

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137058/FO/2023

Date registered valid: 25 May 2023

Proposal: Erection of a single storey structure to create ancillary fitness suite and studio within the undercroft of an existing school building

Address: Dean Trust Ardwick, 345 Stockport Road, Manchester, M13 0LF

Ward(s): Ardwick Ward

Applicant: Mr Nick David, The Dean Trust

Agent (if any): Mr Paul Howitt, Halliday Meecham Architects

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 25th July 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 31 May 2023 Expired: 21 June 2023

Neighbour notifications

Printed: 31 May 2023 Expired: 21 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

The application relates to the Dean Trust Academy site in Ardwick. The site is located off the A6 Stockport Road and comprises a school building with associated car parking and sports pitches. More specifically to this application, the proposed ancillary fitness suite and studio would be located within the undercroft of an existing school building located within the site is close to the existing sports changing pavilion. The undercroft currently accommodates cycle storage (Sheffield stands) and five parking bays for disabled users and 1 space with an EV charging point, with a 1.8m weldmesh fence running north south separating the cycle storage facilities from the parking bays.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The Dean Trust school is located within a predominantly residential area of Ardwick. It is bounded by residential properties to the north and east on Cochrane Avenue and South Street, St Luke's Primary School to the north west and the A6 to the south west.

Description of development

Planning permission is sought for the siting of a single storey structure to create ancillary fitness suite and studio within the undercroft of an existing school building.

The building would provide accommodation for a fitness suite and associated fitness studio with ancillary equipment storage, changing facilities, and office accommodation (318sq.m), with 1:20 access ramps to the proposed entrances.

Materials would match the adjacent sports changing pavilion and school building.

Consultations & Notification Responses

Local Residents/ Local Businesses – No comments received.

Highway Services –

Highway Comments: Relocated cycle storage should be enclosed /weatherproofed and this aspect of the scheme should be conditioned.

It is suggested within the submission that cycle hoops are to be used to prevent cars from colliding with the new building. This would have the effect of reducing the size of the parking bays, so would not be supported by Highways due to this being viewed as a loss of parking. They consider that a solution can be agreed and it could be better to deploy wheel stops rather than something that will cause most drivers to stop too short.

Highways would request amended detail for the parking along with a rationale for placing the building as it is proposed. This could also be addressed by way of a condition or an amendment prior to determination.

On that basis there are no highway related objections subject to conditions relating to parking and cycle parking.

Suggested conditions:

No development shall commence until details of the areas indicated on the submitted plans identified for parking have been submitted to and approved in writing by the Council as Local Planning Authority. The areas identified shall be, surfaced, drained, permanently marked out/demarcated and implemented prior to first use of the premises and retained for parking/servicing purposes thereafter.

Reason: To ensure that adequate on-site provision is made for traffic generated by the use of the premises, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and that hard-surfaced areas are satisfactory in appearance.

Notwithstanding the cycle provision indicated on the approved plans, no development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter.

Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport

Environmental Health – 21.06.2023 recommend construction hours be conditioned to Monday - Friday: 7.30am - 6pm; Saturday: 8.30am - 2pm and Sunday / Bank holidays: No work, together with conditions requiring the submission of hours of use, acoustic insulation of the proposed premises, and external plant.

23.06.2023 - The Contaminated Land Section has reviewed the submitted information in order to assess the following points:

1. The adequacy of the desk study information available for this site.
2. The adequacy of the site investigation.
3. The adequacy of the final risk assessment.
4. The acceptability of the proposed remediation strategy.
5. Whether the information submitted is sufficient to discharge the relevant contamination and/or gas condition from the planning approval.

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

The report includes a description of the site including its past historical uses. An appraisal of the site environmental setting is presented including its geology, hydrogeology and

hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages.

The desk study information was found to be **adequate**.

2. The adequacy of the site investigation

A review of site investigation and risk assessments carried out at the site can be summarised as follows:

The site investigation information that has been provided for this development is **inadequate**. In addition to the information provided, further information should be submitted which addresses the following issue:

Additional ground gas monitoring and additional intrusive investigations are required (as set out in the submitted report).

3. The adequacy of the final risk assessment

Not submitted

4. The acceptability of the proposed remediation strategy

Not submitted

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

Before this Section can recommend discharge of the contaminated land condition from this application, the following information needs to be submitted to the Council for approval:

- (i) Submission of a completed Site Investigation and Risk Assessment Report
- (ii) Submission of a Remediation Strategy
- (iii) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed .

Updated comments -24.07.2023 With regard to previously recommended acoustic insulation condition, as discussed, the condition would not be required given the distance to the nearest noise sensitive receptors and given that the only receptor likely to be affected by noise in the gym is the school itself, then the condition will not be required.

With regard to the recommended external plant condition , although fewer plant units are now proposed, they would still expect the applicant to undertake an assessment to confirm that the proposed plant will not cause disamenity to nearby noise sensitive receptors and a verification report following installation.

Design for Security - have the following comments:

- Out-of-hours use should not allow members of the public to access the wider school building or grounds.
- There should be a robust access control system or staff presence to restrict access to genuine users.
- The existing alarm system and CCTV system should be extended to the new building.
- The building should be built to Secured by Design standards.

Issues

Policy Context

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

National Planning Policy Framework (July 2021)

The revised NPPF was adopted in July 2018, re-issued in February 2019, and again July 2021. The document states that the 'purpose of the planning system is to contribute to the

achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

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

The proposals will provide safe and accessible facilities for use by the school and the local community . It is not considered that the development would harm residential amenity. Chapter 8 would therefore be positively responded to.

Section 9 'Promoting sustainable transport' Paragraph 110 states that in assessing applications for development, it should be ensured that: a) Appropriate opportunities to promote sustainable transport modes can be made dependent of the type of development and its location; b) Safe and suitable access to the site can be achieved for all users; and c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 goes on to state that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The proposed development would lead to the relocation of the existing cycle storage arrangements, but would lead to the loss of the existing provision .The existing EV charging provision would also be retained .

The development would be used by local children who are likely to walk to the premises, and the site is located adjacent to a bus route with frequent services. The development would therefore incorporate sustainable transportation options and chapter 9 would be positively responded to.

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

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 126). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to reflect local policies and government guidance on design, taking into

account any local design standards or style guides in plans or supplementary planning documents. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 135). In this case, the development would involve a single storey structure to create ancillary fitness suite and studio within the undercroft of an existing school building.

The proposed built form has been designed to be sympathetic to the original building and would comprise matching materials, and is considered to be acceptable in terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider: - whether or not a significant adverse effect is occurring or likely to occur; - whether or not an adverse effect is occurring or likely to occur; and - whether or not a good standard of amenity can be achieved. Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location.

In general, for noise making developments, there are four broad types of mitigation:

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

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

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

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

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

Manchester Core Strategy

Policy SP1

Policy DM1

Policy EN1

Policy EN15

Policy EN16

Policy EN18
Policy EN19

Principle

The principle of the site being used for educational purposes has been established through a previous planning approval to develop a secondary school on this site in 2015. The principle of extending the existing recently built school, with additional gym facilities and relocation of the existing cycle storage arrangements is considered to be acceptable. However, the potential impact of the proposal on the neighbouring properties must be assessed.

Visual Amenity

The infilling of part of the undercroft area under the recently built classroom block to the rear to main school building, would be visible from Cochrane Avenue and the adjacent residential properties. However, this is an urban area with existing school buildings, including the changing pavilion, in the immediate area. The proposed development is simple in design and would match the design of the existing school, incorporating dark grey spandrel panels and louvre vents, and red rainscreen cladding.



The existing three storey building comprises an open undercroft area at ground level with the cycle storage facility, and parking spaces and with the upper floors supported on columns. The upper floors are finished in dark grey rainscreen cladding with red cladded window reveals, and a red rainscreen clad stair core.

The existing cycle storage facilities would be relocated from their current location within the undercroft area to the hard surface circulation space to the south east of the building and grassed area to the north of the sports changing pavilion. The proposal would also include the erection of canopies to 52% of the proposed cycle spaces reduce impacts from inclement weather.

It is considered that the proposed development and loss of a small grassed area between the carpark and sport changing pavilion would not adversely impact on visual amenity of the local residents on Cochrane Avenue and would accord with policy DM1 of the Manchester Core Strategy.

Residential Amenity

The proposed development would be no closer than the existing school buildings to the residential dwellings on Cochrane Avenue. It is considered that the existing houses are located far enough away from the proposed development, so as not to cause any significant impact on amenity. There is also existing fencing and an area of retained mounding directly adjacent to the boundary of the school and Cochrane Avenue, which would help to reduce the level of impact by virtue of providing an element of screening. Therefore, it is not considered that there will be a significant increase in disturbance or any loss in the current privacy of the existing dwellinghouses. Furthermore, it is not considered that this proposal will cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants, and would accord with policy DM1 of the Manchester Core Strategy.

The provision of single storey structure to create ancillary fitness suite and studio and associated relocation of the existing school cycle storage arrangements will give rise to an increase in activity on and around this part of the school site. However, as the facility is primarily for the use of pupils attending the school, it is not considered that arrival and departure of pupils using the facility would give rise to unacceptable impacts on residential amenity.

Information accompanying the application indicates proposed ancillary fitness suite and studio would be used by the school between 08.00 to 17.00 Monday to Friday, with community use throughout the year including weekends and bank holidays. Consideration has been given to conditioning this aspect of the scheme, however the wider school accommodation (not including the external area) is only restricted to :-

Monday to Friday	0730hrs - 2200hrs
Saturday, Sunday and Bank Holidays	0830hrs - 2200hrs

It is therefore recommended a similar approach is taken to the proposed accommodation, and an appropriately worded condition attached to any approval.

Noise

M & E information relating to internal and external plant has been submitted for consideration. It is also acknowledged that the nearest noise sensitive receptors would be 55m from the proposed development. Following consideration of the additional information and technical specifications of proposed external plant, it is considered that a condition to require additional details of acoustic insulation measures in regard to the building is not needed, but that a condition relating to verification of the proposed external plant noise levels is needed in order to demonstrate that a reduction of 5dB below background noise levels has been achieved.

On the basis of the recommended condition it is not considered that the proposals would give rise to unacceptable impacts on noise to nearby residential properties.

Car parking

Confirmation has been received that the existing 5 no. demarcated parking spaces for disabled users and 1 no. space with an EVC connection, within the undercroft area, would be retained and unaffected by the proposed development. Comments from Highway officers referring to cycle hoops are to be used to prevent cars from colliding with the new building was noted and this solution does not form part of the revised cycle storage arrangements. The proposed ancillary fitness suite and studio would be located to the rear of the drainage channel which runs to the rear of the retained spaces.

Whilst there would be no additional parking facilities proposed in connection to the provision of the facility, as this fitness suite and studio would be ancillary to the school and used during school times by pupils, only being available to the public outside of school hours, it is not considered that the proposed development would lead to on street parking issues in the local area.

Cycle Storage

When the school was approved, 155 cycle spaces were to be provided at the site within the area of the undercroft, which is now proposed to be developed as ancillary fitness suite and studio. The proposal would relocate the existing cycle provision for the school to 4 areas in proximity to the current location of the storage facilities. Five covered cycle storage racks (total of 40 cycles) with a lean to canopy above, are proposed to the western side of the existing sport changing pavilion is proposed together, with 16 spaces sited under the south eastern corner of the undercroft. A further five covered cycle storage racks (total of 40 cycles) with a canopy would be located along the southern boundary of the existing car park, with a small triangular grassed area between the existing car park and sports changing pavilion being hard surfaced and facilities of the storage of a further 64 bicycles. A total of 156 cycles spaces are proposed with 52% being under cover. Whilst there would effectively only be an uplift of 1 space at the site , for the reason set out above that the fitness suite and studio would be ancillary to the school and used during school times by pupils , only being available to the public outside of school hours. It is considered that the level of cycle storage provision would be acceptable.

Crime and Safety

The school perimeter is bounded by high weld mesh boundary treatment and there is CCTV coverage on the site. Comments received by Security for Design have been noted . The school have responded and advised that in regard to out-of-hours use, and not allowing members of the public to access the wider school building or grounds, this would be problematic as the new fitness suite would form part of the out of hours community use, in conjunction with the sports facilities, and they would be managed together. The operating hours for school usage during term time are 08.00 to 17.00 Monday to Friday, with community use throughout the year including weekends and bank holidays- 17.00-22.00. This ties into the community use times for other existing sports facilities at the site.

In regard to the need for a robust access control system or staff presence to restrict access to genuine users, it is advised that the building would be managed together in conjunction with the sports facilities, opened up at the beginning of the school day, and closed when community use ends. Furthermore, that there is a manned office that provides supervision during community use hours.

The school also confirmed that this area of the school is covered by existing CCTV arrangements, and the CCTV coverage would be extended/adapted to cover the entrance doors. Furthermore, that existing alarm system would be extended to the new building.

Confirmation has also been received that all the proposed windows and doors would be to PAS2 standards, and that the only opening window is the office, which would have a 100mm opening restrictor.

This is considered to be an acceptable approach given the proposed location within an existing development.

It is not considered that the proposed use would give rise to unacceptable increases in crime in the wider area.

Contaminated Land

Prior to the current school building being constructed in 2016 the site had previously featured industrial uses. Widespread contamination (heavy metal, PAH, TPH and asbestos) was recorded in the made ground during the site investigation undertaken in 2014.

When the school was built significant depths of made ground were encountered. Localised peat was recorded associated with a former infilled pond. Elevated carbon dioxide and flow rates in the centre of the site were recorded and gas protection measures were implemented at the site. It is therefore considered that a condition requiring the submission of further site investigations, together with a remediation strategy , and verification report, should be attached to any approval.

Sustainability

This school already has 80 photovoltaic panels on the roof of the existing two storey teaching block providing 250 watts each, together with electric vehicle charging points, and 156 cycle spaces would be available for use following their relocation. Given the limited increase in floorspace of 318sq.m, it is not considered that further measures would be required to be incorporated as part of the proposed development.

Landscaping

The scheme would necessitate the removal of a small triangular shaped grassed area between the car park and the sports changing facility. This grassed area has already been subject of wear due to pupils crossing it on a regular basis. Whilst the loss of the grassed area is unfortunate, it is considered the retention of the level of cycle storage at the site would outweigh its loss given, that this area is already used as a short cut by pupils.

Inclusive Access

Both accesses to the proposed ancillary fitness suite and studio would be via 1:20 access ramps. The accommodation would also include accessible toilet provision.

Boundary treatment

The existing fencing is powder coated dark green colour weld mesh. No works are proposed to the existing boundary treatment

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about the loss of cycle and disabled parking provision, and following the receipt of revised plans this matter has been satisfactorily resolved and the appropriate conditions have been attached.

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

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

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

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

Proposed GA Plan ref : 5627-HMA-00-00-DR-A-20101 rev. P01
Proposed Elevations 001 plan ref: 5627-HMA-XX-ZZ-DR-A-10201 rev. P01
Proposed Elevations 002 plan ref: 5627-HMA-XX-ZZ-DR-A-10202 rev. P01
Planning Statement by the Dean Trust dated 11th May 2023
Received 23rd May 2023

Phase 1 Desk Study Assessment Report ref: GP/M4246/8660 dated July 2019 and Geo-Environmental Assessment report ref: NS/M4246/8662 dated July 2019 received 25th May 2023

Agent email dated 4th July 2023 confirming retention of existing car parking spaces within the undercroft area.

Preliminary sketch layout of Mechanical Services plan ref: P1610 rev. SK1 received 4th July 2023;

Air conditioning specification ref: PLA-ZM R32 4- Way Blow Ceiling Cassette System (Power Inverter Heat Pump) received 10th July 2023;

Air conditioning specification ref: PEA-ZM R32 Large Capacity Ceiling Concealed Ducted System (Power Inverter Heat Pump Three Phase) received 10th July 2023;

Proposed landscaping and fencing plan 5627-HMA-00-00-DR-A-20105 rev.P04 received 10th July 2023

Agent email dated 10th July 2023 with data relating to 3no. Mitsubishi PLA-ZM125 (Power Inverter Heat Pump

Location Plan ref: 5627-HMA-DTA-00-DR-A-00001 rev.P02

Block Plan ref: 5627-HMA-DTA-00-DR-A-00002 rev. P02

Proposed landscaping and fencing plan 5627-HMA-00-00-DR-A-20105 rev.P05 received 12th July 2023

Email from planning agent dated 10th July 2023 relating to the use of 3 No. Mitsubishi PLA-ZM125 units

Email from Marston and Grundy dated 11th July 2023

Email from Jim Lee regarding noise levels of M&E equipment dated 20th 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 (2012).

3. The development shall be implemented in accordance with the materials shown on Proposed Elevations 001 plan ref: 5627-HMA-XX-ZZ-DR-A-10201 rev. P01 and Proposed Elevations 002 plan ref: 5627-HMA-XX-ZZ-DR-A-10202 rev. P01 received 23rd 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 Manchester Core Strategy (2012).

4. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

5. The building hereby approved shall only be used in association with the existing school premises and shall not be open outside the following hours:-

Monday to Friday	0730hrs - 2200hrs
Saturday, Sunday and Bank Holidays	0830hrs - 2200hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012) .

6.a)Externally mounted ancillary plant, equipment and servicing shall be implemented in accordance with:

- Air conditioning specification ref: PLA-ZM R32 4- Way Blow Ceiling Cassette System (Power Inverter Heat Pump) received 10th July 2023;
 - Air conditioning specification ref: PEA-ZM R32 Large Capacity Ceiling Concealed Ducted System (Power Inverter Heat Pump Three Phase) received 10th July 2023;
 - Email from planning agent dated 10th July 2023 relating to the use of 3 No. Mitsubishi PLA-ZM125 units
 - Email from Marston and Grundy dated 11th July 2023
 - Email from Jim Lee regarding noise levels of M&E equipment dated 20th July 2023.
- before the use commences.

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 achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

7. The ancillary fitness suite and studio shall be used in conjunction with the existing school (including community use) and shall not form a separate planning unit .

Reason - to ensure that this facility does not become a separate planning unit, with associated parking and servicing requirements, and to prevent a general increase in background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

Informatives

Construction/demolition works shall be confined to the following hours

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health
Greater Manchester Police

90 South Street, Longsight, Manchester, M12 4DT
102 South Street, Longsight, Manchester, M12 4DT
294 Stockport Road, Manchester, M13 0JY
Flat 113, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
328 Stockport Road, Manchester, M13 0LE
20 Culford Close, Manchester, M12 4UT
92 South Street, Longsight, Manchester, M12 4DT
96 South Street, Longsight, Manchester, M12 4DT
94 South Street, Longsight, Manchester, M12 4DT
98 South Street, Longsight, Manchester, M12 4DT
110 South Street, Longsight, Manchester, M12 4DT
100 South Street, Longsight, Manchester, M12 4DT
328A Stockport Road, Manchester, M13 0LE
330 Stockport Road, Manchester, M13 0LE
334 Stockport Road, Manchester, M13 0LE
Flat 112, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 203, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 212, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 218, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 307, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 313, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 401, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 405, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 508, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 511, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
296 Stockport Road, Manchester, M13 0JY
8 Culford Close, Manchester, M12 4UT
15 Cochrane Avenue, Manchester, M12 4UP
9 Cochrane Avenue, Manchester, M12 4UP
1 Cochrane Avenue, Manchester, M12 4UP
Flat 104, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 105, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 219, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 404, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 408, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 414, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 501, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
108 South Street, Longsight, Manchester, M12 4DT
16 Culford Close, Manchester, M12 4UT
Flat 101, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 306, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 316, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 506, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 507, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 510, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
112 South Street, Longsight, Manchester, M12 4DT
19 Cochrane Avenue, Manchester, M12 4UP
Flat 2, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 107, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 210, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 211, Chadwick House, 336 Stockport Road, Manchester, M13 0BR

Flat 214, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 216, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 305, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 312, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 317, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 318, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 319, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 409, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 413, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 512, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 5, 300 Stockport Road, Manchester, M13 0JY
Flat 3, 300 Stockport Road, Manchester, M13 0JY
298 Stockport Road, Manchester, M13 0JY
Flat 111, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 204, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 206, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 308, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 314, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 403, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 406, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 410, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 603, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 607, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 4, 300 Stockport Road, Manchester, M13 0JY
14 Culford Close, Manchester, M12 4UT
6 Culford Close, Manchester, M12 4UT
2 Culford Close, Manchester, M12 4UT
9 Culford Close, Manchester, M12 4UT
7 Cochrane Avenue, Manchester, M12 4UP
332 Stockport Road, Manchester, M13 0LE
Flat 102, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 109, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 208, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 213, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 311, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 411, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 504, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 509, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 601, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 604, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 606, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
104 South Street, Longsight, Manchester, M12 4DT
Flat 1, 300 Stockport Road, Manchester, M13 0JY
11 Cochrane Avenue, Manchester, M12 4UP
12 Culford Close, Manchester, M12 4UT
7 Culford Close, Manchester, M12 4UT
Flat 1, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 103, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 110, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 202, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 207, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 217, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 301, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 303, Chadwick House, 336 Stockport Road, Manchester, M13 0BR

Flat 315, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 407, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 415, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 502, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 503, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 608, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
114 South Street, Longsight, Manchester, M12 4DT
10 Culford Close, Manchester, M12 4UT
17 Cochrane Avenue, Manchester, M12 4UP
3 Cochrane Avenue, Manchester, M12 4UP
Flat 205, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 209, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 108, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 201, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 215, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 106, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 302, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 304, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 412, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 602, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 605, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 505, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 402, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 310, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
Flat 309, Chadwick House, 336 Stockport Road, Manchester, M13 0BR
106 South Street, Longsight, Manchester, M12 4DT
Flat 2, 300 Stockport Road, Manchester, M13 0JY
5 Cochrane Avenue, Manchester, M12 4UP
18 Culford Close, Manchester, M12 4UT
4 Culford Close, Manchester, M12 4UT
8 Chipstead Avenue, Manchester, M12 4US
23 Cochrane Avenue, Manchester, M12 4UP
21 Cochrane Avenue, Manchester, M12 4UP
13 Cochrane Avenue, Manchester, M12 4UP
324 - 326 Stockport Road, Manchester, M13 0LE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA