

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135649/FO/2022

Date registered valid: 14 December 2022

Proposal: Erection of 3 storey building to form new independent school building (Class F.1) with associated parking, amenity space, landscaping and boundary treatment

Address: Ashton Old Road, Openshaw, Manchester, M11 2FY

Ward(s): Clayton & Openshaw Ward

Applicant: Trafford Learning Vocational Centre

Agent (if any): Mr Saghir Hussain, Create It Studio Architects

Case officer: Ian Jarvis
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Recommendation: Approve

Date of recommendation: 16th November 2023

Application details

Type of application: Full Application Consent

Development type: Major Other

Standard consultations:

Printed: 14 August 2023 Expired: 4 September 2023

Neighbour notifications

Printed: 5 January 2023 Expired: 26 January 2023

Site notice

Posted: 31 January 2023 Expired: 21 February 2023

Press advert

Published: 10 January 2023 Expired: 31 January 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site currently comprises an open grassed vacant site which straddles Redby Street, which is one of a number of routes connecting Ashton Old Road to Whitworth Street. Historically, many years ago, properties to the north and south of Ashton Old Road were cleared to enable the widening of Ashton Old Road. This, however, subsequently was not implemented leading to a number of temporarily landscaped sites along parts of the length of Ashton Old Road in East Manchester.

There are some self-seeded trees, overgrown planting and grass to the west of Redby Street with a tree, a 48 sheet advertisement display and a greased area to the east of Redby Street. Mound of earth have been deposited at each end of Redby Street to prevent access. Tram lines which connect to the Clayton Lane industrial estate to the north of Ashton Old Road are present in Redby Street.

The site lies between Ashton Old Road to the north and Whitworth Street to the south, and would cover an area of approximately 0.28ha area of disused land located either side of Redby Street, Openshaw. The site has been vacant for over 20 years.

Planning History

118127/FO/2017 - Erection of two storey building (incorporating mezzanine) to form drive-through coffee shop (use class A1/A3) and commercial unit (A1/A3), together with associated parking, landscaping and new access.

Open land to the south of Ashton Old Road and north of Whitworth Street, currently bisected By Redby Street, Manchester.

Approved subject to conditions 12.01.2018.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

To the north of Ashton Old Road in the vicinity of the site are commercial properties.

To the south of the site there are warehouse and industrial uses. The immediate surrounding area is characterised by buildings of varying heights, from single storey warehouses to two storey commercial buildings, with a three storey college building further to the west on Ashton Old Road. The site is bounded directly to the east and west by areas of soft landscaping, with a car park bounded by wall and railing boundary treatment access from Whitworth Street located further to the east.

Description of development

Consent is sought for the erection of 3 storey building to form new independent primary and secondary school building (Class F.1) with associated parking, amenity space, landscaping and boundary treatment.

The school would primarily comprise a rectangular block running parallel and close to the back of pavement with Ashton Old Road, with rearward projections at each end of the proposed building. The proposed development would cover an area of approximately 0.28ha area of disused land located either side of Redby Street, Openshaw.

The proposed school is of a contemporary design using a mix traditional materials and cladding. The development will have a total of 27 classrooms, library, offices, labs and staff rooms.

At ground floor level, nursery floorspace, together with classrooms to serve the primary school element of the proposal, together with a dining hall/sports hall, with associated kitchen, and offices facilities are proposed. At first and second floor levels classrooms, staff accommodation /offices are proposed with a library and laboratory accommodation at each floor to serve the secondary school element of the proposal.

The area to the south of the building would comprise car parking, cycle storage areas of landscaping with trees adjacent to the southern facade of the proposed school and a play area to serve the proposed nursery accommodation. A covered cycle shelter for 30 cycles would be located in proximity to the rear entrance to the school.

The proposed parking facilities would be the form of a secured car park, with an 'in' 'out' 'one way arrangement from Whitworth Street proposed comprising 14 spaces (including a DDA space) for visitors, 6 spaces for staff (including a DDA space) and 9 drop off spaces. Rising barrier controls are proposed to the access and egress points. 7 EV charging points have been provided, which are evenly distributed thought the car park. (25% provision)

The school would have a main entrance to both the Ashton Old Road frontage and from the car park to the rear.

The boundary treatment to the western, eastern and south boundaries would be 2.4m paladin weldmesh fencing, with 2.4m sliding rail gates to serve the proposed car park. The proposed bin store would be enclosed by 2.1m close boarded fencing.

Access to the nursery would be from Whitworth Street via the proposed nursery play area.

The submission indicates that pupil numbers would 204 for Reception - Year 6 and 146 from Year 7 - 11. The nursery will have a total of 50 pupils per day broken down into an intake of 25 in the morning and 25 in the afternoon. Whilst the hours of operation are indicates as 08:00 to 16:00, staggered start time are proposed with the nursery operating between 08:45 - 15:00, reception - year 6 operating between 08:45 - 15:15 and year 7 - 11 operating between 08:25 - 14:50.

External plant and equipment would be sited above the double height sports hall set behind a metal screen.

Lift access is proposed to the upper floors.

Consultations & Notification Responses

The proposal has been advertised in the local press (5th January 2023) as a major development and as being a development affecting a right of way, and a site notice was displayed at the application site (31st January 2023). Notification letters have been sent to 103 local businesses and residents.

Local residents and local businesses – 4 emails objecting to the proposed development comments received from two local businesses and an educational establishment on Whitworth Street.

The main grounds of objection relate to traffic and highway safety matters, which are set below.

- According to page 19 of the Transport Assessment Redby Street. was 'stopped off' without full legal consent. It has just been banked up and vehicular access is prohibited. This has caused major traffic issues over the last couple of years, site traffic to the Dresser Centre (which involves large numbers of HGV's on a daily basis are now forced to thread round Odell St in front of the college and it is very difficult for these large vehicles to navigate safely and easily. Given that Redby Street. is the preferred and main route to access The Dresser Centre the sensible option would be to reopen it at the earliest opportunity.
- There have been numerous pedestrian near misses on Whitworth St outside the college and a number of collisions with parked cars, it's just very difficult for the drivers to navigate the HGV's without accessing Redby Street.
- The children attached the school would be aged below 17, will be dropped off by parents/carers, large numbers of vehicles stopping on Whitworth St (or simply accessing the new site) to drop off and collect children to and from school will result in major disruption to traffic, not just to, but in particular HGVs accessing the Dresser Centre.
- Vehicles travelling along Whitworth St which is narrow and already very congested represents a significant risk of injury to young children going to and from a school sited in Whitworth St., which has always been an area of industrial and commercial activity involving large vehicles.
- Part of the land within the application site adjacent to Whitworth Street could be used to widen the street.
- The construction of this development will also cause massive disruption along Whitworth Street, the street cannot cope with more traffic without severely affecting businesses in the Dresser Centre. The neighbouring industrial Estate is accessed solely by Welcomb Street which is a narrow road which has extremely high usage and surely can't cope with the additional volume of traffic which this scheme will create.
- Whilst the development works will only be 'temporary', a building project of this size will take a long time to complete and will undoubtedly impact further and significantly on access to the Dresser Centre for large vehicles, especially given that there will be very limited opportunity to rely on Ashton Old Road for the delivery of material etc, there is also very limited spare parking space for contractors.
- The ability of their business to conduct its day to day operations that as a Transport and Storage business involves continual vehicular access to The Dresser Centre which will be severely compromised. They implore officers to reject this proposal for this site, as it is an unsuitable location, there must be more viable locations that will be less disruptive to local businesses.

- There is a road child safety issue. It is fundamentally and totally inappropriate to locate a primary school in such a high traffic area. The ability of an HGV driver to easily spot small children is probably the most difficult hazard for them to identify, it could even be considered negligent to allow such a mixture.
- Commercially there is no need for a private school to be located on a main road, there is no financial or commercial benefit for the School to benefit from 'passing trade' or local footfall.
- There are already highway issues due to mainly students at the college next door parking on double yellow lines on Whitworth Street and critically around the entrance to their industrial estate. They state that the situation is becoming serious in that their suppliers cannot enter and exit the premises in their trucks because of the illegal parking, this is obviously quite existential for their business

Matters raised by the educational establishment relate to the submitted traffic assessment and the lack of car parking provided with the subsequent impact on the highway, and are set out in more detail below.

Traffic Assessment

The assessment concludes that the proposal for the new school would not result in a significant change in traffic flows during the peak hours. This assessment is based on a calculation of peak vehicle movements in the morning of 169 and peak movements in the afternoon of 129. Based on student numbers forecast at c.400 plus staff (assumed to be an additional 40-50). They question these peak vehicle movement assessments stating that although there is no post code analysis of predicted student/staff home locations provided in the report, it does confirm that students are expected to come from other areas within the wider Greater Manchester area. Given the nature and age of the student population for this independent fee paying school, it would be expected that a large proportion would be dropped off and picked up by parents each day and that the majority of staff would travel by car to work.

The proposed vehicle access strategy is for vehicles to turn right from A635 Ashton Old Road into Odell Street then travel along Whitworth Street to drop-off children then travel out through the traffic signals at A635 Ashton Old Road / Welcomb Street. Section 9.2 of the report notes that a limited assessment of the impact of traffic on the junction of Odell St has been undertaken with no issues identified.

They wish to express strong concerns with this assessment, advising that the College experience significant daily issues on Odell St and at the Odell St/Whitworth St junction currently with traffic from both the college buildings and local industrial/ business units regularly creating major blockages and disruption. This situation currently leads to regular issues relating to pedestrian safety due to the regular poor parking restrictions and poor driver behaviour at this highway junction. These issues have been logged with the City Council with a request for more regular traffic warden supervision of the area along with requests for improved highway controls on Odell St and Whitworth St.

They express significant concerns that the additional peak traffic proposed by the school development, would further exacerbate the traffic issues in this area and create further risks to pedestrian safety, and that these existing problematic conditions have not been considered or addressed as part of the transport assessment submitted with the application. The report refers to the previous proposed use of the site as a drive through coffee shop and retail units and the associated traffic assessment submitted for this scheme. They do not consider that this is relevant as a comparison as their understanding is that this scheme provided for access and egress onto Ashton Old Road and therefore this scheme would not have added any significant pressure to the side roads including Odell St and Whitworth St.

They consider that there needs to be much more assessment of traffic conditions and problems in this area, along with improved proposals for managing peak traffic issues before the proposed new school scheme could be supported by the College, and they would welcome discussion with the Council Highways team on options that could be implemented.

Car parking

Whilst development provides 29 car parking spaces for use by staff and parents, concerns are expressed that given the forecast student numbers, these spaces will be insufficient, leading to staff and parents using the surrounding streets for parking, which they consider to be unacceptable and likely to give rise to safety issues.

Highways Services – 07.02.2023

TRIP GENERATION AND JUNCTION CAPACITY:

HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and provided the following comments. A scoping note was submitted previously by the consultants and reviewed by TfGM. The scoping note included a trip generation /distribution table, referred to as Table 7. The submitted Transport Assessment (TA) includes a table (Table 17), but this is different to that provided at scoping. Table 17 has a smaller number of trips compared to the scoping note. TfGM would query why this is different to the scoping exercise. The latest TA also contradicts the previously agreed scoping note in terms of highway assessment locations. TfGM would query why the TA has a different approach to that provided in the scoping note. Once the traffic flows have been agreed, with regard to the above, the junctions on Ashton Old Road that will experience an increase of 30 vehicles per/hour should be modelled. The justification within the TA which refers to the busiest period for the proposed development being less than the current busiest period, does not determine the acceptability and it doesn't address the impact of the development on the highway network.

ROAD SAFETY RECORD:

The Crashmap accident database has been reviewed for the most recent five-year period. The assessment studied the following study area:

- o A635 Ashton Old Road between (and including the junction with A6010 Alan Turing Way and Welcomb Street); and
- o Whitworth Street and sides roads onto / off the A635.

The analysis did not highlight any accidents within the vicinity of the site. However, the analysis did show a number of slight and serious incidents along Ashton Old Road. None of these incidents suggest that these incidents involved a child pedestrian.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes.

OFF-SITE HIGHWAYS WORKS:

It is noted that the proposed development will be situated over Redby Street. It is Highways understanding that Redby Street currently has a Legal Closure along its entirety. Additionally, it is Highways understanding that Redby Street has been subject to a Section 247 agreement attached the planning application 118127/FO/2017 (approved in January 2018). This planning application has now expired and therefore the Section 247 agreement has also expired.

Therefore, the applicant will be required to enter into a Section 247 agreement to stop up Redby Street. It is understood that the existing dropped kerbs on Ashton Old Road become redundant and therefore it is requested that the kerbs are reinstated. The reinstatement of the dropped kerb will need to be done in accordance with MCC construction standards under a Section 278 agreement for the alterations to the existing highways, and for construction of the proposed

reinstated kerb. This will require the agreement with MCC's Highways Applications and Network Resilience teams, and will be funded at the applicant's expense. It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

PARKING AND ACCESS: VEHICLE ACCESS

Two access points will be in place for the development. One will be in place for inbound movements and the other for outbound movements. This will create a one-way movement through the site with the aim to reduce congestion associated with school drop-off / pick-up. The inbound access will provide access to the visitor car park / drop-off and pick-up area and the separate staff car parking area. Gates will be in place at the car park entrance and exit. These will remain open during school and nursery drop-off and pick-up times. Outside of drop-off and pick-up times the gates will be locked and controlled by an intercom system. The staff car parking area will be controlled by an intercom system at all times.

ACCESS STRATEGY:

An access strategy is proposed for the development. Vehicles would turn right from Ashton Old Road into Odell Street and access the school via Whitworth Street. Parents will drop-off the pupils within the car park and then travel out via Whitworth Street and through the signalised junction of Ashton Old Road / Welcomb Street. A School Keep Clear Marking has been requested and would be provided outside the school on Whitworth Street. At pre-planning stage Highways and TfGM requested that a TRO assessment was undertaken. The applicant is agreeable to this. The TRO assessment can be undertaken as part of the S278 works.

MINI BUSES:

The MCC highways asked for information on the anticipated number of mini-buses / buses to the site and where they would park. The applicant advises that the origins of nursery attendees and school pupils is not yet known and has asked that this matter be considered when the origins are known and discussed within the update to the Travel Plan. Whilst it is acknowledged that the site is not operational, Highways request that an assessment of the potential mini-bus operation and school catchment is undertaken as this could inform the site layout design / access design. It is acknowledged that the assessment would be high level / worst case scenario or based on other independent school site information, but this information would be beneficial to understand the potential number of mini buses. It is also requested that details on the proposed drop-off/pick-up arrangement is provided. This is something that can be included within a Car Park Management Plan and monitored.

Drawing '303-22-1 / Visibility Splays' demonstrates that a 2.4m x 25m visibility splay is achievable from the proposed vehicle egress. This meets MfS requirements for a 20mph speed limit road and is therefore acceptable to Highways.

PEDESTRIAN ACCESS:

A separate pedestrian access will be in place for both the nursery and the school from Whitworth Street. A secondary pedestrian access will also be in place from Ashton Old Road.

VEHICLE PARKING:

It is acknowledged that MCC does not have any defined parking standards for nursery, primary school and secondary school use. A case-by-case basis is undertaken for these uses. The scheme will provide 29 car park spaces, including 2 disabled parking spaces. 6 of these spaces will be allocated to the staff car park and the remaining 23 to the visitor parking / drop-off and

pick-up area. As per the feedback from Highways during pre-app stage the applicant has provided both a staff parking area and a visitor's parking / drop-off and pick-up area. This will assist in reducing the number of vehicles parking on surrounding streets and causing congestion immediately adjacent to the site. This is welcomed by Highways. Access to the staff car park will be managed with vehicle rising arm barriers to stop parents and visitors from parking here. This arrangement is acceptable to Highways.

PARKING MANAGEMENT PLAN:

The gates into the school visitor parking / drop-off / pick-up area will remain open during the morning and afternoon start/finish times. During the drop-off and pick-up, a senior member of staff will be monitoring the area. The school will notify parents in advance of the intake on the drop-off / pick-up arrangement to ensure that the site runs efficiently and safely. The applicant has confirmed that they will stagger the start/finish times to help reduce the strain on the car park and surrounding streets. The school will communicate with the parents as to their time window as to when drop-off / pick-up is permitted. This is welcomed and acceptable to Highways. It is requested that this information is provided in a Car Park Management Plan and also included in the school's travel plan and monitored regularly. It may be necessary to communicate regularly with parents regarding drop-off/pick-up arrangements.

EV CHARGING:

During pre-application discussions Highways requested that the development provide 25% EV Charging. Confirmation is requested on the amount of EV charging points to be provided on-site.

CYCLE PARKING:

The proposals are for the provision of a sheltered cycle shelter for up to 30 cycles. The cycle store is situated within the car park. The Transport Assessment confirms that the gates will be closed and controlled by an intercom system outside of drop off/pick up times. This is acceptable to Highways.

BOUNDARY TREATMENTS:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING:

A bin store is noted within the car park. The Transport Assessment confirms that the refuse will be collected by private contractor using an 8m refuse vehicle. Drawing '303-22- 2 / Swept Paths Refuse Vehicle' demonstrates that a private 8m refuse vehicle van can manoeuvre around the site and access and egress from the site in forward gear. This is acceptable to Highways. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

SERVICING MANAGEMENT STRATEGY:

A Servicing Management Strategy is in place for the for the nursery and the school. The refuse collection will be undertaken by a private company using an 8m refuse vehicle. The strategy confirms that refuse collections and other deliveries will be undertaken outside the AM and PM peaks. This is acceptable to Highways. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

TRAVEL PLAN:

A Travel Plan (TP) has been produced. The TP provides measures, management, aims and objectives, targets, action plan and marketing strategy. The main objective of the TP is to

minimise the number of private car trips that are generated by the proposed development and especially those with a single occupant. A Travel Plan Coordinator will be responsible for the ongoing monitoring and will review the success and identify the potential for future refinement. The TPC will be in place prior to school operation. The TPC will design and distribute a travel survey after occupation. Travel surveys will be carried out and monitoring carried out every year and monitored over a 5-year period after occupation of the nursery and school. The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. 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. In response to TfGM's request on information on the likely traffic / environmental impacts of HGVs during the construction phase it is expected that this will be addressed at post determination and information included in a CMP. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Conditions relating to Electric Charging points, Cycle storage, Off-Site Highways Works, a Travel Plan, a Construction Management Plan, a Car Park Management Plan and a Service Management Strategy are recommended to be attached to any approval.

Further comments 05.04.2023

The applicant has confirmed that 7 electric vehicle charging points will be provided on-site, 25% provision, which is acceptable to Highways. The applicant has confirmed that the fence is visually permeable and the gates are sliding and therefore do not impact on the adopted highway. This is acceptable to Highways. TfGM has been contacted in regard to the Traffic Impact Assessment and comments will be provided once received.

Further comments 20.04.2023

Officers from within TfGM HFAS and UTC have reviewed the updated information issued in connection with this application, and have provided the following comments: HFAS issues have been satisfied and there are no further comments from their perspective. There is no updated information for UTC to review and therefore the previous comments are reiterated - The junctions on Ashton Old Road that will experience an increase of 30 vehicles per/hour should be modelled. The justification within the TA which refers to the busiest period for the proposed development being less than the current busiest period, does not determine the acceptability and it doesn't address the impact of the development on the highway network.

Further comments 27.04.2023

TfGM are now satisfied that the figures and results within the scoping note and TA are correct and the results of each note have been clarified and there is now no issue.

Environmental Health – 27.01.2023 Recommend that conditions are attached to any approval to require the submission of details relating to fume extraction, a construction management plan, servicing hours, electric charging points, external lighting /flood lighting, acoustic insulation of external plant. Furthermore, that restrictions be placed on servicing hours, hours of use of the

outdoor pitch/sports activity, and that the development be implemented in accordance with the submitted waste management strategy.

The Phase I: Preliminary Risk Assessment, has been reviewed in order to assess the following points:

1. The adequacy of the desk study information available for this site

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages.

The desk study information was found to be adequate.

2. The adequacy of the site investigation

No submitted

3. The adequacy of the final risk assessment

Not submitted

4. The acceptability of the proposed remediation strategy

Not submitted

5. Whether the information submitted is sufficient to discharge the relevant site investigation and/or gas condition of the planning approval

Before a contaminated land condition can be deemed not to be required the following information needs to be submitted for approval:

(i) Submission of Site Investigation Proposals

(ii) Submission of a Site Investigation and Risk Assessment Report

(iii) Submission of a Remediation Strategy

(iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed.

Arboricultural Officer -Have confirmed they have no objection to the proposed development of this site, however, they would expect the developer to be familiar with the documents provided by the arboriculturist to ensure that there is minimal impact caused to the retained trees. All work must be carried out in accordance with BS:5837.

Design for Security- Advise they are happy to support the application at this stage, and suggest the inclusion a condition to require that the development is implemented in accordance with the submitted Crime Impact Statement in particular the recommendations and specifications in sections 3 and 4.

Greater Manchester Ecology Unit – 09.05.2023

Summary - Ecological issues include nesting birds and how mitigation will be achieved for loss of trees and scrub.

Protected Species

The habitats on site and within the zone of influence of the development were regarded as unsuitable for protected species. They have no reason to doubt the findings of the report. No further information or measures are required.

Nesting Birds

There is significant potential for nesting birds on the site. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition to prevent works to trees or shrubs within the bird nesting season unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately

prior to clearance and written confirmation provided that no active bird nests are present is recommended.

Other Wildlife

Whilst the habitats on the site are suitable for priority species such as hedgehog, the consultant regarded it as very unlikely that the site was of importance for this species or any other wildlife due to its isolation from other suitable habitat. They tend to agree, but as the habitats are suitable, they recommend an informative in regard to it being an offence to inflict unnecessary suffering to wild mammals, under the Wild Mammal (Protection) Act 1996, and that Planning consent does not provide a defence against prosecution under this act.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site is currently dominated by early successional habitats of moderate value in likely poor condition with part of the site hardstanding. This will be replaced primarily with building, hardstanding and amenity landscaping. There will also be a negative impact on nesting birds. The development will very likely result in a negative impact on the natural environment with no real potential to fully mitigate on the site. Given the scale of the site, the actual losses are relatively low around 1 biodiversity unit. The development is therefore in contravention of the NPPF and developing policy on 10% biodiversity net gain at a National and Greater Manchester level. Bird boxes could be provided on the site. They recommend that prior to determination, off site compensation is agreed in the form of either a financial contribution or enhancement of the land to east and west, and recommend BNG assessment produced that provided evidence on the actual loss (if any).

They advise that it is difficult to assess the level of bird boxes needed. Commenting that the site is nearly all bird nesting habitat and without an actual breeding bird survey, which would be unreasonable for such a small site, estimating how many bird boxes would be needed is difficult, but given most of the site will no longer be suitable post development for nesting birds, they are of the view of it being difficult to mitigate on the site. However, they accept that the mitigation measures proposed can be conditioned. With regards net gain, the only real way of achieving high levels of mitigation on the site would be planting of large specimen native trees, regarded as 'Urban Trees' in the biodiversity metric. So, in terms of a condition for on-site mitigation this would be what needed targeting along with a native hedge as a facsimile for the loss of native scrub.

Further comments 30.05.2023 - Based on the proposed layout, and adding a green roof, they estimate around a 0.5 biodiversity unit loss based on the site being currently primarily mixed scrub and post development proposing number of small and moderate trees on the site and small areas of amenity grassland. This assumes all trees are native and achieve on average moderate condition. They still recommend inclusion of bird boxes.

In terms of financial viability a 0.5 BU would equate based on current GMCA guidance to an additional £8k burden to any other financial burdens levied against the development. Clearly net gain is not as yet mandatory and it is the decision of the City Council at present to whether the benefits of the education establishment outweigh the biodiversity losses.

Further comments 24.07.2023 - In terms of conditioning so as to maximise the benefits, they recommend use of silver birch for the proposed trees, due to no real scope for any additional trees and use of 3 x house sparrow terraces on the eastern elevation of the new build as house sparrows are recorded in the locality and the eastern elevation is the optimal location to avoid westerly winds and the heat of the day. A couple of bat boxes on the southern elevation two different types next to each other may attract bats but not an ideal location given how urban it is. The only additional habitat that could be theoretically planted would be a beech hedge along the

southern boundary of the site and possibly the western boundary. There appears to be adequate spaces either side of the site.

Further comments 21.08.2023 – Advise they are now satisfied that the proposed measures could achieve net enhancement of the site. They would not likely achieve 10% BNG for areas based habitats, but would achieve an overall enhancement. The biodiversity enhancement measures can be conditioned.

LLFA – Recommend that a condition relating to the submission of a surface water drainage scheme, together with a further condition requiring details of the implementation, maintenance and management of the sustainable drainage scheme to be submitted. Advised is also provided in regard to the information required to enable the discharge of both the recommended conditions.

United Utilities – request a condition be attached to any approval to require *‘The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 22034 101 , Rev A - Dated 29.07.22 which was prepared by Advant Engineers. For the avoidance of doubt surface water must drain at the restricted rate of 5 l/s. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development’.*

They have also provide detailed advise in regard to the adoption of waste water assets , the management and maintenance of sustainable drainage systems (with a condition recommended relating to the maintenance of SuDS), water pipelines, wastewater pipelines and water and waste water services which have been forwarded

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 (September 2023)

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 (paragraph 8).

Section 8 'Promoting healthy and safe communities' Paragraph 92 states that planning decisions should aim to achieve healthy, inclusive and safe places which: a) Promote social interaction; b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; Paragraph 93 discusses the importance of providing social, recreational and cultural facilities and services that communities need. Paragraph 95 specifically relates to the provision for school places and states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: • Give great weight to the need to create, expand or alter school through the preparation of plans and decisions on applications; and • Work with school promoters, delivery

partners and statutory bodies to identify and resolve key planning issues before applications are submitted. It is considered that the proposal would facilitate the development of a new modern primary and secondary school on a vacant site to contribute to meeting demands for school places. The NPPF at paragraph 99 states that: "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the Proposed Development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use." The proposals will provide safe and accessible facilities for use by the school. It is not considered that the development would harm residential amenity. Section 8 would therefore be positively responded to.

Section 9 'Promoting sustainable transport

'Paragraph 110 states that in assessing applications for development, it should be ensured that: a) Appropriate opportunities to promote sustainable transport modes can be made dependent of the type of development and its location; b) Safe and suitable access to the site can be achieved for all users; and c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 111 goes on to state that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It is envisaged that the proposed school development would be used by students who would arrive on foot, by cycle, and be brought to the school by car. The number of pupils to be accommodated at any one time would be 375, on there would be 25 pupils in the nursery in the morning and 25 in the afternoon. EV facilities and cycle storage facilities are proposed within the development which would be available for use by staff and visitors, and the application is accompanied by a Framework Travel Plan which includes the promotion of sustainable travel options. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 126). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to reflect local policies and government guidance on design, taking into account any local design standards or style guides in plans or supplementary planning documents. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 135). In this case, the development would involve the creation of a new school. The proposed accommodation would be in the form of a predominantly three storey building with a double height sports hall to the rear with associated access, car parking arrangements, landscaping and boundary treatment. The proposed built form has been designed to be contemporary in nature and is considered to be acceptable in

terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to. Paragraphs 10, 11, and 12, of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Section 14 'Meeting the challenge of climate change, flooding and coastal change'

Paragraph 152 seeks to ensure that new development is planned in ways which help to reduce greenhouse gas emissions through means such as through its location, orientation and design. Paragraph 157 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 161 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 163 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. Paragraph 169 specifies that major developments should incorporate sustainable urban drainage systems, unless there is clear evidence that this would be inappropriate. These systems should take account of advice from the lead local flood authority; have appropriate proposed minimum operating standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and have multifunctional benefits, where possible. The proposed development has been designed with a fabric first approach, and through location, orientation and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – 'Conservation and enhancement of the natural environment' Paragraph 180 sets out that planning decisions should enhance the local environment through means including: • Minimising impacts on and providing net gains for biodiversity; • Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water, noise pollution or land instability. Paragraph 184 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination. Paragraph 185 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should: • Mitigate and reduce to a minimum the potential adverse impacts resulting from noise from new development; • Limit the impact of light pollution from artificial light on local amenity. The proposed development has been designed in the knowledge of anticipated ground conditions present at the site. Furthermore, the loss of trees from the site, has been addressed by replacement planting within the site, and sparrow terraces and bat boxes have been incorporated into the proposed development. On this basis, it is considered that chapter 15 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design: states that where appropriate the following should be considered:

- layout
- the way in which buildings and spaces relate to each other
- form
 - the shape of buildings
- scale
 - the size of buildings
- detailing
- the important smaller elements of building and spaces
- materials
- what a building is made from.

Travel Plans: Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads. These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

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.

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

The proposed school proposal in Clayton and Openshaw ward will make a positive contribution to the neighbourhood by providing improved educational facilities in the local area.

Policy EC 1 - Employment and Economic Growth in Manchester.

The proposal would lead to the creation of new jobs. This aspect of the scheme is considered on detail elsewhere in this report.

Policy EC5 – East Manchester states that the Council will promote development which: - ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester;

- takes advantage of key transport infrastructure such as arterial roads and public transport networks;

- creates links to the Rochdale and Ashton Canals and links to the open space network providing opportunities for walking and cycling; and

- has regard to listed buildings and conservation areas and the industrial heritage of the area.

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. The design and access statement submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN 8- Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: - Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.

- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways .

- The need to control overheating of buildings through passive design.

- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation. An Environmental Standards Statement is included as part of the submission for this application. This references the inclusion of the following measures:

enhanced building fabric to meet Building Regulation ADL2A 2013; enhanced air tightness and thermal bridging ; heating and cooling to be provided by a heat pump system in the classroom spaces ; mechanical ventilation with heat recovery (MVHR) provide to classroom areas) , hot water storage by an instantaneous electric system and the use of LED lighting with presence detection and daylight diming control to classroom areas.

The proposed school would be a well-insulated modern building thereby reducing carbon emissions. This in conjunction with the proposal to incorporate the installation of electric vehicle charging points is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

Policy EN 9 - Green Infrastructure

The proposed development would lead to the reduction of green space, as the site have been vacant for some time and has become covered with self-seeded vegetation. The proposed development, however would include soft landscaping (including hedge and tree planting) within the site.

Policy EN 10 – Safeguarding Open Space, Sport and Recreation Facilities

Policy EN10 indicates that the Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a network of diverse, multi-functional open spaces. Proposals on existing open spaces and sport and recreation facilities will only be permitted where: - equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or - the site has been demonstrated to be surplus for its current open space, sport or recreation function and the citywide standards set out above are maintained, and - it could not fulfil other unsatisfied open space, sport or recreation needs, and a - proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area. A narrow strip of land fronting Ashton Old Road and Redby Street to the west of Redby Street is referenced in the Open Spaces Audit as natural open space, and links to a wider area of natural open space to the west of the application site. The loss of this small area of open space is dealt with elsewhere in this report.

Policy EN 12 – Area priorities for Open Space, Sport and Recreation

Policy EN12 confirms that the priority for open space, sport and recreation in the East Manchester area of the city, as set out in Manchester's Strategic Open Space, Sport and Recreation Study is to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1

Policy EN15- Biodiversity and Geological Conservation

The scheme includes tree and hedge planting together with the provision of bird and bat boxes to improve biodiversity at the site . Trees adjoining the site would be protected by fencing during construction works. This issue is dealt with in greater detail elsewhere in this report.

Policy EN16 - Air Quality

The application is accompanied by an Air Quality Assessment. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN18 - Contaminated Land and Ground Stability

The application is accompanied by a Phase 1 – Preliminary Risk Assessment which suggested the likely presence of some contamination on the site due to its history of former uses and in the area. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN19 – Waste

Plans have been submitted which show the location of the proposed bin store, with information relating to the capacity of refuse storage proposed, together with the capacity of each segregated waste stream. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy T1 - Sustainable Transport

Policy T1 seeks to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The proposed development is located within an area served by bus services on Ashton Old Road. The proposal includes measures to support future sustainable travel, including cycle parking and the adoption of a Travel Plan. which would accord with the aspirations of Policy T1.

Policy T2 Accessible areas of opportunity and need

Policy T2 relates to the accessibility of new development and seeks to ensure that they are easily accessible by walking, cycling and public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The submitted Transport Assessment indicates that the site benefits from a good level of accessibility by all transport modes. Measures are included as part of the development to support non-car access. Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development.

Policy DM1 Development Management

Policy DM1 Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

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 a 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. Due to the limited size of the site, it is acknowledged that the proposed development would lead to the loss of self-seeded vegetation, and trees from the site to facilitate the development of the school, as the site has remained vacant for a prolonged period of time.

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.

Policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems, in order to enhance the City's environment.

Issues

Principle of use

The proposed development is located on a site which has been vacant for a prolonged period. It is located in an area of mixed uses with commercial, industrial and warehouses uses in proximity to the site, and Manchester College further to the west and south west of the site.

National Planning Policy gives considerable weight to proposals for a new school. The provision of a new primary /secondary school to provide additional school places is therefore afforded weight in its own right, with this location being accepted in principle for educational development.

Loss of Open Space

The City Wide Open Spaces, Sport & Recreation Study (published in August 2009) identifies a narrow strip of land fronting Ashton Old Road and Redby Street to the west of Redby Street within the site as natural open space, and links to a wider area of natural open space to the west of the application site.

Whilst it is acknowledged that the proposed development would lead to the loss of self-seeded vegetation, and trees from the site to facilitate the development of the school, the area of the site formally identified as being natural open space is very limited in area and limited to the Ashton Old Road and Redby Street frontages of the site. It is therefore considered that this is, in practice, a loss that is clearly outweighed by the benefits of the introduction of a new school and the additional landscaping elements of the proposed scheme.

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 provide additional school places in East Manchester. Paragraph 95 of the NPPF 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 school places 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.

Design and Appearance

The proposed development has been designed in the form of a linear rectangular block located parallel with Ashton Old Road, with southerly projections at the western and eastern end of the building.

The proposed school is of a contemporary design using a mix traditional material and cladding. The front elevation comprises buff brickwork at the western end of the proposed school and red brickwork to the eastern end of the building. The rear elevation would primarily comprise red brickwork, with the section of the building set to the rear of the proposed nursery play area comprising buff brickwork and the sports hall element to the rear being finished in mid grey metal cladding. Dark grey cladding elements are also proposed below the upper floor window openings with dark grey louvres located above the windows for ventilation.

The eastern gable would incorporate brick detailing in the form of soldier courses, and dark grey metal cladding would be located in proximity to the proposed windows to provide visual interest. It is considered that the proposed palette of materials would be acceptable in this location, however, in order to fully assess the impact of the suggested materials it is

recommended that a materials condition is attached to any approval to require the submission of samples.

The location of the building would enable the provision of tree planting and soft landscaping to the west and south of the site, and provide a landscaped setting to the proposed building. The proposed building would be predominantly three storeys in height with a double height main hall/sports hall element. The height of the development has been assessed in relation to the character of the surrounding area, in particular the two storey commercial premises to the north of the site, together with the industrial /warehouse buildings to the south of the site. The location of the proposed school would be a significant distance from existing buildings on adjacent sites. Given the location of the building it is considered that the proposed scale of the proposed development is a suitable and appropriate response to the local area in which it would be located.

Visual Amenity

It is inevitable that the proposed building on this site will result in a visual change in the locality. The design for the school building has been formulated to assimilate appropriately to its surroundings and is considered to be in-keeping with the scale of neighbouring buildings in the surrounding locality. The school building would have a frontage close to the back of pavement to Ashton Old Road, and would create a focal point in the streetscene. The site is not considered to represent a particularly sensitive location in respect to visual amenity. The design proposed is considered to be appropriate for the existing character of the surrounding physical environment, using high quality materials to provide visual interest within the Ashton Old Road streetscene, through presenting a modern contemporary design. Furthermore, the proposals will be supported by landscaping to enhance the setting of the scheme. The application site is not within a Conservation Area, but there are heritage assets in the local area, the nearest is 76m to the northwest (Crossley House 755 Ashton Old Road) , which is a non-designated heritage asset . As Crossley House is located to the north of Ashton Old Road and would not be viewed in direct context of the site, it is considered that the proposed development would not give rise to adverse visual impacts to the setting of the non-designated heritage asset.

Residential Amenity

There are no residential properties in close proximity to the site , with the nearest dwellings being located 139m to the north east on Bartlett Street .

The development of the site with built form will undoubtedly have some impact, but this would primarily in visual terms rather than from a residential amenity perspective.

The proposed surfaced play area has been sited to the south of the site , away from the Ashton Old Road frontage, and facing existing industrial businesses. Although, it is acknowledged that activity relating to the outdoor play area may be audible to neighbouring businesses during the day. The proposal by its nature will increase comings and goings from the site from its current use as a vacant site, however it is therefore not considered that the proposed use would give rise to significant adverse impacts to residential amenity as a result of the proposed use.

Although the site is located in a commercial setting , the proposed development would include the presence of windows in the eastern elevation close to the boundary serving a dining room at ground floor , a library at first floor and a corridor at second floor. In order to ensure any future development on the adjacent site is not restricted in terms of loss of privacy or overlooking it is recommended that these windows are obscurely glazed to a height of 1.7m above internal floor level.

Noise

A Noise Impact Assessment has been submitted with the application, which considers both the potential noise impacts upon the closest receptors as well as to guide ensuring that an appropriate noise environment for teaching will be achieved at the site. Noise survey results, site observations and noise assessment indicate that typical operational noise due to the

proposed development is not predicted to significantly impact the local area of identified noise sensitive receptors. The report identifies that the main source of noise would be from traffic on Ashton Old Road, with smaller amounts of noise from pedestrians and vehicles on Whitworth Street.

The noise survey data has been used to predict noise levels affecting the development and establish insulation requirements for the building fabric and to establish appropriate maximum noise limits for any required external plant equipment. It is not expected that the proposed school facilities would produce unacceptable levels of noise pollution. The site would be an education facility which would be primarily operated during the day, and any particular plant or other items which would generate noise would, if necessary be acoustically insulated to prevent unacceptable noise outbreak. The Assessment recommends that noise limits for new sources of building services plant are controlled such that they are at least 5 dB below the prevailing background sound levels. It is, however, recommended that a condition is attached to ensure that the externally mounted ancillary plant, and equipment is implemented in accordance with the plant noise limits recommended in the submitted Noise Impact Assessment to ensure that they are appropriately insulated. It is considered that the temporary impacts of noise associated to construction activity can be appropriately managed through construction management practices and controlled construction working hours. The proposed school operating hours would be Mondays to Fridays 08:00 to 16:00.

Traffic / Closure of Redby Street

The application is accompanied by a Transport Assessment which considered the existing highway conditions and historical road traffic accident records.

The trip generation figures indicate that the school is expected to generate a maximum of 102 vehicle arrivals (08:00 -09:00) and 65 vehicle departures during the peak am period, and 59 vehicle arrivals and 70 vehicle departures at the pm peak period (16:00 -15:00). The assessment suggest that the afternoon peak periods for the development and the highway network not coincide, but that there would be some overlap between the development peak traffic period in the morning and the highway network peak morning period.

The results of the junction modelling undertaken show that the traffic flows associated with the development would not have a material impact on the performance of the Ashton Old Road/Alan Turing Way junction.

In relation to the Ashton Old Road / Welcomb Street junction, the analysis shows that this junction is already operating at higher levels of traffic than would result from the development flows combined with the development peak period existing traffic levels.

The Assessment does not highlight any accidents having occurred on Whitworth Street or any of the minor road to the south of Ashton Old Road in the vicinity of the site but reveals a number of slight and serious accidents on Ashton Old Road close to the site. The accident record, however, does not indicate any child casualties within the analysis period. The Assessment suggests that the recent accident history would not result in any worsening of the road safety record of the school were to be developed in this location.

There is a pedestrian light-controlled crossing on Ashton Old Road in very close proximity to the site.

The Transport Assessment (TA) which identifies that the site is situated in a sustainable location, with regular bus services on Ashton Old Road with the stop for the westerly service 80m to the east of the site and the stop for the easterly service 60m to the west of the site.

Ashbury's rail station is located approximately 900m to the south west of the site, with frequent services into Manchester, Marple and Hadfield. Although this section of Ashton Old Road does

not have dedicated cycle lanes, the National Cycle Network Route 60 lies approximately 900m to the east of the site.

An access strategy is proposed which would involve vehicles turning right from Ashton Old Road onto Odell Street, then travelling along Whitworth Street to drop off the pupils, then travelling through the traffic signals at Ashton Old Road / Welcomb Street. It is proposed that School keep clear markings are provided on Whitworth Street, and given comments received from Highways Services that a review of TRO's in the vicinity of the site would be needed. It is therefore proposed to attach an off-site highway condition to any approval to enable these matters to be fully addressed.

The proposed school would have staggered start times with the nursery operating from 08:45 to 15:00, reception to year 6 classes between 08:45 to 15:15 and years 7 – 11 between 08:25 to 14:50 (50 nursery place, reception to year 6 204 pupils, and years 7 – 11 146 pupils), which would assist in the reduction of any potential impacts to the local highway network from vehicular movements associated with the drop off and collection of pupils.

Whitworth Street has a speed limit of 20mph and this has been used to incorporate a visibility splay of 2.4m a 25m from the egress onto Whitworth Street. Swept path analysis has also been undertaken to demonstrate how servicing can be undertaken in regard to refuse collection which is to be carried out by a private company and as such has been calculated on the basis of an 8m long vehicle rather than the length of vehicles used by the Council which are 11m in length. The assessment also states that refuse collection and other deliveries would be planned to be undertaken outside of the morning and evening network traffic peak periods.

The findings presented in the Transport Assessment conclude that traffic generated associated with the proposed development can be accommodated within the highway network capacity.

Matters raised by highway services were referred to the planning agent resulting in the submission of further information to address the matters raised. It is understood that TfGM provided a trip split which had been used in the Transport Assessment analysis, and that the application of this trip split provided by TfGM resulted in the difference in the trip levels in the Transport Assessment to those originally set out in the Highway Scoping Note.

Access and Parking

Although there are currently earth mounds currently in situ to each end of Redby Road preventing access, it has been advised that the closure process has not been completed in legal terms. As such the applicant will need to pursue a formal highways closure under the Highways Act. Although, local businesses have recommended that this route is re-opened, there are alternative access/ egress points between Whitworth Street and Ashton Old in proximity to the site.

The proposed parking facilities would be the form of a secured car park with an 'in' 'out' 'one way arrangement from Whitworth Street is proposed comprising 14 spaces (including a DDA space) for visitors, 6 spaces for staff including a DDA space) and 9 drop off spaces. Rising barrier controls are proposed to the access and egress points. 7 EV charging points have been provided, which are evenly distributed through the car park (25% provision).

The originally submitted scheme involved a lower number of parking spaces, but the applicant has reviewed the extent of parking provision following feedback from Highway Services, which has led to the provision currently under consideration.

No details have, however, been provided in relation to how the drop off spaces would be managed at this time, as this will need to be formalised with the school itself. It is therefore recommended that this aspect of the scheme is conditioned. It is proposed that the provision of cycle storage, and electric vehicle charging points is conditioned, together with the requirements

for the submission of a finalised detailed Travel Plan. It is 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, in conjunction with the proposed staggered start times for pupils.

The access and egress to the proposed car park would be secured with sliding railed gates , which outside of the drop off pick up times would be closed and controlled via an intercom system.

The fence proposed is already visually permeable and the gates are sliding and do not swing outwards.

Highway Matters raised by local businesses

Concern have been expressed by local businesses and a local educational establishment regarding parking in relation to impacts to vehicular movements to adjacent businesses. This matter has been considered and the level of off street parking has been increased to the levels currently under consideration. Furthermore, at present Whitworth Street is subject to traffic regulation orders with double lanes in situ along both sides of Whitworth Street from Reby Street to the access to the Dresser Centre, and continuing on the northern side of Whitworth Street from the Dresser Centre to Odell Street, with parking restrictions also in place on Welcomb Street. Due to the size of the proposed school and pupil numbers proposed, it is considered that the provision of off street parking spaces, together with the proposed off street pupil drop off arrangements, would not give rise to such significant impact to the adjacent highway network as to warrant refusal of permission. It is recommended that a condition be attached to any approval to require the submission of a car park management strategy to ensure that the measures to manage parking associated with the proposed school continue to be managed on an on-going basis.

Concerns regarding the potential pupil safety and HGV movements in proximity to the site have been considered. It is anticipated that pupils arriving by bus will access the school by the front entrance on Ashton Old Road, and that due to the residential properties being predominantly located to the north of Ashton Old Road, this would be the preferred route for those arriving from the local area on foot. As those arriving by car would be directed to use the off street drop off arrangements within the school site, and that these measures would form part of the car park management plan, any safety issues arising from HGV and car movements should be minimised, but measures in regard to child safety would need to be managed on an on-going basis by the proposed school.

Matters relating to disruption during the construction process, with increased traffic along Whitworth Street have been noted. Many aspects relation to construction issues will be managed through a construction management plan (which would be conditioned as part of any approval), but it is acknowledged that due to the site of the size, any off street parking for contractors vehicles would be limited. This issue, however, would only lead to impacts for a temporary period and the developer would be required to provide the routing of construction traffic; detail the vehicular activity associated with the construction including appropriate swept path assessment; and provide details of the location and arrangements for contractor parking as part of any construction management plan to be submitted.

Concerns in regard to the proposed vehicle access strategy have been raised by a local educational establishment advising that they experience significant daily issues on Odell Street and at the Odell Street / Whitworth Street junction currently with traffic from both the college buildings and local industrial/ business units regularly creating major blockages and disruption, have been noted. However, due to the former route of Whitworth Street from Clayton Lane South forming part of the educational establishment's campus , Odell Street would be the logical route from Ashton Old Road from traffic arriving to the site from the west , given

Welcomb Street is a one way route from Welcome Street to Ashton Old Road . However, Bertha Street to the east of Welcomb Street could be an alternative route, if traffic issues were to occur at peak times.

Travel Plan

The application is accompanied by a Framework Travel Plan, which sets out targets, measures, actions, 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 seek to minimise the transport and travel impacts of the proposed development on the surrounding area and include, but are not limited to: - staff, student and parent travel information packs, walk to school weeks, big pedal fortnights, car sharing, and the sharing of travel planning tools.

A key element of the Travel Plan is the nomination of a Travel Plan Co-ordinator (TPC). The TPC role will be allocated by the applicant. The TPC will be responsible for carrying out monitoring of the Travel Plan during its lifetime.

Furthermore, the level of cycle provision for staff and visitors would encourage the use of alternative means of transport. It is 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 are elements will cannot yet be finalised, it is proposed that a suitably worded planning condition setting out this requirement is attached to any approval. Given the above, the proposed development is considered to accord with the NPPF and Core Strategy Policy T 1.

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 – Preliminary Risk Assessment has been prepared and accompanies the planning application under consideration. The Phase 1 / preliminary environmental site assessment indicates that the site can be classified as a moderate/low risk in terms of contamination and the risks to the identified receptors (e.g. human health, controlled waters, buildings) following redevelopment are considered to be moderate. As such, the Phase 1 concludes by recommending that a Phase 2 intrusive ground investigation is undertaken prior to site redevelopment to obtain additional information on the ground conditions and the contamination status. In view of the further recommended intrusive works, it is recommended that a contaminated land condition be attached to any approval.

Ecology

An Ecological Assessment report accompanies this application. The survey confirms that habitats at the site principally comprise of dense bramble scrub with some woody scrub present including young sycamore. There are patches of rank grassland throughout and extending down the western slope of the bund, together with patches of scattered scrub throughout the area of car park including buddleia, silver birch and willow. Some areas of sparse grassland have colonised the thin soils at the fringes of this area.

There are areas of mown amenity grassland in the vicinity of the large advertising at the junction of Redby Street and Ashton Old Road.

The Assessment concludes that none of the habitats at the site are considered to be of any significant biodiversity value, and no evidence of any non-native invasive plant species was recorded at the site.

The presence of scrub creates the potential suitable nesting bird habitat on site. A condition is therefore proposed to ensure that no works to trees or shrubs, take place between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present. The trees on the site have been assessed and do not have any apparent features suitable for roosting bats. Furthermore, habitats at the site are relatively isolated from other areas of seminatural habitat by the surrounding road network and commercial buildings. Consequently, the assessment considers it very unlikely that any other protected or notable species (e.g. hedgehog) would be present at the site.

Through the implementation of the proposals it is envisaged that a net gain in bio-diversity 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, mitigation measures including the planting of replacement trees, the planting of a beech hedge to the western and eastern boundaries of the site the use of native species planting, and the integration of sparrow terraces and bat boxes within the development will assist in contributing to biodiversity at the site. It is therefore proposed to attach a condition to any approval relating to the implementation of the biodiversity measures on landscaping plan ref: Landscaping plan ref: : A1417(02)AP008 rev.P2 ; and Proposed site plan ref: A1417(02)AP001 rev.P8 which shows the location of the proposed beech hedging to encourage bio-diversity within the application site including the provision measures to encourage habitats for native bird and bat species. It is consideration the proposed measures, and conditions would ensure that the scheme accord with the aspirations set out in policy EN 15 (Biodiversity).

Landscaping

The revised site layout incorporates beech hedging to the western and eastern boundaries of the site set behind the proposed 2.4 m paladin fencing. 7no. silver birch trees are proposed to the rear of the proposed building 4no. set on an area alongside the rear elevation of the school, and a further 3no. in proximity to the access and egress points. A further 9 no. small trees would be planting within a grass verge to the south of the proposed parking area, together with a further 3no. trees to the north of the cycle storage facility. It is therefore proposed that a condition be attached to any approval in regard to landscaping and site layout plans to ensure the delivery of the soft landscaping measures on both of the plans.

Trees

The accompanying Arboricultural report identified that the proposed paving would have a minor encroachment into the root zone of a tree to the east of the development. The report considers that due to the species, condition and limited extent of encroachment, that the proposed development would not have a significantly detrimental impact on the life expectancy of the tree. It is proposed that a condition is attached to any approval to require that tree protection measures are put in place to safeguard the retained trees on the adjacent sites.

The Arboricultural Method Statement confirms that development would necessitate the removal of a tree at the back of pavement on Ashton Old Road and two groups of trees from within the site, and includes specification of proposed protective fencing to the trees on the adjacent sites which are to be retained.

Given the constraints of the site, and that many of the trees on the site appear to be self-seeded it is considered that the proposed tree planting (including native species)would be appropriate mitigation for the trees which would be lost and would accord with policy EN 9 (Green Infrastructure).

External Lighting

No details of external lighting to the external façade of the proposed school have been provided for consideration. The nearest houses are located on the other side of Ashton Old 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 amenity, it is proposed to attach 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.

Air Quality

The application is accompanied by an Air Quality Assessment which suggests that during the construction phase the potential impacts from construction on air quality will be managed through site-specific mitigation measures detailed within this assessment. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant. The impacts during the operational phase take into account exhaust emissions from additional road traffic generated due to the proposed development. Dispersal modelling was undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. The review of the modelling results accompanying the application indicates that the predicted air quality impacts as a result of traffic generated by the development were not significant at any sensitive location in the vicinity of the site.

The submitted results also suggest that pollution levels were below the relevant criteria at all locations across the development.

Air quality impacts after any construction phase would relate to the school's traffic generation. It is considered the use of the site for the proposed 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. It is, however, proposed to attach a construction management plan condition to any approval to require mitigation measures to be incorporated on site during the construction phase, and that 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

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1 (land designated as having a less than 0.1% annual probability of flooding from rivers or the sea). There are no bodies of water located on the site or within the directly neighbouring vicinity and there have been no known historic flooding problems in the vicinity of the site. The site is, however, located within a Critical Drainage Area (CDA), which is indicated to be an area of major regeneration and redevelopment that could have significant impact on surface water runoff to the sewer network.

Whilst drainage plans have been submitted, but given the comments received from the Local Lead Flood Authority, referencing the additional details required, it is recommended that conditions are attached to require that no development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved, together with a further condition requiring the submission of details of the implementation, maintenance and management of the sustainable drainage scheme. With the attachment of the proposed conditions, it is considered that the proposal would accord with the requirements of the NPPF and policy EN14 (Flood Risk).

Sustainability

The content of the Environmental Standards Statement accompanying the proposed development school advises that a fabric first approach with enhanced air tightness and thermal bridging, heating and cooling to be provided by an air source heat pump system in the

classroom spaces with mechanical ventilation with heat recovery provided to classroom areas) is proposed.

The Environmental Standards Statement indicates that the proposed measures to be incorporated within the development would lead to the achievement of a 10.46% improvement in Carbon Emissions over Building Regulations Part L2A 2013, thereby meeting the requirements of Policy EN6. Furthermore, the BREEAM pre-assessment undertaken indicates that a Very Good rating (62.68%) could be achieved under BREEAM 2018.

It is therefore recommended that an appropriately worded condition is proposed in relation to this matter to secure the delivery of an energy efficient development.

The proposed school would be a well-insulated modern building thereby reducing carbon emissions. This in conjunction with the proposal to incorporate the installation of electric vehicle charging points is welcomed and will assist in managing matters arising from climate change in the future.

Waste

A swept path analysis have been undertaken and the Transport Assessment document suggest that the swept path demonstrates that the refuse vehicle tested can enter and leave the site in forward gear., and states that refuse collection would be undertaken by a private company using a smaller refuse vehicle (8m length), and that refuse collection and other deliveries would be planned to be undertaken outside of the morning and evening network traffic peaks . It is recommended that a condition is attached to any approval in regard to this aspect of the proposed development.

The current location of the bin store would allow for an increase /decrease in storage capacity should it be needed. The proposed bin store has been designed to accommodate 8no. 1100 litre Eurobins. The submitted information includes separate bins for recycling being provided on the basis of General Waste – 3no. Eurobins (1,100litre each) Food Waste - 1No. waste (240lt) Recycling - 2No. Eurobins (1,100litre each).Waste would be taken and stored in internal bin store area , and collected on a weekly basis.

It is therefore proposed to attach a condition to ensure the implementation of the waste management arrangements before the occupation of the building.

Secure by Design

The application has been supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police. This outlines the particular crime issues in the locality and advises that the overall crime rate in the local area is the average for Manchester. The CIS indicates that proposed development is suitable for this area, and that further consideration should be given to creating defensible space to the Whitworth Street elevation, and that site boundaries, access control and the physical security of the building should be carefully considered . A number of security recommendations are set out in section 3.3 of the report.

The proposed development would include the installation of 2.4m black weld mesh fence to the western, eastern and Whitworth Street perimeter of the site, which would return and adjoin the front elevation of the proposed school building. 2.4m black sliding railed gates are proposed to the car park access and egress. It is considered that this would respond to matters raised regarding the Whitworth Street frontage.

Given the comments received during the determination of this application, a condition is recommended to ensure measures within sections 3.3 and 4 are implemented and that the development achieves Secure by Design accreditation.

Boundary treatment

It is proposed to erect a 2.4m black weld mesh fence to the western eastern and southern perimeter of the site, which would return and adjoin the front elevation of the proposed school

building. 2.4m black sliding railed gates are proposed to the car park access and egress, with single leaf and double leaf black 2.4m weld mesh pedestrian gates. The proposed approach is considered to be acceptable in this location, and it is proposed that this aspect of the scheme is conditioned.

Inclusive Access

The proposed development relates to a predominantly three storey building with ramped access to a level platform outside the main entrances.

Accessible toilet provision is provided at each floor, and a lift is proposed to enable access to all floors.

2 no. accessible parking spaces would be located within the proposed car parking in proximity to the school building.

Community Access

The matter was raised with the planning agent who has advised that whilst the applicant is willing to allow the building to be used for community activities in the evenings and weekends, in the initial years of the school, they want to focus entirely on its growth and achieving high educational standards. They have concerns that the attachment of a condition to require a 'That prior to first use of the indoor sports facility a Community Use Agreement would need to be submitted to and approved' could adversely impact on these goals.

The planning agent has further advised when the applicant is ready to extend access to the local community, they will make separate arrangements with the local authority.

Given the scale of the proposed development, this is considered to be an accepted approach.

Conclusion

This proposal offers the opportunity to provide a new primary/ secondary school 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 about the levels of off street car parking, and biodiversity measures, and following the receipt of revised plans 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 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 documents and plans:

Existing site plan ref: A1417(01)AP001 rev.P2

Location plan ref: A1417(01)AP000 rev.P1;

Proposed elevations plan ref: A1417(02)AP006 rev.P2;

Proposed 3D views plan ref: A1417(02)AP007 rev.P2

Planning Statement and Design and Access Statement dated November 2022;

Environmental standards statement ref: Z54116 dated May 2022

Air quality assessment ref: 5606r1 dated 15th August 2022

Crime Impact Statement ref: 2022/0251/CIS/01 Version A: 10th June 2023

Landscaping plan ref: : A1417(02)AP008 rev.P2 ;

Noise Impact Assessment ref: Z54116 dated 27th May 2022

Phase 1 – Preliminary Risk Assessment ref: LKC 22 1260 dated June 2022

Transport Assessment ref; 303-22-1 November 2022

Travel Plan ref: 303-2-2

received 2nd December 2022;

Waste management strategy received 14th December 2022

Highway Note received 4th April 2023;

Ecological Assessment report dated 13th April 2023 received 14th April 2023

Specification Floor mounted Changing point document ref: A1417(02)AP011 rev.P1

Received 4th April 2023

Arboricultural Method Statement dated 3rd August 2023

Arboricultural Implications Assessment dated 3rd August 2023

Proposed elevations plan ref: A1417(02)AP005 rev.P3 received 15th August 2023

Proposed Ground Floor plan ref: A1417(02)AP002 rev.P8

Proposed first floor plan ref: A1417(02)AP003 rev.P7 ;

Proposed second floor plan ref: A1417(02)AP004 rev.P6;

Proposed boundary treatment plan ref: A1417(02)AP009 rev.P3 (notwithstanding height of fencing to bin store in the plan key)

Received 8th November 2023

Proposed site plan ref: A1417(02)AP001 rev.P9

Received 8th November 2023

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).

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

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;
- o Compound locations where relevant;

Development shall be carried out in accordance with the approved construction management plan.

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).

4) Notwithstanding the materials shown on the plans referenced in condition no.2, prior to the commencement of above ground works of the hereby approved building, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) The soft landscaping treatment scheme on the Proposed site plan ref: A1417(02)AP001 rev.P9 and Landscaping plan ref: : A1417(02)AP008 rev.P2, 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).

6) 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.

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).

7) a) The cycle storage facilities in the location shown on Proposed site plan ref: A1417(02)AP001 rev.P9 and the Proposed boundary treatment plan ref: A1417(02)AP009 rev.P3 (notwithstanding height of fencing to bin store in the plan key) shall be implemented prior to the development hereby approved being occupied or used .

b) Finalised details of the specifications of the type of cycle stands to be located within the store, together with finalised detail of the roof to the cycle store , 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).

8) 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).

9) Prior to any above ground works full detailed designs (including specifications) of all off site highways works (including any Traffic Regulation Orders; school entrance markings on Whitworth Street; guard railing at pedestrian entrances and to guide pedestrians to safe crossing points; dropped kerbs and tactile paving across the proposed Whitworth Street; entrance/egress points; and footway resurfacing), 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, 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).

10) 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 (2012).

11) The provision of electric vehicle charging points within the car park (together with the infrastructure, ducting and capacity) shall be implemented in accordance with the locations shown on Proposed site plan ref: A1417(02)AP001 rev.P9 and details in the Specification Floor mounted Charging point document ref: A1417(02)AP011 rev.P1, prior to the school accommodation being brought into use, 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).

12) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

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).

13) 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).

14) The development shall be carried out in accordance with the Crime Impact Statement Crime Impact Statement , ref.2022/0251/CIS/01, Version A, dated 10.06.22 (in particular sections 3.3 and 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.

15) 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.

16) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When 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) .

17) 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).

18) 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).

19) The development shall be implemented in accordance with the measures in the Noise Impact Assessment ref: Z54116 dated 27th May 2022 before the school hereby approved is brought into

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policies SP1, H1 and DM1 of the Manchester Core Strategy (2012).

20) 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)

21) The development shall be implemented in accordance with the Waste management strategy received 14th December 2022, prior to first occupancy of development and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of nearby 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 08:00 to 16:00.

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

b) Prior to the use commencing 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).

24) 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).

25) The sparrow terraces and bat boxes on plan ref: Proposed elevations plan ref: A1417(02)AP005 rev.P3 received 15th August 2023 shall be installed in accordance with the agreed designs, prior to the occupation of the building hereby approved.

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

26) In this condition "retained tree" means an existing tree, which is to be as shown as lying outside of , but having a root protection zone within the site on plan ref: RSM/BS/01 within the Arboricultural Implications Assessment report dated 3rd August 2023

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). 32) 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).

27) The boundary treatment shall be implemented in accordance with the details in the Materials Schedule in the Design and Access Statement dated November 2022 , and Proposed boundary treatment plan ref: A1417(02)AP009 rev.P3 (notwithstanding height of fencing to bin store in the plan key) received 8th November 2023 , 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).

28) 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).

29) Before first occupation of the development thereby approved, all windows in the eastern elevation on Proposed elevations plan ref: A1417(02)AP005 rev.P3 shall be obscurely glazed to a height of 1.7m above internal floor level to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and shall remain so in perpetuity.

Reason - In the interest of privacy and to protect the amenity of any future development on the adjacent site and in accordance with policies EN1, SP1 and 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
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Greater Manchester Ecology Unit
Neighbourhood Team Leader (Arboriculture)

Manchester College Of Arts And Technology, Ashton Old Road, Manchester, M11 2WH
Unit C, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Whitworth Baths, Ashton Old Road, Manchester, M11 2HB
116 - 118 South Street, Bradford, Manchester, M11 2FY
839 Ashton Old Road, Manchester, M11 2NL
Unit 2, Cuthbert Business Centre, Ashton Old Road, Manchester, M11 2NA
21 - 23 Vincent Street, Manchester, M11 2FU
Grace Life Church, South Street, Bradford, Manchester, M11 2EY
5 Wood Street, Bradford, Manchester, M11 2FB
40 Bartlett Street, Manchester, M11 2EU
22 Bartlett Street, Manchester, M11 2EU
Unit B5, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Grahams Ltd, Whitworth Street, Bradford, Manchester, M11 2NJ
The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
South Street Community Centre, Ashton Old Road, Manchester, M11 2HB
738 Ashton Old Road, Manchester, M11 2PL
INFINITY, 819 Ashton Old Road, Manchester, M11 2NL
Manchester School Of Construction, Welcomb Street, Manchester, M11 2NP
5 Vincent Street, Manchester, M11 2FU
33 Vincent Street, Manchester, M11 2FU
Unit 1, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Flat 2, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NL
Flat 3, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NL
Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NL
St Barnabas CE Primary School, Parkhouse Street, Manchester, M11 2JX
851 Ashton Old Road, Manchester, M11 2NL
Tinapa Restaurant, 853 Ashton Old Road, Manchester, M11 2NL
15 Vincent Street, Manchester, M11 2FU
13 Vincent Street, Manchester, M11 2FU
755 Ashton Old Road, Manchester, M11 2HB
849 Ashton Old Road, Manchester, M11 2NL
741 Ashton Old Road, Manchester, M11 2HD
735 Ashton Old Road, Manchester, M11 2HD
The Queen Anne, 815 - 817 Ashton Old Road, Manchester, M11 2NL
34 Wood Street, Bradford, Manchester, M11 2FY
30 Wood Street, Bradford, Manchester, M11 2FY
MANCHESTER FOOD TRADERS LIMITED, 32 Wood Street, Bradford, Manchester, M11 2FB
Unit B1 And B4, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Units B2 And B3, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
42 Bartlett Street, Manchester, M11 2EU
44 Bartlett Street, Manchester, M11 2EU
38 Bartlett Street, Manchester, M11 2EU
26 Bartlett Street, Manchester, M11 2EU

28 Bartlett Street, Manchester, M11 2EU
36 Bartlett Street, Manchester, M11 2EU
8 Bartlett Street, Manchester, M11 2EU
27 Vincent Street, Manchester, M11 2FU
1 Vincent Street, Manchester, M11 2FU
19 Vincent Street, Manchester, M11 2FU
11 Vincent Street, Manchester, M11 2FU
25 Vincent Street, Manchester, M11 2FU
17 Vincent Street, Manchester, M11 2FU
3 Vincent Street, Manchester, M11 2FU
31 Vincent Street, Manchester, M11 2FU
9 Vincent Street, Manchester, M11 2FU
7 Vincent Street, Manchester, M11 2FU
29 Vincent Street, Manchester, M11 2FU
Ground Floor Unit 2A, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NL
First Floor Unit 2A, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NL
Unit A7, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit B6, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
East City Library, Whitworth Street, Bradford, Manchester, M11 2WH
Flat At, The Queen Anne, 815 - 817 Ashton Old Road, Manchester, M11 2NL
Flat 1, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NL
Unit 3-4, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Unit 9, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Rose Hand Car Wash, 745 - 753 Ashton Old Road, Manchester, M11 2HB
Unit 7, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Unit 6, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Unit 5, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Unit 8, Cuthbert Business Centre, 877 Ashton Old Road, Manchester, M11 2NA
Unit 4, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 3, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 2, Medlock Court, Welcomb Street, Manchester, M11 2NB
34 Bartlett Street, Manchester, M11 2EU
16 Bartlett Street, Manchester, M11 2EU
Procam Television Limited, Unit 4, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
20 Bartlett Street, Manchester, M11 2EU
10 Bartlett Street, Manchester, M11 2EU
Unit 20, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 21, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 9, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 3, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 1, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 7, Medlock Court, Welcomb Street, Manchester, M11 2NB
18 Bartlett Street, Manchester, M11 2EU
Unit 5, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 2, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 6, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
Unit 10, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 8, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 6, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 5, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 1, Medlock Court, Welcomb Street, Manchester, M11 2NB
30 Bartlett Street, Manchester, M11 2EU
24 Bartlett Street, Manchester, M11 2EU
12 Bartlett Street, Manchester, M11 2EU

Unit 22, Clayton Court, 5 Welcomb Street, Manchester, M11 2NB
32 Bartlett Street, Manchester, M11 2EU
14 Bartlett Street, Manchester, M11 2EU

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA