

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136644/FO/2023

Date registered valid: 18 May 2023

Proposal: Installation of weldmesh fencing and gates adjacent to Matthews Lane boundary and reconfiguration of parking area and access/egress arrangements

Address: Grange School , Matthews Lane, Manchester, M12 4GR

Ward(s): Longsight Ward

Applicant: Mr Mark Manifold Prospere Learning Trust

Agent (if any): Miss India Rogers AA Projects Ltd

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

Recommendation: Approve

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 15 June 2023 Expired: 14 June 2023

Neighbour notifications

Printed: 24 May 2023 Expired: 14 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/area

This application relates to the site of Grange School located at the junction of Matthew Lane and Mount Road within the Longsight ward of Manchester. The wider school site of approximately 2.4 hectares in area. To the immediate north the application site is the Gorton Primary School, to the east are Melland playing fields, to the east of the Nutsford Vale NNR and the south are residential properties along Matthew Lane.

The site currently forms the existing car park and minibuss drop off and pick up facilities. The access to the existing parking facilities is from Matthews Lane. The boundary treatment to Matthew Lane comprises grey weldmesh fencing, with a row of Lombardy poplar trees to the rear of the fencing.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Consent is sought for the installation of weldmesh fencing and gates adjacent to Matthews Lane boundary and reconfiguration of parking area to form two separate one way systems within the existing car park, one for cars and the other for minibusses, together with widening of the existing access/egress arrangements to form separate side by side access and egress routes. The gate to the existing access would be set back into the site to enable a mini bus to stand clear of Matthews Lane, whilst using the intercom to enable access to the school site.

Consultations & Notification Responses

Local Residents – A local resident on Matthews Lane has questioned whether the vehicle access gate/entrance going to be widened on Matthews Lane, as they live opposite the gate and are frustrated at having to move their car to enable delivery vehicles to gain access.

Highways Services – original comments 13.06.2023

Raised concerns that the school's current access proposals would not support the proposed Active Neighbourhood scheme for Matthews Lane which includes 2-way cycle lane in the vicinity of the access and a bus stop cycle bypass (for the existing bus stop located just east of the school access). They therefore raised concerns regarding the proposed design proposals based on the current design, but requested a meeting with the applicant to discuss a way forward, with a view to achieving an alternative access design.

A solution involving widening of the existing access only without the segregated egress was suggested, which would require the bus stop to be relocated only slightly on the attached and would provide a better pedestrian environment.

Updated comments 07.07.2023

Noted the revised plan moves the works to the access/egress slightly to the west, but believe there is scope to move the extent of the works slightly further west by reducing the access/egress widths, with such widths being designed based on the largest vehicle swept-path analysis (mini-bus). This would also reduce the overall crossing width – ideally crossing width should be less than 10m. This would also have less impact on the Active Streets design and bus stop.

Other points which should be considered:

Intercom to be sited further into the site i.e. further away from the highway

Kerb radii reduced based on swept-path assessment

Swept-path assessment of internal design

Visibility appears sufficient but request 2.4m x 25m visibility splay at egress should be shown

Priority junction markings at access/egress. Markings/signage can be finalised at S278 detailed design stage.

Recommend internal directional signage should be supported by text i.e. 'mini bus' and 'car'.

Existing School 'No Stopping' sign would need to be relocated.

Would be useful if plans can show location of existing bus stop/lighting column, with a recommendation that this be retained at its existing location for a temporary period until Active Streets scheme is implemented.

Some traffic management may be required if the works were to take place when the school is open/operational, or it could be timed for other half-term periods.

Updated comments 04.08.2023

Highways officers have received the following comments from the Active Neighbourhoods design team:

Discussions have taken place with the school's developers over the introduction of a revised highway layout with segregated two-way cycling track and bus stop bypass outside the school and revised entrance. They welcome more controlled access in/out of school site. The access has been narrowed from the previous proposals which will provide a single crossing area rather than two.

Visibility exiting the site should take into account the proposed two-way cycle track being provided so there is intervisible between exiting vehicles and cyclists on the cycle path.

Some modification will need to take place to the highways design to accommodate the revised access plans so CAD drawings of the revised access arrangements from the adopted highway boundary would assist.

Existing School Keep Clear sign outside widened access will need to be repositioned.

Overall the scheme looks acceptable , but assessment of the visibility of the cycle lanes is requested.

Design for Security – Have no concerns with the proposals or the fencing that would be installed.

Environmental Health – Have no comments regarding the above application.

Arboricultural officer- Have viewed the original scheme and advised that it would appear that the proposed weld mesh fencing installation could have an impact on the existing tree stock fronting Matthews Lane.

GMAAS - the course of the Nico Ditch is recorded on the Historic Environment Record immediately to the east of the application area, along the southern edge of Melland Playing Fields (HER 1404.1.1). Its westerly continuation along the southern edge of the application area, however, is likely to have been badly damaged / removed completely by Matthews Lane, at least to the depth of the earth-moving works required to create a new egress to Matthews Lane (circa 310mm).

Having reviewed the information submitted in support of the application, they are content that the limited nature of the proposed works will not impact on any below-ground remains of the Nico Ditch, and archaeological matters do not require any further consideration in this instance.

Policy Context

National Planning Policy Framework (NPPF)

National Planning Policy Framework (NPPF) – This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in July 2021.

It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below.

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).

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. 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 a high quality built environment 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 Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

The Framework has been related to the proposed development, with particular emphasis given to the following:

Chapter 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 the community needs.

Paragraph 95 specifically relates to the provision of school places stating 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:

- (a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- (b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

It is considered that the proposal would contribute to the improvement of the facilities offered by the school to meet the needs of the pupils. The proposal would provide reconfigured parking and drop off facilities for the school with an associated revised access/egress arrangement on Matthews Lane. It is not considered that the development would harm residential amenity. Chapter 8 would therefore be positively responded to.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed

using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk - based assessment and, where necessary, a field evaluation (paragraph 194). In considering the impacts of proposals, paragraph 195 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. NPPF defines designated heritage assets as: 'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'.

Nico Ditch is an ancient Monument. The course of the Nico Ditch is recorded on the Historic Environment Record immediately to the east of the application area, along the southern edge of Melland Playing Fields (HER 1404.1.1). Its westerly continuation runs along the southern edge of the application area. Reference is made to the above as context to the proportionate consideration of the issues concerning consideration of a designated heritage asset.

In weighing applications that directly or indirectly affect heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section 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 This section 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

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in Decision Taking

This section 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.

Relevant Local Policies

The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. Consideration has been given to minimising the impact on existing local residents.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to public transport modes, including regular bus services. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Matthews Lane and Mount Road, and would not have a significant impact on the local highway network.

Policy EN1 'Design principles and strategic character areas' states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1 .

Policy EN3 'Heritage' throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character , setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens , conservation area and archaeological remains. The proposed development site contains a heritage asset, but is not located within a Conservation Area, nor in proximity to listed buildings.

The site is not located within a Conservation Area, and there are no listed buildings in the vicinity of the site, however the proposed revisions to the access arrangements would lie to the north of an ancient Monument 'Nico Ditch'.

Taking account of the observations received from the Greater Manchester Archaeological Advisory Services , and the limited widening of the existing access and the depth of the works proposed has been concluded that the proposed development would not have a significant adverse impact on the Ancient Monument. As the Ancient Monument is below ground in this location there would be no impacts in visual terms, or to the character of the local area in relation to heritage matters.

Policy EN14 'Flood Risk' advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1. The proposal would involve a very limited extent of soft landscaping alongside the existing access from Mathews Lane , with the existing hard surfaced parking area being retained , but resigned and relined. It is therefore not considered that the proposed works would have a significant impact to surface water run off locally.

Policy EN16 'Air Quality' states 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 and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. Due to the limited extent of the proposed works , the proposal is not considered to have a significant impact on air quality.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. . As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved UDP policy DC19.1 relates to development in

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments

Other material policy considerations Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise. These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Issues

Principle of Development

The principle of the installation of weldmesh fencing and gates adjacent to Matthews Lane boundary and reconfiguration of parking area and access/egress at the school site is considered to be acceptable. However, the potential impact on neighbouring properties must be assessed.

Visual Amenity

It is inevitable that the proposed works to the back of pavement on Matthews Lane will result in a visual change in the streetscene. The design of the proposed works has been formulated to assimilate appropriately to the surroundings and the school site, and are considered to be in keeping with the existing boundary treatment and access arrangements. Furthermore, the boundary of the site with Matthews Lane already comprises high grey weldmesh fencing which would be retained. There are also tall Lombardy Poplar trees behind the fence line which would also be retained. The combination of the retained fencing and trees would continue to give partial screening of the school site along the Matthews Lane boundary.

It is considered that the proposed changes to the access/egress arrangements, to Matthews Lane, and associated reconfiguration of the existing car park and pupil drop off area would not adversely impact on visual amenity of the locality, and would accord with policy DM1 of the Core Strategy.

Residential Amenity

The level of vehicles entering and leaving the site would be as existing. Therefore, it is not considered that there would be a significant increase in disturbance from noise from the use of the proposed revision to the access arrangements to the site from Matthews Lane.

Traffic and Access

The installation of weldmesh fencing and gates adjacent to Matthews Lane boundary and reconfiguration of parking area and access/egress is proposed to improve traffic arrangements at the school site. At present most of the pupils arrive by minibuses, which at peak times leads to vehicles waiting on Matthews Lane to access the site leading to congestion, and to associated impacts to local residents' vehicles parking on street opposite the site. The proposed scheme would involve the inseting to the gate to the site access to enable vehicles to stand clear of Matthews Lane whilst waiting to gain access, with a proposed egress to improve traffic circulation within the site and traffic movements onto Matthews Lane.

Car Parking

The reconfigured car park would have 77 spaces with 7 additional spaces for disabled users. The loss of 2 no. parking spaces from the front car park would have very limited effect on the school as they could utilise a redundant parking area to the rear of the school should more spaces be needed. The loss of these spaces would enable a safer flow of cars and minibuses around the car park.

Response to highway matters raised

The scheme has been revised from the original submission to remove a traffic island between the proposed access to the site and proposed egress from the site. This has enabled the works to be reduced in regard to the width of the required dropped cross over to Matthews Lane (10m), together with a reduction to the proposed kerb radii, whilst enabling access for the minibuses which drop off and collect pupils from the site. This change would also have less impact on the Active Streets design and bus stop being proposed for Matthew as part of highways works for the wider area.

The proposed intercom has been relocated further into the school site, in proximity to the proposed access gates.

A plan has been forwarded which shows a 2.4m x 25m visibility splay at the proposed egress. It is considered that this in conjunction with the use of weldmesh fencing would enable the retention of pedestrian /vehicle intervisibility spaces at the access/egress to the site.

Furthermore, no entry signs are to be mounted on the gate posts, and directional signage has

also been incorporated. These elements of the scheme has been annotated on the layout plan, together with the relocation of the Existing School 'No Stopping' sign.

The request to retain the location of existing bus stop/lighting column at its existing location for a temporary period until Active Streets scheme is implemented, has also been actioned.

The concerns raised in relation to the proposed gates opening and closing automatically has been noted and raised with the planning agent, who has confirmed that the proposed gates are on a sensor and should not close automatically onto a car/mini bus.

Trees

The trees to the Matthews Lane frontage are proposed to be retained. There is a section of frontage to Matthews Lane from the existing access where not trees are present, and as such the works should not require the removal any trees. It is however, proposed to attach a condition relating to the protection of the retained trees.

Ancient Monument

The course of the Nico Ditch is recorded on the Historic Environment Record immediately to the east of the application area, along the southern edge of Melland Playing Fields (HER 1404.1.1). Its westerly continuation runs below ground along the southern edge of the application area.

The comments received from GMAAS have been noted. In view of the GMAAS comments and the limited nature of the proposed works which involve disturbing the ground i.e. widening the existing access and the depth of the proposed works (310mm) in the vicinity of the pavement on Matthews Lane, it is considered that the proposed works would lead to less than substantial harm to the significance of a designated heritage asset. Furthermore, this harm should be weighed against the public benefits of the proposal including, improving congestion on Matthews Lane and improvements to highway and pedestrian safety both within the school site and in the vicinity of the school on Matthews Lane.

It is however proposed to attach an informative to any approval to advise that in the event that the earthworks relating to Nico Ditch are encountered on the site, the developer is advised to cease works and call the local planning authority for advice on how to proceed.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and

owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The local planning authority in making its decision has had regard to the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval for the reasons outlined in this report. Officer have worked with the applicant in a positive manner based on seeking solutions in arising in relation to the works taking place on Matthews Lane as part of the Active Neighbourhoods Scheme and following the receipt of revised plans this matter has been satisfactorily resolved and the appropriate conditions have been attached.

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

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

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

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

Plan ref: location plan ref: 21238;

Email from planning agent dated 10th May 2023 stating that the proposed fence line would not affect any existing trees , and that the proposed fence line is replacing the existing fence line that is already in place.

Existing and proposed parking spaces plan ref: 21238.005 ; Jacksons fencing Euroguard Regular specification ; 2.4m high Euroguard Regular fence plan ref: J6/01058 received 17th May 2023

Statement in regard to retained trees received 3rd July 2023;

Agent email responding to highway matters dated 27th July 2023 ;

Grange School external car park works plan ref: 21238.002 rev. D (notwithstanding reference to palisade gate) and Grange School external car park works showing swept paths plan ref: 21238.006 received 27th July 2023

Agent email dated 2nd August 2023 confirming that the swept paths on plan ref: 21238.006 is based on the size of mini buses accessing the site .

Jacksons fencing Euroguard Gates specification; and 2.4m Euroguard Comi Double gate plan ref: 07/02189 received 7th August 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 boundary treatment shall be implemented in accordance Grange School external car park works plan ref: 21238.002 rev. D (notwithstanding reference to palisade gate); Jacksons fencing Euroguard Regular fencing specification ; and 2.4m high Euroguard Regular fence plan ref: J6/01058 received 17th May 2023 to match the existing boundary treatment om Matthews Lane; and Jacksons fencing Euroguard gate specification received 7th August 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. Prior to the commencement of above ground works, plans of the type and location of fencing for the protection of the retained trees to the southern boundary of the school with Matthews Lane shall be submitted to and approved in writing by the City Council as local planning authority. The development 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 adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).Tree Protection

Informatives

1. Any relation of the bus stop and street signage will need to be agreed with Manchester City Council Highway Services and Transport for Greater Manchester.If there is a relocation of the bus stop, it will need to be wholly funded by the applicant and in accordance with TfGM's bus stop design guidelines; 160mm high kerbs and bus stop clearway markings will be required. The footway will also need to be reinstated accordingly where the stop is removed. The applicant is advised to contact the Sheltersteam via shelters@tfgm.com to progress the relocation.
2. In the event that the earthworks relating to Nico Ditch are encountered on the site, the developer is advised to cease works and call the local planning authority on 0161 234 4516 or planning@manchester.gov.uk for advice on how to proceed.

Appendix 1 – List of consultees & neighbours notified

Transport For Greater Manchester
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police

Prospect House Primary Specialist Support School, Grange School, Matthews Lane, Manchester, M12 4GR

16 Leybourne Avenue, Manchester, M19 3FG

14 Leybourne Avenue, Manchester, M19 3FG

78 Matthews Lane, Manchester, M19 3ES

76 Matthews Lane, Manchester, M19 3ES

72 Matthews Lane, Manchester, M19 3ES

64 Matthews Lane, Manchester, M19 3ES

62 Matthews Lane, Manchester, M19 3ES

79 Bratton Drive, Manchester, M19 3GU

6 Bywood Avenue, Manchester, M19 3PA

295 Mount Road, Manchester, M19 3ET

77 Bratton Drive, Manchester, M19 3GU

81 Bratton Drive, Manchester, M19 3GU

75 Bratton Drive, Manchester, M19 3GU

Gorton Primary School, Mount Road, Manchester, M18 7GR

250 Mount Road, Manchester, M18 7GR

Mellands Fields, Mount Road, Manchester, M18 7QR

54 Matthews Lane, Manchester, M19 3ES

17 Cranmere Avenue, Manchester, M19 3FR

15 Cranmere Avenue, Manchester, M19 3FR

13 Cranmere Avenue, Manchester, M19 3FR

80 Matthews Lane, Manchester, M19 3ES

74 Matthews Lane, Manchester, M19 3ES

70 Matthews Lane, Manchester, M19 3ES

68 Matthews Lane, Manchester, M19 3ES

66 Matthews Lane, Manchester, M19 3ES

60 Matthews Lane, Manchester, M19 3ES

58 Matthews Lane, Manchester, M19 3ES

56 Matthews Lane, Manchester, M19 3ES

52 Matthews Lane, Manchester, M19 3ES

18 Leybourne Avenue, Manchester, M19 3FG

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

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA