MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137600/FO/2023
Date registered valid:	18 July 2023
Proposal:	Creation of new vehicular access route for service and emergency vehicles.
Address:	Manchester High School For Girls , Grangethorpe Road, Manchester, M14 6HS
Ward(s):	Fallowfield Ward
Applicant:	Mrs Helen Jeys
Agent (if any):	Mrs Melissa Murphy 10architect Ltd
Case officer:	Janet Lawless Tel: 0161 234 4535 Email: janet.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	18 December 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: October 2023

Standard consultations:
Printed: 3 August 2023 Expired: 24 August 2023

Neighbour notifications
Printed: 3 August 2023 Expired: 24 August 2023

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The site that this proposal relates to is the Manchester High School for Girls. The school buildings and associated grounds are located on Grangethorpe Road in Fallowfield. The grounds of the school extend from Wilmslow Road in the east along Grangethorpe Road with Platt Fields Park bordering the school to the north, west and south.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
To the south of the site is located Nico ditch. It sits between the boundary of Platt Fields Park and the iron railings at the back of Manchester High School for Girls. To the far east of the site are Manchester University buildings and student residential accommodation with the remainder of the immediate area comprising of the rest of Platt Fields Park including the boating lake and Shakespeare gardens.
Within the site itself are the school buildings to the north of the proposed route, and the long jump course further to the east of the site.

Description of development
The proposal is for the creation of a new vehicular access route for service and emergency vehicles, as there is currently no route through for vehicles in the case of an emergency. To minimise impact, this route would be a permeable surface route that would be an internal 3.7m wide private way to cater for fire appliances. The proposal would include bollards for building safety to protect the corners of the building.

Consultations & Notification Responses
Local Residents- No comments were received.

Sport England- Based on the information submitted, Sport England have no objection to the application as it broadly complies with
Sport England's Playing Fields Policy Exception 3 and paragraph 99 of the National Planning Policy Framework (NPPF). subject to the attachment of conditions relating to

1. being in accordance with the approved Plans/Design and Access Statement
2. Construction Management Plan

Highways- No objections subject to the attachment of informatives relating to passing places and building safety markers due to the close proximity of the new road to the building. (this, has been taken on board, and bollards are now proposed as building safety markers.

Trees- The proposed encroachment is to be carried out using an above ground cell web system in order to minimise the impact on the tree roots. This is an accepted method and there are no objections to the scheme.

Please note that all work must be carried out in accordance with BS:5837 and all on site operatives must be aware of the Arboricultural Impact Assessment document to ensure there are no misunderstandings.

Greater Manchester Police Secure By Design- No comments have been received

Greater Manchester Archaeological unit. In view of the landscaping works that have been carried out around the school since the 19th century, and the extent and location of the works required to deliver the proposed access route, GMAAS is satisfied that the works will not have any impact on below ground archaeological remains. GMAAS is happy to advise that no further archaeological is required.

Policies
The following policy and guidance is considered relevant to the consideration of this application:
- Saved policy DC26 of the Unitary Development Plan;
- Policies DM1, SP1, T2, EN3, EN9, EN10, EN11, EN12, EN15 and EC9 of the Manchester Core Strategy;
- National Planning Policy Framework.
- The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

Issues

Principle
Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable. The proposed development is necessary to allow for an access for both service vehicles to enable gras cutting, and for emergency vehicles in the case of an emergency. There is currently no way of getting a vehicle to that part of the school to enable management. The principle of the proposal is therefore considered acceptable.

Due to its position in the site the proposed development would not have a materially harmful visual impact or significantly harmful impact to amenity and would assimilate in the fabric of the wider school complex.

The development will lead to improvements to an existing educational facility and would therefore accord with the aforementioned policy and guidance.

Specific planning issues are outlined further below.

Impact on Parking and the Highway
Highway Services have no objection to the provision of the proposed access road. The road would begin at the rear of the car park and then wraps around the base of the banking to the rear of the music room. There would be a hatched area indicating no parking for emergency access only which would remove 2 parking spaces, there is however still a large car parking provision and as such there is no detrimental impact upon the level of parking currently provided. Given the close proximity of the proposed access road to the corner of the school building it may be beneficial to provide some warning or safeguarding for this. This was related to the applicant who has updated the drawing within the D and A to show bollards are to be installed as markers. A swept path has also been produced to show that a fire truck can safely make the turns, however the majority of the time it will be small vehicles containing gardening equipment that would be using the access road.

Visual Amenity
Given the position of the proposed car park at the rear of the site and as it lies at a lower level than the main school buildings and in an area not accessible to the public, views of the access road are limited. The proposed site is also bounded by existing tree planting adjacent to the common boundaries which further mitigates any visual impact.
As such, given the site context within and educational complex and the screening afforded, it is not considered that the proposed development would give rise to any significant or undue visual impact upon the school itself, its setting or the neighbouring sites, and is considered in accordance with the above mentioned policies.

Residential Amenity
Given the nature and context of the proposed development and the existing context of the school, and the distance from any residential properties, the impact to the living conditions of the nearest residential occupiers is unlikely to be materially significant in terms of activity levels or as a result of any associated noise and disturbance. The impact is therefore considered satisfactory and is in accordance with the above mentioned policies.

Impact on External Leisure Areas
The nearest formal sports area would be the long jump pit which is located to the east of the proposed access road and up on the higher level. There is sufficient clearance between the proposed road and the long jump area to not interfere with the use of either. The sports field to the top of the bank could also be in continued use and could be reconfigured without being impacted by the creation of the access road. It is therefore considered that the proposed road would not have a detrimental impact upon the use of the existing leisure facilities.

Impact on the Nico Ditch
The southern boundary of the school is marked by the Nico Ditch, a linear earthwork that encircles Manchester to the south and east. This notable historic feature has been variously ascribed to the Anglo-Saxons, and is first mentioned as 'Mykel Diche' in the Audenshaw deeds of c.1200. It is referred to subsequently as 'Milk Wall' in the Slade deeds of 1270, as 'Murchil Diche' in 1322,and as 'Nekel Dyche' and 'Miche Wall-diche' in Rusholme deeds of 1317 and 1484 respectively, although the name used most widely in recent times is 'Nico Ditch'. In view of the landscaping works that have been carried out around the school since the 19th century, and the extent and location of the works required to deliver the proposed access route, GMAAS is satisfied that the works will not have any impact on below ground archaeological remains.
Leading up to the submission of the application under assessment, discussions have taken

place by the applicant with Historic England and Historic England are satisfied that the proposed access road would not impact upon the scheduled monument and were happy for the continued liaison between the applicant and Greater Manchester Archaeological Advisory Service going forward.

Drainage and Flood Risk
The application site is located in flood zone 1 'low probability of flooding'. To minimise impact, this route would be a permeable surface route that would be an internal 3.7m wide private way to cater for fire appliances. The access route would not be metallised and would remain free draining to minimise impact on drainage, trees and water tables locally.

Bio-diversity
The site does not hold any ecological or biodiversity value given that there is very little or vegetation present at this part the site. The impact to bio-diversity is therefore considered negligible.

Boundary Treatment
There are no proposed changes or introduction of any new boundary treatments.

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 polices 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

The application has been determined in a positive and proactive manner, and in accordance with both national and local policies. In this instance the issues that arose required the

submission of supplementary information for assessment which once reviewed now merits approval of the application with the attachment of appropriately worded conditions attached.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:
Design and Access and Heritage Statement Rev P4 received 26th October 2023
Arbortech Arboricultural Impact Assessment dated 8th September 2023
A0001 P1 Location Plan 18th July 2023
A0002 P1 Access Way Site Plan and Sections 18th July 2023

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, DM1,EN9, EN10 EN11, EN12, and EN15 of the Core Strategy.

3) The development shall be carried out in accordance with the external materials and finishes as set out on the approved drawings and Design Access and Heritage Statement.

Reason - In the interests of the visual amenity of the area pursuant to polices DM1, SP1, EN9, EN10 EN11, EN12, and EN15 of the Core Strategy.

4) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:
I .Display of an emergency contact number;
ii. Details of wheel washing;
iii. the works/contractors' compound (including any buildings, moveable structures, works, plant, machinery, access and provision for the storage of vehicles, equipment and/or materials);
iv. scheme for the removal of the works/contractors' compound and the restoration of the land on which it is situated
v. Location, removal and recycling of waste;
vi. Routing strategy and swept path analysis;
vii. Parking of construction vehicles and staff;
viii. Sheeting over of construction vehicles.
ix. Parking of construction vehicles and staff;
x. Dust suppression measures.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

5) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837 "Trees in relation to design, demolition and construction".

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 Core Strategy.3998 "Recommendations for Tree Work".

Informatives

1) Please note that all work must be carried out in accordance with BS:5837 and all on site operatives must be aware of the Arboricultural Impact Assessment document to ensure there are no misunderstandings.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Greater Manchester Archaeological Advisory Service
Sport England

Visitor Centre, Platt Fields Park, Wilmslow Road, Manchester, M14 6LA
Bowls Pavilian, Platt Fields Park, Wilmslow Road, Manchester, M14 6LA
Yard Complex, Platt Fields Park, Wilmslow Road, Manchester, M14 6LA
Bowls Pavillian WC, Platt Fields Park, Wilmslow Road, Manchester, M14 6LA
Street Record, Grangethorpe Road, Manchester,
Boathouse, Platt Fields Park, Wilmslow Road, Manchester,

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA