Application Number	Date of Appln	Committee Date	Ward
136963/FO/2023	12th May 2023	31st August 2023	Hulme Ward

Proposal Erection of a three-storey Class F1 (a) (Provision of education) building comprising a 20 no. classrooms, an assembly space, study centre, staff rooms and associated accommodation following the demolition of the existing single-storey building and partial demolition of the St Vincent's building together with a phased landscaping scheme; boundary treatments; cycle parking; and, car parking

Location Loreto College, 146 Chichester Road And The Former Probation Centre Bounded By Chichester Road South/Moss Lane West/Maher Gardens And Tamworth Street, Manchester, M15 5PB

Applicant Ms Tracy Livesey , Loreto College

Agent Mrs Melissa Murphy, 10architect Ltd

Executive Summary

The application proposals seek approval for the provision of a three storey teaching block for the Loreto Sixth Form College on a site which lies to the immediate south of the existing College campus. The site is owned by the City Council and was previously leased to the Ministry of Justice who provided Probation Services from the single storey building on the site from the late 1980s early 1990s until 2021.

Loreto College is a co-educational sixth form college (16-19) in the Hulme ward, and is a non-selective provider. The college is on the western edge of the Manchester City Council's boundary, with part of the campus sitting within the Trafford Council boundary. It is accessed to the east of the campus via Chichester Road South. The college campus was redeveloped from 2002 to 2014, when the main buildings on the site were constructed.

The applicant has indicated that Loreto College is a high-performing and oversubscribed Sixth Form College with currently 3,589 students on roll studying mainly A Level (or equivalent) qualifications. In its last Ofsted inspection in December 2022, the college was graded Outstanding in all areas, a grading that they have maintained since 2006. Due to its long-standing reputation of academic excellence, the college is consistently oversubscribed with nearly 3 applications received for each available place. It is now operating at capacity with no further flexibility to accommodate the ever growing demand for places. This situation will be exacerbated owing to demographic growth in the Manchester region. ONS data indicates growth of circa 20-30% in 16–18 year olds over the next 5-10 years. In order to meet this forecasted demand, the college put in place a capital plan that focuses on a new teaching block located on the application site. A grant application was submitted to the Department of Education in November 2022 which was approved and confirmation obtained in May 2022 for the provision of new teaching accommodation proposed by these application proposals.

Nearby properties were notified of the proposals with letters being sent to 191 addresses, in addition a site notice was posted, and an advertisement placed in the Manchester Evening News notifying of the application proposals. In response comments were received from 1 Manchester resident together with comments from ward members raising concerns around: the perceived inefficient use of land, impacts on air quality, transport implications of the proposals, and the notification process undertaken.

Amongst other matters that are set out within the main body of the report it is considered that the principle of the provision of additional educational provision accords with the adopted planning policies in place, other matters raised by objectors are also fully addressed.

Description of the site
The application site is bounded by Moss Lane West to the south, Maher Gardens and the southern boundary of the Loreto College campus to the north, Tamworth Street to the west and Chichester Road to the east.

The application site currently comprises a single storey brick building formerly a Probation Centre and associated office space, landscaping including trees and hard surfacing providing car parking spaces, together with two public rights of way that cross the 0.93 hectare site. The building on site has been vacant since May 2021 and is not currently formerly in use. The site is in the ownership of the City Council and was leased to the Ministry of Justice until May 2021. Cornbrook runs in a culvert across the site with an easement restricting development within 7 metres of it and part of the application site as a result of Cornbrook lies within flood zone 2.

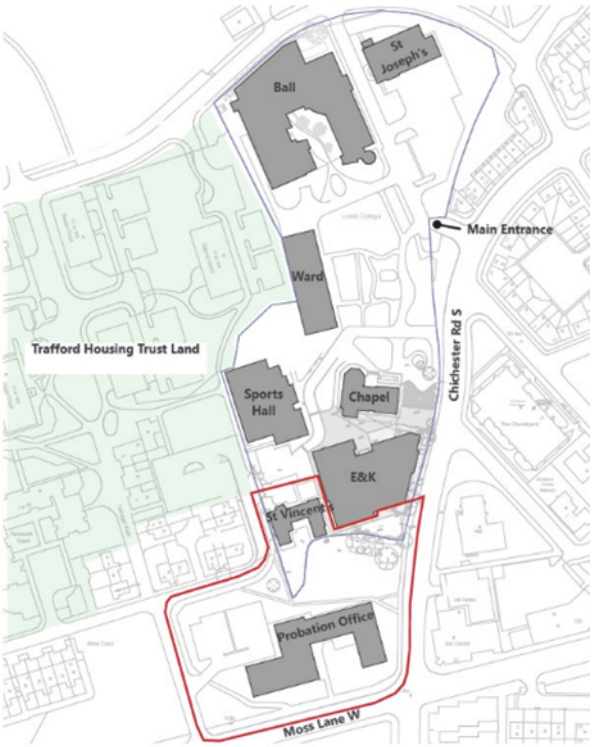
Trafford Council's administrative boundary is to the immediate west of the application site. Residential properties in the form of two storey dwellinghouses and a recently constructed three storey apartment block lie to the immediate west *(1),* with residential dwellinghouses and the recently converted former Hyde's Brewery to the south on Moss Lane West *(2).* A five-storey apartment block is located on the south east corner of the junction between Moss Lane East/West and Chichester Road south *(3*), whilst on its north-eastern corner is a three storey office building 'Chichester House' *(4).* The Loreto Sixth Form College campus and associated car parking lie to the immediate north with part of the campus comprising unmarked car parking and single storey St Vincent's building falling within the application site *(5).*

A number of listed buildings are located within the vicinity of the site including:

- Church of St Mary (Grade II*) and Boundary Wall to the Churchyard of the Church (Grade II) *(*a)
- Chapel Building, Loreto College (Grade II) *(b)*
- Moss Side People's Centre (Grade II) *(c)*
- St Mary's House (Grade II) *(d)*
- Mawlawi Kurdish Cultural Centre (Grade II) *(e)*
- Queen's Brewery Court (Grade II) *(f)*
- Playground Wall of St Mary's Junior School, on West, North and East sides (Grade II) *(g)*

Application site edged red with adjacent uses and Listed Buildings noted against references in paragraphs above

To the north, north-west of the application site is a cleared area of land within Trafford Council's administrative area which is currently subject of a planning application by Trafford Housing Trust for redevelopment comprising of 161 residential dwellings (Class C3) and 190sqm of commercial floor space with vehicular access from Maher Gardens and Bold Street.



Existing site (edged red) and relationship to College Campus buildings to the north and development site to the north, north-east

Description of the proposals
The proposals are for the erection of a three-storey Class F1 (a) (Provision of education) building comprising 20no. classroom teaching block, an assembly space, study centre, staff rooms and W/C provisions. The proposals incorporate provision of cycle and car parking together with a landscaping scheme including tree replacement provision.

The College currently provides an education facility for 3,558 students, of which 216 students are currently located in temporary classroom accommodation which the proposals would replace when completed. The proposed teaching block would see an increase in staff numbers at the College of 30 full time equivalent posts together with an increase in student numbers above the current capacity of the campus (which includes those currently utilising a number of temporary buildings) of 264 students.

Demolitions
In order to develop the proposals, the existing single storey building on the site would be required to be demolished together with an existing boundary wall, the existing southern extent of the Loreto College boundary and part of the existing single storey St Vincent's College building. The partial demolition of the St Vincent's building will allow for a new catering facility for students and will also increase the width between the St Vincent's building and the existing adjacent campus buildings and facilitate student flow to the proposed new building.

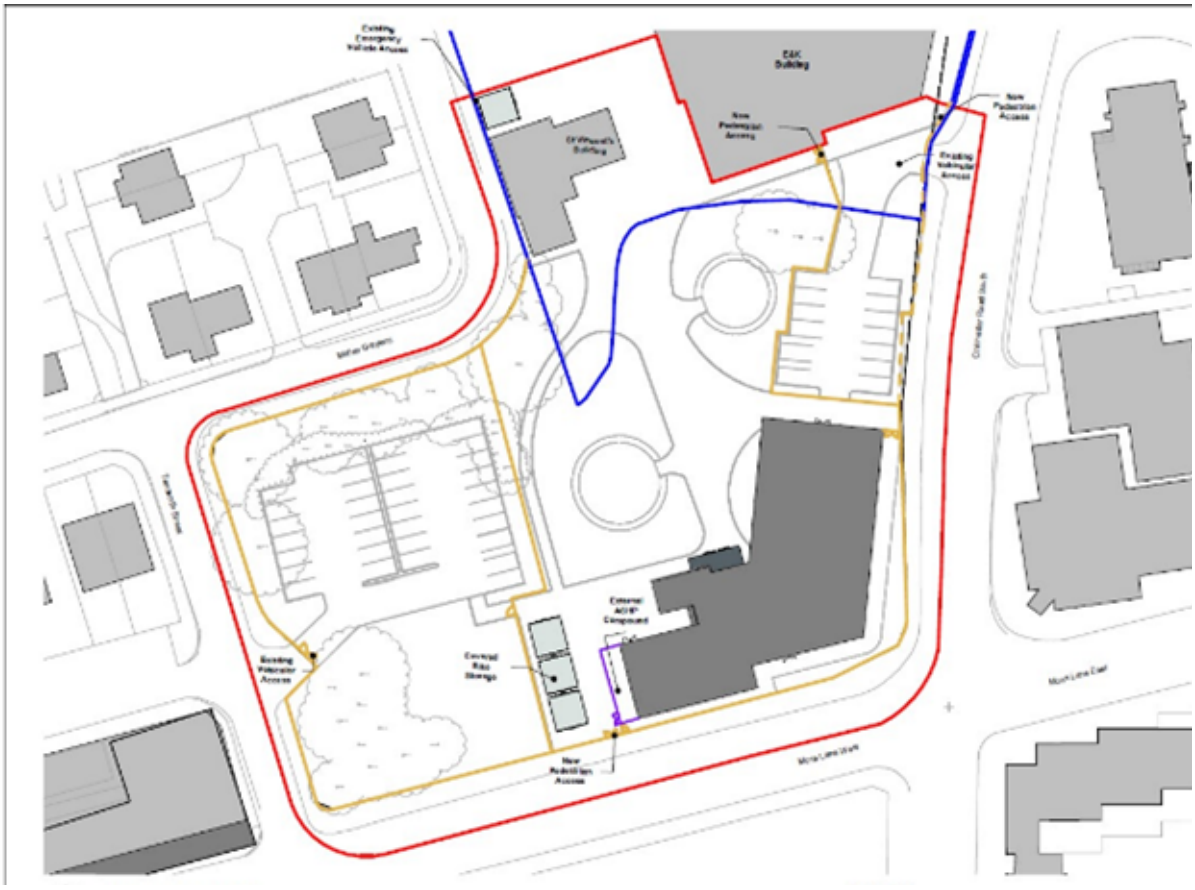
Moss Lane West elevation of existing Probation building

Proposed New Building
The design and layout of the proposed building is reflective of the scale of buildings within the immediate area and reflects the constraints of the site including the culvert and most of the existing trees on site. The overall height of the building is 13.58m, the closest residential buildings range from 2no. to 4no. storeys in height, with the Ellis and Kennedy Loreto College building to the north of the site being 5no. storeys at 22.1m high.

It is proposed that the elevations of the proposed building would be finished in a traditional clay-facing red brick, with aluminium curtain walling and doors. All windows are proposed to incorporate perforated solar shading and would be finished in a grey colour that would complement the chosen brick and is reflective of the materials used in surrounding buildings.

CGI View of the internal elevation of the proposed building

CGI View of the Chichester Road South elevation



Proposed site layout plan with building footprint in dark grey to bottom right, existing vehicular access from Tamworth Street to car parking area retained to the left and existing vehicular access from Chichester Road South top right retained to a reconfigured and reduced car parking area

Landscaping
The proposed landscaping would be delivered over several phases, to create outdoor 'zones' for students, including outdoor dining areas, a performance area and social areas. The scheme incorporates planting areas, and the development would require the removal of 3no. trees, 2 of these are category B trees and 1 is a category C tree, these three trees are on the Chichester Road south frontage of the site, the applicant proposes to replace these trees on site within the overall landscaping scheme. The existing trees along Tamworth Street/Maher Gardens are all be retained.

A secure boundary is to be provided around the application site to connect with the existing College boundary which would be finished with the same 2.4m high metal bar and rail to match the existing fencing around the campus in colour and style and would allow the application site to form part of an enlarged College Campus. As a result of this, two public rights of way that currently cross the application site would require to be formally closed and the applicant has confirmed that this process has commenced via the submission of a section 257 application to the City Council as Highways Authority which would be subject to its own formal process and consultations.

Access
Pedestrian access into the College Campus is to remain unaltered and would be via the existing entrance on Chichester Road South.

There are two existing vehicle access points into the application site, one from Tamworth Street via Moss Lane West and one from Chichester Road South, both accesses serve two areas of car parking, both accesses are to be retained. The car parking would be solely used as staff car parking.

There are currently 32 car parking spaces on the car park accessed from Tamworth Street, inclusive of 2no. disabled spaces. There are a further 40 unmarked spaces on the existing College car park. It is proposed to resurface and remark the Tamworth Street car park to retain the same number of car parking spaces, whilst the car park accessed from Chichester Road South would be reconfigured as part of the proposals to enlarge landscaping areas and reduce the number of parking spaces to 13.

Proposed landscaping scheme with new building in bottom right hand corner

Land Interest
Members of Committee are advised that the City Council has an interest in this application as land owner and are reminded that they must disregard these interests and exercise their duty as Local Planning Authority only.

Planning History
136964/FO/2023 - Extension to the planning permission (126744/FO/2020) for the use of 9 No. temporary classrooms, consisting of 1 No. single classroom, 2 No. double classrooms and 1 No. double stacked double classroom for a further period of 3 years. Approved 07.07.2023

126016/FO/2020 - Erection of a single storey dining room extension to the north elevation of Ball Building along with associated landscaping. Approved 12.10.2020

126744/FO/2020 - Erection of 9 No. temporary classrooms, consisting of 1 No. single classroom, 2 No. double classrooms and 1 No. double stacked double classroom with associated works for a period of 3 years. Approved 23.06.2020

103608/FO/2013/S1 - Erection of three storey teaching facility with associated external car parking and hard and soft landscaping. Approved 03.12.2013

086595/FO/2008/S1 -Erection of a five storey building to form additional teaching accommodation and refectory with associated landscaping. Approved 28.07.2008

Consultations
The application was subject to notification letters to nearby properties, together with a site notice posted at the site and advertisement in the Manchester Evening News. In response comments have been received from 1 Manchester resident who raises concerns with the proposals, a summary of the key points being raised through the notification process is set out in the section below.

Ward Member Comments
Councillor Lee-Ann Igbon – Does not support the application based on the travel plans, impact to the community and no further consultation from the college to improve the behaviour of the staff and students. States that following a meeting with the College it was expected that further discussions would take place on how they can improve their responsibility to the Hulme Community but has not heard anything from the College which is disappointing.

Councillor Annette Wright – Has been in contact to raise concerns with the extent of neighbour notifications undertaken on this application.

Residents comments

- The proposal does not make efficient use of the land, with the building taking up perhaps 20% of the site.
- Provision of landscaping and trees needs to be balanced against the provision of built form that defines streets and spaces and provides natural surveillance.
- The site is located in Hulme where there is a shortage of homes and employment space, the applicant should be encouraged to revisit the proposals and convert to a mixed use development.

Statutory and non-statutory consultees
MCC Highways – Provision has made to segregate car, servicing and pedestrian movements resulting in safe and convenient routes within the site.

There are no issues arising from the proposals in terms of traffic assessments or highway safety issues. MCC Highways indicate that the level of car parking to be provided is proportionate and in line with Council policies.

There are currently a number of paths crossing the extended site, which are the subject of an on-going s257 application. No new alternative routes are proposed, but the closures do not result in any significant level of detour or difficulty for pedestrians and are supported by Highways.

It is recommended that appropriately worded conditions are attached to any approval relating to construction management, preparation, and approval of a travel plan for

the College, provision of electric vehicle charging points, provision of cycle parking, and ensuring vehicular access gates are set 5m from the highway and open inwards.

MCC Environmental Health – Raise no objections to the proposals and make recommendations relating to conditions to be attached to any approval of the application to cover matters relating to: acoustic insulation of external plant and equipment, fumes and odours scheme, contaminated land site investigation survey reporting and remediation strategy, external lighting scheme, waste management, electric vehicle charging points, and construction management.

Greater Manchester Ecology Unit – Have reviewed the submitted Ecology reports and bat surveys of buildings to be demolished and raise no objections on ecological grounds. Recommendations are made that tree and vegetation clearance is undertaken outside bird nesting season unless further surveys show their absence and securing ecological enhancements via the landscaping scheme proposed.

MCC Flood Risk Management Team – The site is located within flood zone 2, finished floor levels must be set at a minimum of 32.930m AOD. Further updated information is required in relation to the drainage strategy for the development and it is recommended that an appropriately worded condition is attached to any approval for the submission of this and the maintenance and management of the installed drainage scheme.

Greater Manchester Police (Design for Security) – Raise no objections to the proposals on crime and safety grounds.

United Utilities – Request a condition be attached to any approval for the submission of a surface water drainage scheme.

Trafford Council – Support the application which they believe would have an improved design and scale to the existing building.

<u>Policy</u>
Manchester Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against. There are a number of polices within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice and that new development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. It also sets out the core development principles, including:
• creating well designed places,
• making a positive contribution to health, safety and well-being,
• considering the needs of all members of the community, and

• protecting and enhancing the built and natural environment.

It is considered that the application proposals meet the key spatial principles of the Core Strategy by creating a well-designed development which will provide a modern safe and secure educational facility.

Policy EC2 Existing Employment Space - The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester- Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The application proposals would replace a former Probation Centre which comprised employment floor space. In this instance the application proposals are considered to offer greater benefits through the provision of additional post 16 educational facilities to support the adjacent College than the existing use.

Policy EN1 Design Principles and Strategic Character Areas – The proposals are considered to be well designed that would reinforce and enhance the local character of this part of the City and would support the achievement of the Core Strategy Strategic Objectives by guiding educational facilities adjacent an existing College campus.

Policy EN3 Heritage – The application proposals are accompanied by a proportionate Heritage Statement that considers the proposals in the context of nearby designated Heritage Assets, this matter is considered in more detail within the issues section of this report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies & Policy EN 8 Adaptation to Climate Change

The application is supported by a Renewable and Sustainability report that concludes the building would achieve a 20.75% betterment of the Building Regulation Part L 2021 emissions, exceeding the requirements of the above Core Strategy policies through the use of an energy efficient design and the use of low and zero carbon technologies.

Policy EN9 relates to Green Infrastructure and requires new development to maintain existing green infrastructure in terms of its quantity, quality and function. The proposals incorporate provision for landscaping including tree replacement planting.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. This scheme has been developed in

order to comply with these requirements and is supported by a draft drainage strategy and Flood Risk Assessment.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which is set out within the documents accompanying the application. The site is not considered to have significant ecological value but measures to enhance biodiversity through landscaping and best practice construction methods.

Policy EN16 relates to Air Quality and confirms that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. The applicant has provided an Air Quality assessment of the air quality impact of the proposed development which concludes that both the construction and operational phases would not have significant impacts on air quality.

Policy EN17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN18 – Contaminated Land: The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment. The application is accompanied by a ground conditions report and preliminary risk assessment that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval relating to further site investigations and production of an appropriate remediation strategy.

Policy EN19 Waste – The applicant indicates that the existing College arrangements for the storage and disposal of waste is to be utilised.

Policy T1 Sustainable Transport – The development incorporates cycle parking and car parking and is located in close proximity to on-street cycle lanes, pedestrian facilities and public transport modes.

Policy T2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development Is located to ensure good access to the City's main economic drivers. The development would be situated within an area that has historically been used for educational and commercial uses and is well located to public transport to enhance access to the site by sustainable transport modes.

Policy DM1 of the Core Strategy states: All development should have regard to a number of specific issues including:
- 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.

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.
- Community safety and crime prevention.
- Vehicular access and car parking.

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.

Saved Policies of the Unitary Development Plan for the City of Manchester (1995)

Saved policy DC22.1 sets out that the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement. The application proposals would result in the closure of two rights of way across the site, full consideration of this issue is set out within the issues section of this report.

Saved policy DC26, Development and Noise, - states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources. For the reasons given within the issues section of this report it is considered that the proposal is consistent with the policies contained within the UDP.

The National Planning Policy Framework- The NPPF (revised version published July 2021), articulates the Government's drive to ensure new developments are 'beautiful' through the use of Design Codes and the provision of street trees. At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development (paragraph 11).

The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.

Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.

Secondly, the social role is required to support communities by creating well designed, beautiful and safe places, with accessible local services to reflect the needs of the community.

Lastly, the environmental role should protect and enhance the natural, built and historic environment. The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs.

Section 8 is titled ‘Promoting healthy and safe communities’ and sets out at paragraph 95 sets out 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 schools through the preparation of plans and decisions on applications.

Section 11 (paragraphs 119 to 125) is titled ‘Making effective use of land’. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land.

Section 12 (paragraphs 126 to 136) is titled ‘Achieving well-designed places’. It states that the planning process in fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:
• Add to the overall quality of the area and function well over the lifetime of the development.
• Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
• Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
• Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
• Optimise the potential of the Site, create and sustain an appropriate mix of uses. • Create safe, inclusive and accessible environments which promote health and well-being.

Section 14 (paragraphs 152 to 173) is titled ‘Meeting the challenge of climate change, flooding and coastal change’. It sets out that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change and should help to shape places in ways that contribute to radical solutions in greenhouse emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources. The application is accompanied by a Flood Risk Assessment and draft drainage strategy, the site is in a low flood risk area and appropriately worded conditions are proposed.

Section 16 is titled ‘Conserving and enhancing the historic environment’. Paragraph 194 notes that in determining Planning Applications, Local Planning Authority require an applicant to describe the significance of any Heritage Asset affected.

Paragraph 197(c) states that in determining applications, Local Planning Authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 203 states that the effect of an application on the significance of a Designated Heritage Asset should be taken into account in determining the application.

Paragraph 206 states that Local Planning Authorities should look for opportunities for new developments within the settings of Heritage Assets, to enhance or better reveal their significance.

Other material considerations
Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements relating to key objectives for growth and development. The vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods.

Four objectives have been established to enable the vision to be achieved:
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

The proposals incorporate landscaping proposals and the retention of a majority of existing trees on the site. Tree, hedge and shrub planting will assist in creating an appropriate component for the users of the site.

Climate Change
Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:
• Continue to encourage walking, cycling and public transport journeys;
• Improve green spaces and waterways including them in new developments
• to enhance quality of life;
• Harness technology to improve the city’s liveability, sustainability and connectivity;
• Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
• Argue to localise Greater Manchester's climate change levy so it supports new investment models;
• Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) - is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery

of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

The application proposals are accompanied by a Renewable and Sustainability Report that concludes that the development energy use and performance would exceed both adopted planning policies and current Part L Building Regulations.

Other National Planning Legislation
S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues
Principle – The principle of the redevelopment of previously developed land and buildings within Hulme to provide for an educational facility building is considered acceptable. The proposal would provide a public benefit in meeting the needs for additional educational floorspace within this part of the City adjacent to an existing College campus. In this instance further consideration is required with regards to impacts on residential and visual amenity, air quality, sustainability, flood risk, access, ecology , heritage, and highways impacts, and these are considered below.

Residential Amenity – The closest residential properties to the site are those located on the opposite side of Tamworth Street (approximately 12 metres from the site) and Maher Gardens (approximately 15 metres from the site) to the north and west and to the south on the opposite side of Moss Lane West (approximately 20 metres from the site) and East (approximately 25 metres from the site). The application proposals would retain and improve the existing car parking area accessed via Tamworth Street and also create external areas for the use of college students during a normal day which would be located towards the Tamworth Street and Maher Gardens part of the

site. Whilst these activities would generate activity and noise given the separation distances across existing highways and the urban context of the site it is not considered that the general activity generated on the application site by the proposals would give rise to unacceptable impacts on the residential amenity of these properties.

The vehicular access from Tamworth Street is an existing one and it is to be retained. Given that this has previously been used to access car parking associated with the Probation Centre and could be brought back into use to serve that building if it were to be retained it is not considered that comings and goings of vehicles from this access would give rise to unacceptable impacts on residential properties on Tamworth Street and Maher Gardens.

The proposals would utilise the main College pedestrian access located on Chichester Road South to the north of the College campus. This access provides pedestrian with a separate vehicular access, Security office and gated entrance further to the north adjacent a four-storey apartment block. There are two and three storey residential properties on the opposite side of Chichester Road South facing these entrances together with the St Mary's Church building. The south bound bus stop is located to the front of the Church on Chichester Road South, whilst the northbound bus is located directly outside of the pedestrian gates. The application proposals would increase the capacity of the school by 264 students and 30 staff against a current student population of 3,558. As such whilst there is an increase in the number of students it is not considered that this increase in student and staff numbers arriving and leaving the campus would give rise to significant impacts on the amenity of existing residents, particularly those close to the main pedestrian access.

The proposals would comprise a three-storey building with its main frontages presenting to Moss Lane West and Chichester Road South. The distances and siting of the building from residential properties together with intervening trees and landscaping is not considered to cause overshadowing or loss of light to existing properties.

As set out earlier in this report, there are proposals within Trafford Council's area for the development of an area of land to the north and west of the application site for residential development. This land is not immediately adjacent the application site and is separated by existing residential properties and College buildings as such the application proposals are not considered to give rise to unacceptable impacts on potential future residential occupiers if those proposals are brought forward.

Visual Amenity – The application proposals would provide a modern College building that would present a strong urban from to address Chichester Road South and Moss Lane West. The proposals would replace a poor-quality single storey vacant building that does not currently present a positive image to the surrounding streets and area. The choice of traditional building materials in the external finishes of the building together with brick detailing and boundary treatments to match those around the existing College campus would assist in ensuring the development would provide a positive urban design response to the site and its setting and successfully integrate into the area.

Flood Risk – Part of the application site lies within Flood Zone 2 and as such the application is accompanied by a proportionate Flood Risk Assessment together with a surface water drainage strategy which identify that the flood risk of the site from fluvial sources is classified as 'medium risk'. These documents have been fully assessed.

To reduce this risk from flooding, it is proposed to ensure that the finished floor levels of the building are set at an appropriate level above surrounding ground levels and a full drainage strategy be implemented as part of the development. As such to mitigate and reduce the risk of flooding it is proposed that these be secured via appropriately worded condition.

Air Quality – The application is accompanied by an air quality assessment; this indicates that the proposals would not give rise to unacceptable impacts on the air quality of the area either through the construction or operational phases and that the air quality in the vicinity of the application site would not give rise to unacceptable impacts on staff or students.

In order to reduce impacts during the demolition and construction phases it is proposed that a condition be attached to approve a construction management plan to incorporate measures to reduce impacts arising from associated activities.

In terms of the operational phase, it is recommended that further details for the proposed provision of electric vehicle charging points at the College be secured via an appropriately worded condition and that a Travel Plan is put in place to introduce measures to encourage sustainable means of transport to the College.

Sustainability – The application is accompanied by a Renewable and Sustainability Planning report that sets out the approach taken with the design in order to minimise the energy use of the building and to incorporate renewable technologies to further reduce the carbon emissions from the building.

The energy conservation measures proposed for the building include:
- Improving thermal insulation above building regulation standards
- Improving airtightness
- Optimise daylighting by providing generous glazing to function spaces
- Low water demand applicants
- Controlling solar gains using high efficiency glazing
- Passive natural ventilation systems

In addition to the above the application proposals also incorporate low and zero carbon technologies in the form of air source heat pumps for heating of the building and installation of photovoltaic cells to be installed on the roof of the building in an array of approximately 100m^2 in area. The result would be this approach would achieve a 20.75% betterment over Part L of the 2021 Building Regulations in terms of emissions.

Access – The proposed building would have a single level access entry point and would incorporate a lift which would provide level access to all floors of the building

with no level changes through the floors. Disabled WCs would be provided on all floors of the proposed building.

The reconfigured car parking areas would provide 4 no. disabled car parking spaces split equally in number between the two car parks accessed from Tamworth Street and Chichester Road South. This level of provision is considered to be acceptable.

Transport – The application proposals are accompanied by a Transport Statement which has been fully assessed. This indicates that the site is well located in relation to existing cycle routes and is highly accessibly by public transport with a Greater Manchester Accessibility Level score of 7 (a score of 8 being the highest level of accessibility).

The main entrance to the College is provided from Chichester Road South and a segregated pedestrian access and vehicle access is provided. The pedestrian access connects to on-site footpath routes that are used to access the buildings across the Campus. The main vehicle access is also taken from Chichester Road South. Further vehicle accesses are provided from Maher Gardens and Bold Street. Vehicle routes across the site are traffic calmed and are subject to a 5mph speed limit. Existing parking for staff is provided across the campus whilst students are not permitted to park at the College.

In relation to the application site subject of these proposals, which sits to the south of the main College Campus, vehicle access is provided from a priority junction on Tamworth Street and a priority junction on Chichester Road South. The junctions provide access to two separate parking areas. The Tamworth Street car park has 32 spaces marked out and the Chichester Road South car park is unmarked and has capacity for circa 40 cars and is in use by staff of the College albeit the majority of this land is currently rented by the College for that purpose. There are footpaths that currently run across the site providing access between Chichester Road South and Maher Gardens, and Tamworth Street and Moss Lane West, the impacts of the proposals on these footpaths are considered in more detail below.

In addition to double yellow lines controlling parking on Chichester Road South and Moss Lane West. To the north and east of the College site are residential parking zones permitting residents parking and short stay parking for 2 hours.

The application proposals would retain the existing vehicle access arrangements from Tamworth Street and Chichester Road South. A vehicle access gate is proposed at the Tamworth Street Access which would be set back from the street by 5.5m. Pedestrian access to the application proposals would be retained at the main entrance to the College on Chichester Road South and students would access the proposed building via the internal existing pedestrian routes and the new routes created into the application site. Servicing of the College would be retained as existing via Chichester Road South.

It is proposed as part of the application to provide 96 no. cycle parking spaces in addition to the existing 56 no. spaces (152 spaces in total). This increase in cycle parking spaces within the College campus is supported. The site is well located to

existing formal cycle routes that provide connections across the area to 20mph streets, segregated routes and roads with formal cycle provision.

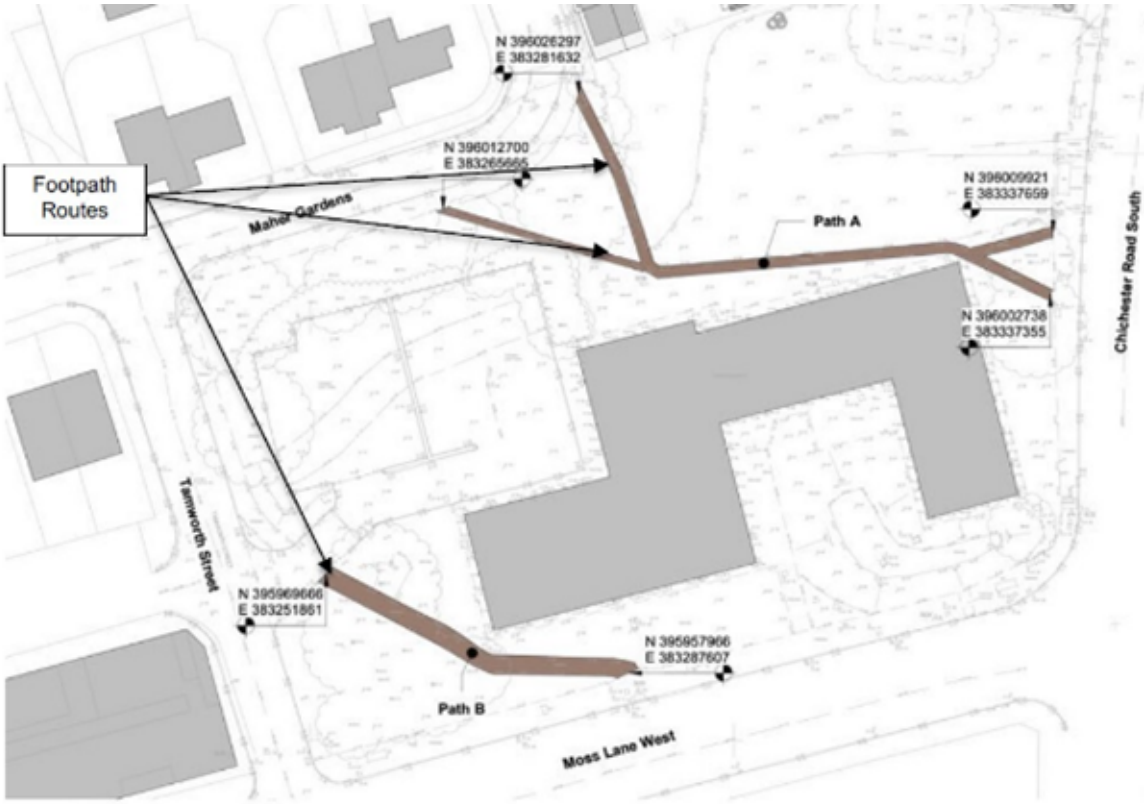
The application proposals would see the reconfiguration of the existing car parking area accessed via Chichester Road South which would be laid out with 13 no. spaces including 2 disabled parking spaces, the Tamworth Street car parking area would be retained to provide 32 no. spaces including 2 disabled parking spaces. The proposals would therefore result in a net increase of five spaces for use by the College with 20% of spaces indicated as being EV charging spaces.

The submitted Transport Statement has assessed the potential impacts on highway capacity and traffic movements to and from the development. This considers the proposed development and also reviews the baseline position of the use of the site as offices in its current form – the fallback position. The conclusion of that assessment is that the level of traffic generated would not be a significant change from the baseline, fall-back position of the use of the existing offices on the site.

The applicant has indicated within their submission that the College does not currently have a formal Travel Plan, it does offer and promote measures to support and encourage sustainable trip making to the site including: a Cycle to Work scheme for staff; and, students currently benefit from TfGM's free bus travel scheme 'Our Pass' this scheme is already promoted by the College to students. In addition to these active measures which would be incorporated into a formal Travel Plan the applicant has indicated that they are currently reviewing salary sacrifice scheme to assist the purchase of EV cars and the introduction of a car share scheme to encourage efficient management of parking areas at the site.

As students are not permitted to park at the College and that there are existing parking controls in the vicinity of the College the proposed level of car parking is considered to be acceptable together with other measures proposed including the production of a formal Travel Plan and increase in cycle parking facilities both of which are to be secured via an appropriately worded condition.

Footpath Closures - Two public rights of way are present on the site, these provide links between Moss Lane West and Tamworth Street and Chichester Road South and Maher Gardens (see plan below). It is indicated that whilst these routes do not appear on the Council's definitive footpaths list, due to continued use over 20 years, it has been determined that these footpaths are 'deemed dedicated'.



Existing Footpaths that traverse the site proposed to be closed are marked as brown routes (Path A and Path B)

As there is a need to provide a secured site for the College and particularly for safeguarding reasons it is proposed that these routes would be permanently closed following the completion of the development. The applicant has confirmed that a separate Section 257 application has been submitted to the Council as local Highways Authority to begin the process of stopping up these footpaths. This is a separate process subject to its own consultation, however consideration of the closure of these routes is also required as part of the planning application.

It is noted that there are alternative routes available to pedestrians via, lit and surfaced dedicated footpaths. These routes are generally well overlooked and open, providing attractive alternatives particularly to Path A which runs behind the existing Probation Centre building and forms an unattractive and unlit route. Path B effectively cuts the corner of the site through the cluster of trees in its south-western corner. It should be noted that there is currently no pedestrian footpath on the eastern side of Tamworth Street between its junction with Moss Lane West and to the north of the vehicular access into the site.

Access to Path 'A' from Chichester Road South , between the Probation Centre building to the left and boundary fencing of the College to the right.

Path 'A' as it passes between the Probation Centre building and boundary fence of Loreto

Access to Path 'A' from Maher Gardens between the rear of the Probation Centre building to the right and blue boundary fencing to the College to the left

The applicant is proposing to introduce an area of footpath on the eastern side of Tamworth Street which would provide a continuous route along this side of Tamworth Street connecting to Maher Gardens to the north. This would improve this alternative route for both Paths 'A' and 'B'. There is a requirement and need for the College to provide a secured site and in this instance, although it is acknowledged that this alternative route would be over a greater distance than the current Path 'A' route, it would be appropriately surfaced and would provide a route that would be subject of greater overlooking and natural surveillance and is not considered to be of significant inconvenience to pedestrian movements.

Ecology – The application is accompanied by a Preliminary Ecological Appraisal together with Bat Surveys of the buildings proposed to be demolished. These confirmed that no evidence of bats roosting was recorded and buildings to be demolished had negligible bat roosting potential, no other protected species have been recorded at the site.

The application site does not contain any notable habitats it being dominated with hardstanding areas, building and amenity grass areas. There are areas of tree planting with those of significance being located to the southwestern corner and northern edge of the site and which are being identified as being retained. In order to enhance biodiversity of the site it is recommended that bat and bird boxes are installed on trees to be retained at the site and that proposed trees to be planted as part of the landscaping scheme are of native species. These details are proposed to be covered by way of appropriately worded conditions.

Trees – Of the 29 individual trees on site the development would require the removal of 3no. trees, 2 of these are category B trees and 1 is a category C tree, these three trees are on the Chichester Road South frontage of the site, the applicant proposes to replace these trees on site within the overall landscaping scheme providing for 11 no. tree replacements. The existing mature trees along Tamworth Street/Maher Gardens are all be retained.

The trees to be removed due to their street frontage positions do form prominent features within the street scene, the removals are required as a result of the proposed positioning of the building to address the street and as a result of other constraints on the site most notably the culvert that crosses the site. The loss of these trees is regretted but the retention of other prominent trees on the sites south-western corner and northern boundary to Maher Gardens and Tamworth Street is welcomed. To mitigate the loss of these three trees the applicant has proposed a landscaping scheme that incorporates proposed trees, these are to be secured via an appropriately worded condition.

Chichester Road South frontage of the site showing the three trees proposed to be removed (two to the right of the photograph and one to the left of the single storey building)

Heritage – The application proposals are accompanied by a proportionate Heritage Statement that assesses the impacts of the proposals on nearby designated heritage assets in the form of the following listed buildings:

- Church of St Mary (Grade II*) and Boundary Wall to the Churchyard of the Church (Grade II)

- Chapel Building, Loreto College (Grade II)
- Moss Side People's Centre (Grade II)
- St Mary's House (Grade II)
- Mawlawi Kurdish Cultural Centre (Grade II)
- Queen's Brewery Court (Grade II)
- Playground Wall of St Mary's Junior School, on West, North and East sides (Grade II)

Whilst the proposals would be seen from a number of the above listed buildings and structures, views of the designated heritage assets are not considered to be restricted by the proposals and the historical and architectural significance of these would not be harmed. As such whilst the proposals would appear as an additional built form within the area and in the context of some views from, and of, the designated heritage assets it is considered that any harm arising would be less than substantial. In this instance the public benefit that would derive from the provision of additional educational facilities are considered to outweigh any harm to views of these designated heritage assets.

Crime – The application is supported by a Crime Impact Statement prepared by Greater Manchester Police. This confirms that the proposals are well located and do not present significant concerns from a crime prevention perspective, the loss of the current building which is attracting anti-social behaviour is welcomed. A number of recommendations are made in relation to standards of doors windows and CCTV system, it is considered appropriate to cover these matters via an appropriately worded condition that the building achieves secured by design accreditation.

Construction Management – Whilst the demolition and construction activities associated with the proposed development are not considered to give rise to unacceptable impacts, given the relationships to existing residential properties and the wider College buildings it is considered appropriate to attach a condition to any approval for the submission and approval of a construction management plan.

Conclusion – There is an identified need for additional further education spaces within Manchester to accommodate demographic growth in the post 16-year-old cohort. Loreto College is an 'outstanding' College providing high quality educational outcomes. The application proposals seek, to accommodate an increase in the student population at the College together with providing permanent classroom space to replace current temporary buildings. The proposed building is considered to be an appropriate design response in this location replacing a poor quality single storey building which has become an attractor of anti-social behaviour since becoming vacant. Appropriately worded conditions are proposed to amongst other things improve travel planning for staff and students accessing the College. In this instance the proposals are considered to be acceptable and are in accordance with adopted local and national planning 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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance issues that have arisen during consideration of the application have been discussed with the applicant's agent and appropriately worded conditions are proposed.

Conditions to be attached to the decision

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:
LCNP-10A-V0-ZZ-DR-A-0700-L1 Proposed Ground Floor GA Plan; LCNP-10A-V0-ZZ- DR-A-0701-L1 Proposed First Floor GA Plan, LCNP-10A-V0-ZZ- DR-A-0702-L1 Proposed Second Floor GA Plan; LCNP-10A-V2-ZZ- DR-A-2400-L2 Proposed Roof Plan; LCNP-10A-V1-XX-DR-A-2520-L1 Elevations (1 of 3); LCNP-10A-V1-XX-DR-A-2521-L1 Elevations (2 of 3); LCNP-10A-V1-XX- DR-A-2522-L1 Elevations (3 of 3);

LCNP-10A-V1-XX- DR-A-2523-L1 Street Elevations; LCNP-10A-V2-XX-DR-A-2530-L1 Typical Bay Detail; LCNP-10A-V1-XX-DR-A-9009-L1 - Proposed site sections; LCPL-10A-V1-XX-DR-A-9011-L1 - Site Levels Plan; LCPL-10A-V1-XX-DR-A-9201-L1 Fence Elevations; LCP-10A-V1-XX-DR-A-2540-L1 Sample Panel Board; LCPL-10A-V1-00-DR-A-9004-L1 Proposed Landscaping, LCPL-10A-V0-XX-DR-A-0003-L1 Proposed Site Plan All as received by the City Council on the 12th May 2023

LCNP-10A-V1-00- DR-A-0702-L1 Proposed St Vincent's GA Ground Floor Plan; LCNP-10A-V1-XX-DR-A-2501- L1 Proposed Elevations both as received by the City Council on the 12th May 2023

Air Quality Assessment Reference 6456r1 dated 31st March 2023 prepared by Redmore Environmental; Crime Impact Statement Reference 2023/00210CIS/01 Version B dated 22.03.23; Design and Access Statement April 2023; Planning Noise Assessment reference P23-075-R01v1 prepared by Hepworth Acoustics; Acoustic Design Review reference P23-075-R02v1 prepared by Hepworth Acoustics; Arboricultural Method Statement, Tree Protection Plan reference TPP01 and Arboricultural Impact Assessment prepared by Arbtech dated 11th April 2023; Geo - Environmental Investigation and Assessment reference 10939G-WML-XX-ZZ-RP-G-002 April 2023 prepared by WML Consulting; Phase 1 Desk Study and Preliminary Geoenvironmental Assessment reference 10939G-WML-XX-ZZ-RP-G-0001 prepared by WML Consulting; Transport Statement reference 230425/SK222137/TS01(-01) All as received by the City Council on the 12th May 2023

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

3) Prior to the commencement of development on site including any demolition works on site a Construction Management Plan 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 plan which shall include:
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Compound locations;
- 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;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A community consultation plan
- Timescales for the completion and scope of a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
-Site working hours

Reason - In the interests of residential amenity, highway and pedestrian safety pursuant to policy DM1 and DM2 of the Core Strategy.

4) a) Before the development hereby approved commences (excluding demolition works), 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 Core Strategy.

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; 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 Core Strategy.

6) Prior to the installation of any surface drainage works at the site details of a surface water drainage scheme prepared in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:
(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
(ii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iii) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
(iv) Foul and surface water shall drain on separate systems;
(v) A finalised drainage layout showing all components, outfalls, levels and connectivity;
(vi) Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
(vii) Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
(viii) Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

ix) Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice;
x) Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent applications can be arranged by contacting the Lead Local Flood Authority;
xi) Hydraulic calculation of the proposed drainage system, including all parameters; and,
xii) Construction details of flow control and SuDS elements.

The development shall be carried out in accordance with the agreed scheme prior to the first use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution details of which are required prior to the commencement of development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

7) 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14

8) The external elevations of the development hereby approved shall be carried out in accordance with the materials as set out on the 'Sample Board' drawing reference LCP-10A-V1-XX-DR-A-2540-L1 as received by the City Council as local planning authority on the 12th May 2023.

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 Core Strategy.

9) Notwithstanding the approved plans, within three months of the commencement of development a hard and soft landscaping scheme (incorporating the size, location and species of tree replacements) including the treatment of areas of car parking and details of the facing materials for the retaining walls, together with the timescale's for its implementation shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in accordance with the agreed timescale's. 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 Core Strategy.

10) No works to trees or shrubs shall occur between the 1st March and 31st 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 provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

11) 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. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme 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 non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

12) a) Before the first use of the hereby approved development an external lighting shall be designed and installed in accordance with a scheme submitted to and

approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

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

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

13) a) Prior to the first use of the development hereby approved, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

14) 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 first use of the development hereby approved.

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 pursuant to Core Strategy policy DM1.

15) Within three months of the commencement of development, a scheme for electric vehicle charging points to serve the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be installed prior to the first use of the development hereby approved 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 Core Strategy.

16) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
ii) a commitment to surveying the travel patterns of staff and students during the first three months of use of the development and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 Core Strategy and the Guide to Development in Manchester SPD (2007).

17) Prior to the first use of the development hereby approved the full details of secure, covered cycle parking facilities for the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the development and be retained thereafter whilst the development is in use.

Reason - To ensure that adequate provision is made for the parking of cycles on the site pursuant to policies T1, T2 and DM1 of the Core Strategy.

18) The approved car parking shall be laid out and demarcated ready for use in accordance with the timescale's for implementation agreed under condition number 9 of this decision. The car parking shall be subsequently retained for use of the occupiers of the development whilst it is in operation thereafter.

Reason -To ensure that there is an adequate level of car parking provided for the development pursuant to policies DM1, T1 and T2 of the Core Strategy.

19) 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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

20) Prior to the first use of the development hereby approved details including type and location of bat and bird boxes to be installed at the site shall be submitted to and approved by the City Council as local planning authority. The agreed details shall be installed prior to the first use of the development.

Reason – In the interests of biodiversity enhancement of the site pursuant to policy EN15 of the Core Strategy.

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason- To safeguard the amenities of the occupiers of nearby residential accommodation.

Local Government (Access to Information) Act 1985

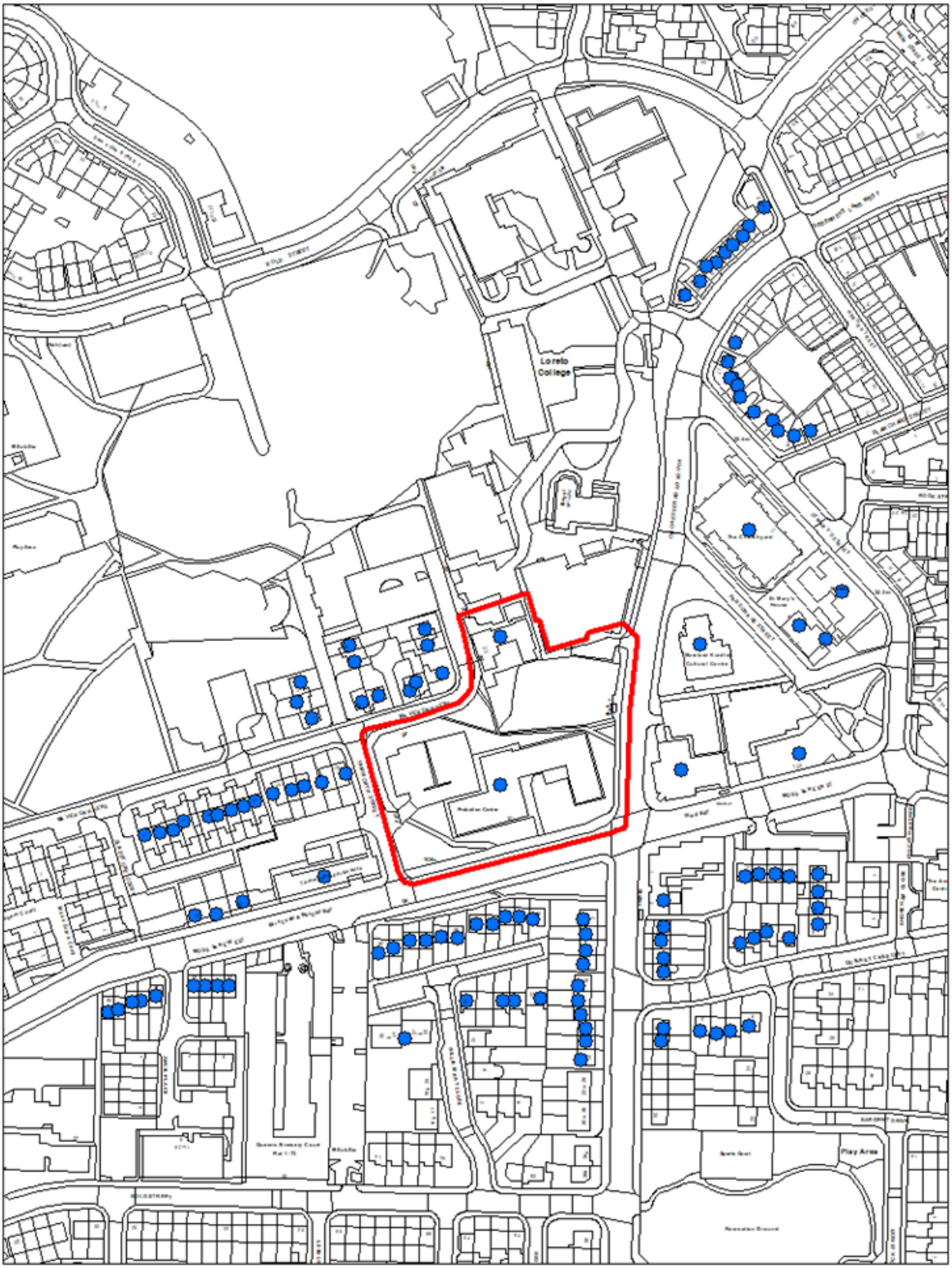
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 136963/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Planning Casework Unit
Trafford Council

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : robert.griffin@manchester.gov.uk



Legend

Site Location ● Neighbours notified

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