 8DX  
19 Lifton Avenue, Manchester, M40 8DD  
2 Norbury Close, Manchester, M40 8DL  
22 Norbury Close, Manchester, M40 8DL  
1 Ashbury Place, Manchester, M40 8DY  
3 Keyworth Walk, Manchester, M40 8DQ  
3 Lifton Avenue, Manchester, M40 8DD  
Unit 4, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA  
40 Canada Street, Manchester, M40 8AE  
15 Drewett Street, Manchester, M40 8EQ  
33 New Street, Manchester, M40 8AB  
31 Canada Street, Manchester, M40 8AF  
Unit 4, Varley Business Centre, James Street, Manchester, M40 8EL  
34 Varley Street, Manchester, M40 8BW  
Unit 83, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 91, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 54, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Units 7 - 8, Varley Business Centre, James Street, Manchester, M40 8EL  
Unit 65, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB

Unit 13, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 8, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 55, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 51, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 67, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 14, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 106, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 99, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 79, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
32 Varley Street, Manchester, M40 8BW  
18 Varley Street, Manchester, M40 8BW  
8 Varley Street, Manchester, M40 8BW  
8 Ashbury Place, Manchester, M40 8DX  
5 Bednal Avenue, Manchester, M40 8DW  
18 Kirkhaven Square, Manchester, M40 8DA  
14 Norbury Close, Manchester, M40 8DL  
Canal Side Works, Hulme Hall Lane, Manchester, M40 8AZ  
9 Lifton Avenue, Manchester, M40 8DD  
27 New Street, Manchester, M40 8AB  
Unit 96, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
41 Canada Street, Manchester, M40 8AF  
39 Canada Street, Manchester, M40 8AF  
Unit 74, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 118, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 116, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 3A, Dale House, Vickers Street, Manchester, M40 8FF  
Unit 1, Dale House, Vickers Street, Manchester, M40 8EF  
Dale House, Vickers Street, Manchester, M40 8EF  
Unit 23, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 3, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 45, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 37, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 58, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 21, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 17, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 16, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 3, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 63, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 10, Cariocca Business Park, 2 Sawley Road, Manchester, M12 4AH  
Unit 70, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 7, Dale House, Vickers Street, Manchester, M40 8EF  
Unit 33, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 90, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 81, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 34, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
Unit 11, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB  
24 Varley Street, Manchester, M40 8BW  
28 Varley Street, Manchester, M40 8BW  
Usmania Banqueting Hall, 39 Varley Street, Manchester, M40 8EE  
18 Ashbury Place, Manchester, M40 8DX  
15 Bednal Avenue, Manchester, M40 8DW  
8 Kirkhaven Square, Manchester, M40 8DA  
24 Kirkhaven Square, Manchester, M40 8DA  
6 Norbury Close, Manchester, M40 8DL

