

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137085/FO/2023

Date registered valid: 25 May 2023

Proposal: Erection of new access arrangements including new pedestrian and vehicle access gates, 1.8 metre high fencing, reconfiguration of existing car parking area and elevational alterations to existing building

Address: All Saints C.E. Primary School, Culcheth Lane, Manchester, M40 1LS

Ward(s): Miles Platting & Newton Heath Ward

Applicant: The School Governors All Saints C.E. Primary School

Agent (if any): Mr Daniel Markwart Studio OL3 Ltd

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14 July 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 13 June 2023

Standard consultations:

Printed: 1 June 2023 Expired: 22 June 2023

Neighbour notifications

Printed: 1 June 2023 Expired: 22 June 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to All Saints C E Primary School within the Miles Platting & Newton Heath ward of north Manchester. The school is a single storey, flat roofed, red brick building with blue detailing around the building, with multiple extensions over the years. The school benefits from an off street car park accessible from Culcheth Lane, which acts as an entrance for both pedestrians and vehicle users. A further pedestrian entrance is sited off Droylsden Road. Playgrounds are sited to both the north and south of the main school building.

The site subject to the planning application relates to the boundary treatment sited along Culcheth Lane, the car park accessible from Culcheth Lane and the entrance into the school.

Description of development

The submitted application seeks planning permission for the installation of new access arrangements, including new pedestrian and vehicle access gates, 1.8 metre high fencing, reconfiguration of existing car parking area and elevational alterations to existing building.

The new access arrangements along Culcheth Lane would include new pedestrian and vehicle access gates. A new 2.4 metre high and 1.2 metre wide manually operated vertical rail single

leaf pedestrian access gate and supporting posts would be installed, in a RAL5005 signal blue colouration. The existing double gates and supporting gates would be removed and a new 2.4 metre high x 3 metre wide vertical rail manual sliding gate would be installed with a powder coated finish, inclusive of all required supporting posts, in a RAL5005 signal blue colouration.

A new fence would be installed within the site which would separate the pedestrian access to the playground to the north and separate the pedestrian access to the re-configured car park. This would be a 1.8 metre high Paladin mesh type fencing inclusive of all supporting posts with a galvanised and powder coated finish. A new 1.8 metre high single pedestrian access gate and supporting posts would be installed allowing access from the pedestrian walk way into the car park.

The car park would be improved and enlarged, and surfaced with tarmac. Ten car parking spaces would be demarcated. Three of the spaces would in a parallel parking arrangement with dimensions of 6.1 x 2.4 metres, and seven would be for forward/reverse gear parking. One space is marked for disabled parking.

Elevational alterations would also occur as a result of the proposal. The existing entrance into the school would be replaced with white UPVC curtain glazing. The new entrance would be available from the most northern part of the school, with associated pedestrian access via a new tarmac footpath. A new door would be inserted in the front elevation facing onto Culcheth Lane. The opening incorporate an Anthracite Grey powder coated aluminium entrance door and double glazed side screen. In addition, a K- Rend render system would be applied to the external wall of the front and side elevation of the new entrance way in a granite colouration. Brushed aluminium stand off school entrance signage would be installed on the front elevation.

Planning history

099780/FO/2012/N1- Installation of new weld mesh panels to existing fencing up to 1500mm high. Alteration to existing weld mesh fence. New powder coated aluminium curtain walling to match existing with light grey lower solid panel. New powder coated aluminium doors with red frames and light grey lower solid panels to match existing.
Approved 6 September 2012.

088900/FO/2009/N1- Erection of a single storey disabled toilet and shower room.
Approved 27 March 2009.

053032/FO/NORTH2/97- Erection of 2.4 metre high boundary fencing, installation of roller shutters and alterations to bin enclosure.
Approved 9 December 1997.

Consultations & Notification Responses

Local Residents

Local residents were consulted and no responses were received.

Highway Services

Highways were consulted on the application and provided the following response:
PARKING PROVISION & LAYOUT

The proposals include reconfiguration/formalisation of the existing car park currently accessed from Culcheth Lane with provision of 10no. demarcated parking spaces including 1no. disabled parking bay. Given that the existing car park can currently accommodate around 7no. parked cars (without formalised disabled provision), the proposed level of standard and disabled parking provision is considered acceptable by Highways.

Submitted plans demonstrate that all standard car parking spaces will be demarcated at 2.4m x 4.8m. Additional 1.2m side and rear clearance to the proposed disabled bay should also be provided. The proposed parallel parking bay and aisle width dimensions are sufficient.

A hatched pedestrian access route will be provided to retain access to the kitchen area to the south of the car park boundary.

ACCESS & HIGHWAYS WORKS:

No off-site highways works are proposed and the existing vehicular access point into the car park from Culcheth Lane will be retained.

The proposals include a segregated pedestrian access running along the northern boundary of the car park with direct access from Culcheth Lane where the existing pedestrian guard-rail will be retained. The pedestrian access will lead directly to the revised school main entrance location with fencing separating the pedestrian route from the car park. Highways consider the proposed access provision to be acceptable.

BOUNDARY TREATMENTS:

New 1.8m high paladin fencing is proposed internally which will separate the car park area from the school building and school pedestrian access routes. A gate is proposed to the edge of the car park area, however this gate should provide at least 1m pedestrian clearance.

The proposals include a new 1m wide/2.4m high manually operated pedestrian access gate which will be provided within the existing 2.4m high vertical rail fence-line at Culcheth Lane. The applicant must ensure that the proposed pedestrian gate will open internally as shown on submitted plans in order to ensure that the gate does not conflict with pedestrians utilising the adjacent footway.

The existing double-gates at the car park access will be replaced with a 2.4m high x 3m wide vertical rail sliding gate. Submitted plans show sufficient clearance is provided within the car park to allow full opening of the gate. The gate will also be of permeable construction and so would not affect driver visibility.

CONSTRUCTION MANAGEMENT:

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk highwaynetworkmanagement@manchester.gov.uk.

Issues

POLICY

The National Planning Policy Framework (July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:

i. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.

ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The 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. The 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.

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in

national planning guidance and have regard to the strategic character area in which the development is located.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

ISSUES

Principle of Development

The application seeks permission for the erection of new access arrangements including new pedestrian and vehicle access gates, 1.8 metre high fencing, reconfiguration of existing car parking area and elevational alterations to existing building. The agent stated that the school suffers from safeguarding issues with regards to lack of a defined and separated pedestrian and vehicular access route into the school main entrance. Safeguarding within the current main school entrance is also reported to be sub-standard. It is proposed to reorganise the current layout internally to reposition the Main School entrance, which would greatly improve existing safeguarding arrangements. It is also proposed to extend the current school car park and install a dedicated and separate pedestrian access footpath which would lead directly to the new main school entrance.

The noted amendments would greatly improve the current situation at All Saints Primary School and as such the proposal is considered acceptable in principle. However, consideration must be given to the proposal's appearance, impact on the visual amenity of the area and impact on the neighbouring properties' residential amenity.

Visual /Residential Amenity

As the proposal would create separation between the car parking area and the pedestrian entrance, the proposal would improve pedestrian safety for pupils, staff and visitors to the school.

The new pedestrian and vehicle access gates would be sited along the boundary on Culcheth Lane and the height of which would align with the existing vertical rail fencing. As the height, as well as the colouration of the fence, would match that of the existing, the additions would not cause any adverse implications in terms of visual/residential amenity for residents along Culcheth Lane, or passers-by.

1.8 metre high fencing with an access gate would be installed in the school grounds to separate the new car park with the pedestrian access, and separate the new pedestrian access with the playground to the north. This would again be in keeping with the colouration of the existing fencing and would provide a safe route for pupils to enter the school, avoiding vehicular traffic. No adverse amenity implications would occur.

The improved and enlarged car park would allow additional staff members/ visitors to park within the school ground. All spaces would be of an adequate size, as confirmed by Highway Services, and the re-configuration would not give rise to any adverse amenity implications.

Elevational alterations would involve replacing the existing entrance into the school with curtain glazing and the new entrance would be available from the most northern part of the school, gaining pedestrian access from the new tarmac footpath. A new door would be inserted in the front elevation facing onto Culcheth Lane. The door would not give rise to any overlooking opportunities to those residential properties along Culcheth Lane and a condition would be attached to any approval granted ensuring no further windows and doors would be inserted beyond those approved by this consent.

Overall, the proposal would not create any adverse impacts in relation to visual/ residential amenity.

Design and Appearance

The use of boundary treatment chosen would be similar in design to the existing boundary treatment at the site and would be typical to other school boundary treatment in the wider area. The proposed boundary treatment would be of a signal blue RAL 5005 colouration to match the colour of the boundary treatment at the site. As such, the additional boundary treatment is considered sympathetic in design.

It is noted that the 1.8 metre high Paladin fencing would not need consent given its location. It is, however, included within the description of development. The location of the proposed treatment create a physical division between the access to the school building and adjacent amenity space, and is therefore considered appropriate in terms of height and form.

The re-configuration of the car parking area is of a layout which would enable manoeuvring for vehicles to enter and leave in forward gear, and is therefore considered appropriate. This element is considered acceptable to Highways.

Furthermore, the elevational alterations would be minor and would allow the school to be easily accessed with the new pedestrian entrance. The K-Rend render system to be used in granite colouration would be considered sympathetic to the colour palette of the existing school and is therefore considered appropriate. The agent provided a specification of the render to be used throughout the proposal.

All the materials used throughout the proposal would be conditioned accordingly. The aluminum stand off school signage would not need advertisement consent given the size of the sign proposed, that that there would be no illumination.

Highway Services

Highways were consulted as part of the application and raised no issues with the proposal. Highways stated confirmation that the gate proposed to the edge of the car park area leading to the pedestrian access route would provide a clearance of at least 1 metre pedestrian clearance. The agent via email confirmed the internal pedestrian gate was at least 1 metre wide and Highways reviewed this and had no further comments to make.

Conclusion

Overall, the proposed development does not create any significant impact in terms of visual or residential amenity. The design and appearance is considered acceptable and complies with The National Planning Policy Framework; Core Strategy policies SP1, DM1, EN1 and Saved Policy DC1 of the Unitary Development Plan.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have

worked with the applicant in a positive and proactive manner and appropriate conditions have been placed on any approval granted.

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

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

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

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

- Drawing- Proposed- Ground Floor Plan, numbered P-06 REV A, stamped as received by the City Council as Local Planning Authority on 21 June 2023.
- Drawing- Proposed- Fencing Elevation, numbered P-09 REV A, stamped as received by the City Council as Local Planning Authority on 21 June 2023.
- Drawing- Site Plan- Site Plan as Proposed, numbered P-10 REV A, stamped as received by the City Council as Local Planning Authority on 21 June 2023.
- Drawing- Proposed- Front & Gable Elevations, numbered P-07A, stamped as received by the City Council as Local Planning Authority on 13 July 2023.
- Drawing- Proposed- Roof Plan, Affected Gable Elevations and Building Section, numbered P-08A, stamped as received by the City Council as Local Planning Authority on 13 July 2023.
- Supporting Information- K Rend Specification Link, stamped as received by the City Council as Local Planning Authority on 13 July 2023.
- Supporting Information- Silicone TC Product Data Sheet, stamped as received by the City Council as Local Planning Authority on 13 July 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.

3) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in 'Drawing- Proposed- Ground Floor Plan, numbered P-06 REV A', 'Drawing- Proposed- Fencing Elevation, numbered P-09 REV A', 'Drawing- Proposed- Front & Gable Elevations, numbered P-07A', 'Drawing- Proposed- Roof Plan, Affected Gable Elevations and Building Section, numbered P-08A', 'Supporting Information- K Rend Specification Link', and 'Supporting Information- Silicone TC Product Data Sheet', specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without

modification), no openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on the approved drawings, unless Planning Permission is specifically granted.

Reason - In the interests of the amenities of the occupiers of the neighbouring dwellinghouse, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of the Manchester Core Strategy.

Informatives

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk.

Appendix 1 – List of consultees & neighbours notified

Highway Services

8 Culcheth Lane, Manchester, M40 1LR
6 Culcheth Lane, Manchester, M40 1LR
4 Culcheth Lane, Manchester, M40 1LR
2 Coniston Street, Manchester, M40 1WR
6 Church Avenue, Manchester, M40 1LN
8 Coniston Street, Manchester, M40 1WR
4 Coniston Street, Manchester, M40 1WR
6 Coniston Street, Manchester, M40 1WR
12 Church Avenue, Manchester, M40 1LN
8 Church Avenue, Manchester, M40 1LN
18A Culcheth Lane, Manchester, M40 1LR
16A Culcheth Lane, Manchester, M40 1LR
14A Culcheth Lane, Manchester, M40 1LR
10 Church Avenue, Manchester, M40 1LN
10 Culcheth Lane, Manchester, M40 1LR
14 Church Avenue, Manchester, M40 1LN
NEWTON HEATH EVANGELICAL CHURCH, Culcheth Lane, Manchester, M40 1LS
16 Culcheth Lane, Manchester, M40 1LR
18 Culcheth Lane, Manchester, M40 1LR
14 Culcheth Lane, Manchester, M40 1LR
12 Culcheth Lane, Manchester, M40 1LR
4 Church Avenue, Manchester, M40 1LN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA