

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136645/VO/2023

Date registered valid: 30 March 2023

Proposal: CITY COUNCIL DEVELOPMENT Erection of a part single , part two storey detached school building (Class F1) with associated sports facilities, access, car parking arrangements, landscaping and boundary treatment

Address: Brownfield Site To The South / South-East Of Sawley Road, East Of Nelson Street, North / North-East Of James Street, Manchester

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Andrew Partington, Manchester City Council

Agent (if any): Mrs Anastasia Kapagerof, jmarchitects

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 4 July 2023

Application details

Type of application: Regulation 3 Consent

Development type: Major Other

Standard consultations:

Printed: 19 April 2023 Expired: 10 May 2023

Neighbour notifications

Printed: 19 April 2023 Expired: 10 May 2023

Site notice

Posted: 26 April 2023 Expired: 17 May 2023

Press advert

Published: 25 April 2023 Expired: 16 May 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site was last used as a primary school (built in 1894). The school was demolished in 2011 after Park View community school was constructed on the corner of Varley St / Holland St, where the pupils moved to.

The site currently comprises a fenced off vacant brownfield site covered in overgrown vegetation resulting from a lack of use since the previous school facility was demolished, with trees alongside the boundary the eastern boundary, with some trees located along the Sawley Road boundary.

Part of the site has been cleared, but there are some areas still covered with grass.

Some of the trees around the periphery of the site have been removed. There are also the remains of metal work associated with a former sports court on the site, and an area in the south western section of the site with tipped building materials, including concrete and bricks. The site lies between Sawley Road to the north and James Street to the south. James Street, however terminates in a service yard serving the industrial and warehouse uses to the south site in proximity to this site.

The boundary to Sawley Road comprises chain link fencing attached to concrete posts. There is an existing 20pmph speed restriction in place on Sawley Road

Planning History

067829/FO/2003/N1 - Erection of 2.4m high palladin fencing to school boundary
Approved June 2003.

051390/VO/NORTH2/97 - Environmental improvements to school grounds including safety surface & fence to nursery, ground surfaces, playful structures, seating, earthworks planting and sports area.

Approved January 1997.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

To the north of site are terraces of residential properties, with a heavily treed area to the east of the site in proximity to Hulme Hall Lane and the loop connection of Vickers Street to Hulme Hall Lane. Directly to the west is a cleared site formerly occupied by Nicholas Varley primary school, with the Carriocca business park beyond. To the south of the site and warehouse and industrial uses.

The immediate surrounding area is characterised by buildings of varying heights, from single storey to two storey commercial buildings.

The site is not located within a conservation area, but the Corpus Christi Basilica (Grade II listed building) lies 100m to the north west of the site on Varley Street and Victoria Mill (Grade II* listed building) 262m to the south west of the site.

Description of development

The proposals are for the development of 150 place Special Education Needs and Disabilities (SEND) secondary school on a 1.54ha site.

The proposed part single, part two storey school building would comprise an oblong block which would run parallel with Sawley Road, and have two wings at right angles from the main block running southwards into the site. Plant and ancillary equipment would be located on the roof to the side of the double height element of the building. The accommodation would comprise 13 classrooms, with a main hall, dining hall, additional group rooms, therapy rooms, art and science studios, a workshop space, life skills kitchen, and ancillary office and meeting room space, accessible toilets and pupil shower and changes areas. The school would have floorspace covering an area 3,050sq.m.

The school would be contemporary in design and comprising dark grey brickwork as the main material, slightly grey brick as piers between door and window openings, and light beige / wood effect cladding panels to the entrances and double height main hall, with a grey felt covered shallow gradient pitched roof.

The proposed signage would be non illuminated and limited to the identification of the school entrance, pupil entrance and the school logo, which would all be located on the Sawley Road frontage of the proposed building.

The proposal includes the provision of a hard surfaced sport court and a MUGA.

The site layout includes the provision of 68 (including 8 spaces for disabled users, and 8 spaces with electric vehicle charging points) parking spaces, and 10 spaces for minibuses in the parking area. There would be 6 spaces for minibuses and 6 car spaces within the drop off area within the site. 14 cycle storage spaces are proposed to be located to the north of the proposed building in close proximity to the cycle access to the site.

A dedicated minibus service would be provided, which would drop-off/pick-up students. Vehicular access and egress to the site would be taken from Sawley Road, and operate via a 1 way system within the school site. A cycle access is proposed alongside the northern vehicular access. A separate pedestrian access to the site is also proposed from Sawley Road.

The proposed school opening hours would be Mondays to Fridays 07:00 to 18:00

Saturdays 09:00 – 12noon. These time periods include core class period and pre/after school clubs. 50 full and 50 part time staff will be employed on-site and will be on-site prior to pupil arrival and departure times.

A large habitat area within north east part of site is proposed which would enable the retention of 38 trees within this area. 6 trees would be retained to Sawley road frontage. 57 new trees are proposed to be planted within the site.

Consultations & Notification Responses

The proposal has been advertised in the local press (25th April 2023) as a major development and as being a development affecting a listed building, and a site notice was displayed at the application site (27th April 2023). Notification letters have been sent to 308 local residents and businesses.

Local residents and local businesses - an email have been received from a local business advising that they have no objections to the proposed development, but would like to be included in any matters that may impact on the operational effectiveness of their business on Vickers Street as they are operational 24 hours per day, seven days a week. They have stated that there should be no changes to their physical access to their site at all times, with no restrictions in a 24 hour period, and that there must be no impact to their current provision for parking on Vickers Street and James Street. Furthermore, that they are a manufacturing business, so the development will need to take this into account and soundproof the proposed school building accordingly (they state they cannot be held accountable for any future complaints as they were in situ first).

An email has been received from a local resident objecting the proposed development. They state that the area already has a lot of noise and traffic, and refer to a local church giving rise to on street parking issues locally, and the congregation honking their car horns when they leave in the middle of the night. They also refer to impacts from Etihad Stadium, citing noise from music and crowd noise on match days, and not being able to drive on match days due to numbers of vehicles and people walking in the middle of the road. They also refer to the Co-op arena (currently under construction) which they feel will bring in more traffic and noise. They raise concerns if there is a concert, a match and a wedding at the church on a Friday and a school in proximity, it will mean residents around the area will get no peace or be able to travel anywhere.

They also advise that they have a dog who is sensitive to people walking past the garden, but with the addition of a school they feel this would affect the dog's welfare. There are also already some school children who walk past our gardens and throw rubbish in, and they feel this will be exacerbated by the addition of another school.

Furthermore, it has been wonderful having a bit of a green nature in that lot as it is something that Manchester is sorely lacking

Highways Services –

TRIP GENERATION AND JUNCTION CAPACITY: HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and provided the following comments. The first principles approach is acceptable and provides a worse-case approach with the majority of pupils arriving via mini-bus and the remainder of pupils being dropped off/picked-up via private car. The modal share has been estimated based on information provided by the school; the mode share of staff has been estimated based on 2011 Census 'Location of usual residence and place of work by

method of travel to work' dataset at Middle Super Output Area (MSOA) level. This is considered acceptable.

The proposed vehicle trip generation of the school (based on the school trip generation and mode share) shows that the school is expected to generate a maximum of 85 vehicle arrivals and 40 vehicle departures during the 08:30 - 09:00 period, and 40 vehicle arrivals and 85 vehicle departures during the 15:00 - 15:30 period. The traffic flow diagram (Figure 6.2) demonstrates that there will be 73 two-way trips through the signalised junction of Oldham Road / Varley Steet in the PM peak hour. This triggers TfGM's threshold for a junction impact assessment and as such TfGM consider that this junction should be assessed.

Site observations have confirmed that there is a half-built development on Sawley Road. It is unclear whether this development has been completed and what the end use will be. It is considered that this site could potentially generate additional flows which could have an impact on the priority junction at Varley Street / Sawley Road (which has been assessed in the TA) and the signalised junction of Oldham Road / Varley Street.

The accident database has been reviewed for the most recent five-year period. The assessment found that there were a cluster of 14 incidents at Oldham Road / A6010 and of these 2 were serious and the rest were slight. A cluster of 5 incidents were recorded at A6010 / Bradford Road junction. 1 incident was recorded on the Varley Street / James Street junction. No incidents were recorded in the immediate vicinity of the development site. It is requested that the latest five-year period should be used to assess road safety including the data from 2022 that is available. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY: The site is well accessed by sustainable modes.

OFF-SITE HIGHWAYS WORKS: Two new access points will be developed off Sawley Road. It is requested that these accesses have dropped kerbs and tactile paving installed. It is also requested that the footway is resurfaced along Sawley Road to ensure it is up to standard. This work will need to be done under a Section 278 agreement for the alterations to the existing highways, and for construction of the proposed access and dropped kerbs. This will require the agreement with MCC's Highways Applications and Network Resilience teams and be funded at the applicant's expense. It is also requested that any redundant access/dropped kerbs along the boundary of the site are reinstated as part of the S278 works.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant. The developer should ensure that all pedestrian routes within the curtilage of the site are constructed to a minimum width of 2m to cater for wheelchair and any pushchair users.

STAGE 1 ROAD SAFETY AUDIT: For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)

- o Audit of key cycling routes (ASLs, cycle lanes etc.)
 - o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)
- A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

PARKING AND ACCESS: A new bellmouth junction is proposed for pedestrians, cyclists and vehicles at the north-eastern corner of the site. It is understood from the submitted plans that this will provide access to the site and a secondary access will provide egress from the site. This one-way arrangement will assist in the dropping-off/picking-up of students via mini-bus and parents vehicles. The vehicle access gates should be set back a minimum of 5 metres from the edge of the carriageway to allow a car to stand clear of the highway. The access has been designed to accommodate the largest vehicle to enter and egress safely.

A total of 68 parking spaces will be provided on-site. 60 of these parking spaces will be standard and 8 disabled, which equates to a 12% provision and is acceptable to Highways. The 60 standard parking spaces will accommodate parking for the 60 staff employed at the site, whilst the disabled parking spaces can be used for staff with disabilities as well as parent visiting the school for meetings or escorting their child to the main entrance. The proposed parking arrangements and numbers are acceptable to Highways. It is requested that a Car Park Management is in place on-site. The TA also confirms that the car usage will be monitored via the School Travel Plan. It is requested that a School Keep Clear is provided outside the school on Sawley Street. TfGM consider that a review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the local highway network. A separate pedestrian access will be in place for staff and pupils via Sawley Street. This pedestrian access is gated and provides access to the main entrance. It should be that within the internal layout pedestrians are given priority over any vehicles.

DROP-OFF / PICK-UP ARRANGEMENTS: The TA states that due to the nature of the development it is anticipated that all students will travel to/from the school via mini-bus or car (parent drop-off/pick-up). The submitted plans confirm that two drop-off/pick-up points are proposed along the front façade of the school building. One area will be able to accommodate 8 5-seater minibuses and the other area can accommodate 5 cars for parent drop-off / pick-up. Drawing 'Vehicle Swept Path Analysis Minibus' demonstrates that minibuses and cars can access, manoeuvre and egress from these parking spaces. This arrangement is acceptable to Highways.

EV CHARGING: The TA confirms that 8 of the 68 parking spaces will have EV Charging. It is requested that the usage of the EVC spaces is monitored and when necessary more installed.

CYCLE PARKING: As noted in the Transport Assessment MCC does not have specific parking standards for school and SEND developments. The proposals are for the provision of a sheltered cycle shelter for up to 14 cycles. Shower and changing rooms will be provided at the school. This is acceptable to Highways.

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

REFUSE AND SERVICING: A bin store is noted within the site, to the north of the car park. The TA confirms that refuse collection will be undertaken once a week within the proposed service yard. The service yard is located adjacent to the bin store and accessed via the access road. Swept Path analysis demonstrates that a 12m vehicle can enter, manoeuvre and reverse into the service yard. The waste vehicle is then able to exit the site in forward gear. This is acceptable to Highways. It is requested that collections and other deliveries will be undertaken outside the AM and PM peaks. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

EMERGENCY ACCESS STRATEGY: The TA provides a summary of the emergency access strategy at the proposed site. Drawing 'Vehicle Swept Path Analysis Refuse Vehicle' demonstrates that the fire tender can enter via the proposed access on Sawley Road and manoeuvre through the site. To exit the drawing demonstrates that the fire tender is able to undertake a tree-point turn and exit the site in forward gear. This arrangement is acceptable to Highways.

TRAVEL PLAN: A School Travel Plan (TP) has been produced. The TP provides measures, management, aims and objectives, targets, action plan and marketing strategy. The main objective of the TP is to seek to encourage sustainable and healthier travel alternatives for staff and pupils to the school and reduce the impact of car travel on the surrounding environment. A Travel Plan Coordinator will be responsible for the ongoing monitoring and will review the success and identify the potential for future refinement. The TPC will be in place prior to school operation. The TPC will design and distribute a travel survey within 6 months of the school being occupied. Travel surveys will be carried out and monitoring carried out In Year 1, 3 and 5 over a 5-year period. The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

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

SUGGESTED CONDITIONS: Car Park Management Plan; Off-Site Highways Works; Service Management Strategy; Travel Plan; CMP

Environmental Health – recommend any approval has conditions attached relating to hours of operation ; servicing hours; a construction management plan; lighting (if applicable); a noise management plan in relation to the MUGA and outside sports activity; storage of waste; an air quality impact exposure assessment together with mitigation measures to safeguard local air quality, a scheme for electric vehicle charging and any other considerations, for example boiler emissions,.....

A fume extraction is recommended to require a kitchen fume extract strategy report for approval. The strategy should include risk assessments for odour and noise and be based on

appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated September 2018. Details should also be provided in relation to replacement air.

An acoustic insulation condition and a condition relating to externally mounted ancillary plant, equipment is also recommended, as although Environmental Health are in receipt of a Noise Assessment by Stroma Built Environment Ltd, ref: 092958 AC 1v1 they would like to see the raw data presented in graphs. Then the representative LA90 can be confirmed to ensure that all external equipment are 5db below this (also ensuring penalties BS4142 are taken into account). If there are any music practice rooms, these should be taken into account and assessed further.

Furthermore, in regard to the MUGA only rugby and football have been noted in the report. Sports such as hockey will need further assessments. In all sports, consideration should be taken during practice sessions and matches if the ball will be kicked regularly at the barriers also. The report states there will be no acoustic barriers, will this area be left totally open? If so, comments regarding the barriers can be discarded.

A condition relating to ground conditions is also recommended as although Environmental Health are in receipt of a Phase 1 Environmental Site Assessment Report and a Phase 2 Geo-Environmental Site Assessment Report, they have advised in regard to gas monitoring, the minimum is 4 rounds not three as has been completed, and a remediation strategy is awaited.

Arboricultural Officer – No comments received.

Design for Security – are satisfied that the recommendations of the Crime Impact Statement have been taken on board. If the development is granted planning permission they recommend that a Secured by Design condition is attached.

Greater Manchester Ecology Unit – Have advise that no significant wildlife issues were identified. The development will however likely result in a loss of biodiversity.

Protected Species

No trees on the site were assessed as having bat roosting potential and the habitats on-site and within the zone of influence of the development very unlikely to provide habitat for any other protected species. Whilst the survey was carried out in January 2022, this is unlikely to be a constraint for this site. No further information or measures are required.

Nesting Birds

The development will result in the loss of trees and shrubs, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. They recommend a condition to require that *No works to trees or shrubs shall occur between the 1 st March and 31 st 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 LPA be applied to any permission.*

Other Wildlife

Habitats on the site are suitable for species such as hedgehog and amphibians. The site is however isolated and they have no records for any such species from the locality. They are therefore satisfied that no further information is required.

However they recommend an informative is attached to any approval - *The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.*

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Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site at present is primarily vegetated with a range of low and moderate ecological value habitats. These will be replaced primarily with hardstanding and buildings. Many of the existing boundary trees will also be removed with replacement trees proposed. The main wildlife impact will be loss of bird nesting habitat. It is difficult to see how full mitigation can be achieved on site for the loss of vegetation but it could be minimised by only utilising native trees within the planting plan. Mitigation for loss of bird nesting habitat could be achieved through nest boxes on the new build and retained mature trees. As an enhancement bat boxes could be provided. Prior to determination they recommend that more information on the scale of the biodiversity losses is provided. They would prefer that this was calculated through the use of defra biodiversity metric. Once the net loss is calculated further information on how this could be addressed should be provided.

Environment Agency – Have no objection in principle to the proposed development but development site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. However, they are unable to provide site-specific advice relating to land contamination as they have recently revised their priorities so that they can focus on:

- Protecting and improving the groundwater that supports existing drinking water supplies
- Groundwater within important aquifers for future supply of drinking water or other environmental use.

They refer to their published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment, and advise that consultation is undertaken with MCC Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, they recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 174 of the National Planning Policy Framework.

LLFA – Recommend any approval has conditions to require that no development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved, together with a further condition requiring the submission of details of the implementation, maintenance and management of the sustainable drainage scheme.

United Utilities- Request conditions relating to the submission of details of a sustainable surface water drainage scheme and a foul water drainage scheme, together with the submission of a sustainable drainage management and maintenance plan for the lifetime of the development and prior to occupation of the development.

Furthermore, that a large diameter trunk main crosses the site, which must not be built over, or their access to the pipeline compromised in any way. They require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines' They request that if the application is deemed suitable for approval, that a condition to require that *'No construction shall commence until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water main from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details'*, be attached to any approval.

In addition it has been advised that there is a sewer on the site which they will not permit building over, and they also require an access strip for maintenance or replacement and this access must not be compromised in any way.

GMAAS – Having checked their records they are satisfied that the proposed development does not threaten the known or suspected archaeological heritage. On this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

The Coal Authority - have reviewed the proposals and have confirmed that the site falls within the defined Development High Risk Area in regard to coal. Their records indicate that the site has been subject to historic recorded underground coal mining at shallow depth and is likely to have been subject to historic unrecorded underground coal mining at shallow depth.

Their records also Protecting the public and the environment in mining areas indicate that a thick coal seam outcropped across the site and that within, or within close proximity of the planning boundary there are two recorded mine entries (shafts).

The applicant has obtained appropriate and up-to-date geological and mining information, which has been used to inform the Coal Mining Risk Assessment (15 March 2022, prepared by Enviro Solution Ltd), which accompanies the planning application. From a review of the information, the report is able to confirm that both potential shallow coal mine workings and the two recorded mine entries will require investigation. In regard to the mine entries, on the basis that the development layout has clearly been designed around the recorded mine entries, and subject to the imposition of a planning condition to ensure the investigation and remediation of the shafts and the investigation and potential remediation of shallow coal mine workings, the Coal Authority has no objections to this planning application.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any remedial works and/or mitigation measures that may be necessary. The applicant should note that Permission is required from the Coal Authority Permit and Licensing Team before undertaking any activity, such as ground investigation and ground works, which may disturb coal property. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit application.

Mine Gas

It should be noted that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The Planning & Development team at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if their data indicates that gas emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific

emissions have been noted by the Coal Authority, local planning authorities should seek their own technical advice on. Protecting the public and the environment in mining areas

SUDS

It should be noted that where SUDs are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site.

The Coal Authority Recommendation to the LPA

The Coal Authority concurs with the recommendations of the Coal Mining Risk Assessment that coalmining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site.

Accordingly, the Coal Authority recommends the imposition of the following conditions:

- 1. No development shall commence until; a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and; b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.*
- 2. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.*

The Coal Authority therefore has no objection to the proposed development subject to the imposition of the conditions to secure the above. This is their recommendation for condition wording, and whilst they appreciate that the LPA may wish to make some amendment to the choice of words, they respectfully request that the specific parameters to be satisfied are not altered by any changes that may be made.

The following statement provides the justification why the Coal Authority considers that a pre-commencement condition is required in this instance: The undertaking of remedial measures, prior to the commencement of development, is considered to be necessary. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework

Manchester Active - Have reviewed the site and can confirm that there were school playing fields in situ historically that included a MUGA and grass football pitch. Due to current position of planning application, their service is unable to provide a detailed response that considers the full impact on Manchester Playing Pitch and Outdoor Sport Strategy. On this basis, they would suggest that a community use agreement is included as a condition of planning and MCR Active can work with the school / trust to agree the terms. This would in part support to address deficiencies identified in Manchester Playing Pitch and Outdoor Sport Strategy for Multi Use Games Areas, with recommendations for enhanced and new provision in the locality area.

Issues

Land Interest

The City Council has a land interest in the site.

Policy Context

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

National Planning Policy Framework (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. It is considered that the proposal would facilitate the development of a new modern secondary school on the site of a former cinema to meet demand in the east of Manchester.

The NPPF at paragraph 99 states that: "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the Proposed Development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use."

The proposals will provide safe and accessible facilities for use by the school. It is not considered that the development would harm residential amenity. Chapter 8 would therefore be positively responded to. Matters in connection with the former pitch associated with the former school at the site are addressed elsewhere in the report.

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 SEND secondary school development would be used by students which would be brought to the school by mini bus or by car. However, EV facilities and cycle storage facilities are proposed within the development which would be available for use by staff and visitors, and the application is accompanied by a Travel Plan which includes the promotion of sustainable travel options. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to

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

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 126). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to reflect local policies and government guidance on design, taking into account any local design standards or style guides in plans or supplementary planning documents. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 135). In this case, the development would involve the creation of a new school. The proposed accommodation would be in the form of a part single storey, part double height detached school building (Class F1) with associated sports facilities, access, car parking arrangements, landscaping and boundary treatment. The proposed built form has been designed to be contemporary in nature and is considered to be acceptable in terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to. Paragraphs 10, 11, and 12, of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

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

Paragraph 152 seeks to ensure that new development is planned in ways which help to reduce greenhouse gas emissions through means such as through its location, orientation and design. Paragraph 157 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 161 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 163 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. Paragraph 169 specifies that major developments should incorporate

sustainable urban drainage systems, unless there is clear evidence that this would be inappropriate. These systems should take account of advice from the lead local flood authority; have appropriate proposed minimum operating standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and have multifunctional benefits, where possible. The proposed development has been designed with a fabric first approach, and through location, orientation and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – ‘Conservation and enhancement of the natural environment’ Paragraph 180 sets out that planning decisions should enhance the local environment through means including: • Minimising impacts on and providing net gains for biodiversity; • Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water, noise pollution or land instability. Paragraph 184 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination. Paragraph 185 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should: • Mitigate and reduce to a minimum the potential adverse impacts resulting from noise from new development; • Limit the impact of light pollution from artificial light on local amenity. The proposed development has been designed in the knowledge of the ground conditions present at the site. Furthermore, the proposed landscaping scheme would retain 38 trees within the north eastern part of the site, include new tree planting to the Sawley Road frontage where trees have been removed, and include further planting within the site. On this basis, it is considered that chapter 15 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

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

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

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

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

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

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

- encouraging sustainable travel;

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

Other Ministerial Guidance

Ministerial Planning Policy Statement – Planning for Schools Development

This Planning Policy Statement (PPS) was published in August 2011 and sets out the Government's commitment to ensuring there is sufficient provision to meet the growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. The PPS stipulates that there should be a presumption in favour of the development of state-funded schools, in accordance with the NPPF. The PPS also asserts that LPAs should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions and that they should make full use of their planning powers to support state-funded school

Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Appendix C of the Core Strategy has a list of superseded policies and their replacements. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

Policy SP1 - Spatial Principles

The Special Educational Needs school proposal in Miles Platting and Newton Heath ward will make a positive contribution to the neighbourhood by providing improved educational facilities in the local area.

Policy EC 1 - Employment and Economic Growth in Manchester.

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

Policy EC5 – East Manchester

states that the Council will promote development which:

- ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester;
- takes advantage of key transport infrastructure such as arterial roads and public transport networks;
- creates links to the Rochdale and Ashton Canals and links to the open space network providing opportunities for walking and cycling; and

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

Policy EN 1- Design Principles and Strategic Character Areas

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

Policy EN3 - Heritage

Policy EN 3 advises that 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 no heritage assets and is not located within a Conservation Area. However, Corpus Christie Basilica is a Grade II listed building located 100m to the northwest of the site, and Victoria Mill is a Grade II* listed building 262m to the south west of the site. It is not, however, considered that the proposed development would adversely impact on the setting of these listed buildings, as they are not in a direct line of sight with the proposed development.

Furthermore, in view of the observations from GMAAS, it is considered that there is no archaeological interest that will be impacted on by the proposed development.

Policy EN 8- Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways .
- The need to control overheating of buildings through passive design.
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

An Energy Strategy report is included as part of the submission for this application. This in conjunction with the passive design analysis in the Design and Access Statement demonstrated that the proposed school would be a well-insulated modern building thereby reducing carbon emissions. This in conjunction with the proposal to incorporate the installation of electric vehicle charging points is welcomed and will assist in managing matters arising from climate change in the future.

The development would therefore accord with the aspirations within policy EN8.

Policy EN 9 - Green Infrastructure

The proposed development would lead to the reduction of green space as the site have been vacant for some time and has become covered with self seeded vegetation. The proposed

development, however would retained the heavily treed area within the east of the site as a habitat area, and include soft landscaping (including tree planting) within the site.

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

Policy EN10 indicates that the Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a network of diverse, multi-functional open spaces. Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- the site has been demonstrated to be surplus for its current open space, sport or recreation function and the citywide standards set out above are maintained, and
- it could not fulfil other unsatisfied open space, sport or recreation needs, and a
- proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area.

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

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

Policy EN14 -Flood Risk

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

Policy EN15- Biodiversity and Geological Conservation

Trees are to be retained where possible, which effectively means that the trees in the proposed habitat within the east of the site, and the trees to the Sawley Road frontage towards the western end of the site would be retained. It is, however, proposed to incorporate significant levels of tree planning as part of the soft landscaping scheme. It is also proposed to provide bat boxes to improve biodiversity at the site. This issue is dealt with in greater detail elsewhere in this report. The trees shown as being removed on the submitted plans have already been removed.

Policy EN16 - Air Quality

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

Policy EN18 - Contaminated Land and Ground Stability

The site investigation shows that there is some contamination on the site due to its history of former uses, and the presence of shafts associated with former coal mining in the area. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN19 – Waste

Plans have been submitted which show the location of the proposed bin store, however as an operator has not yet been confirmed, the finalised details of the waste management strategy including waste streams and storage capacities would be reviewed when the operator has been confirmed. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy T1 - Sustainable Transport

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

Policy T2 Accessible areas of opportunity and need

Policy T2 relates to the accessibility of new development and seeks to ensure that they are easily accessible by walking, cycling and public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The submitted Transport Assessment indicates that the site benefits from a good level of accessibility by all transport modes. Measures are included as part of the development to support non-car access. Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. The supporting information which had been submitted indicated the level of parking that will serve the development, in conjunction with the travel plan would meet the operational needs of the proposal, and would therefore accord with the aspirations of policy T2.

Policy DM1 Development Management

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

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health. - Adequacy of internal accommodation and external amenity space. - Refuse storage and collection.
- Vehicular access and car parking.

- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques. As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. The importance of considering the needs of children and young people in the proposed design of open space areas is also recognised, with particular reference given to the requirement for safe routes to schools needing to be an integral feature of new development schemes. Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'. However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design.

The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to provide a strong built form and therefore accords with the general principles of the Guide to Development SPD.

Manchester Green and Blue Infrastructure Strategy

The Manchester Green and Blue Infrastructure Strategy Action no.5 seeks to embed green infrastructure as part of the school new build and major refurbishment. This proposal would retain the heavily treed area within the eastern area of the site and incorporate linear areas of soft landscaping, including tree planting. It is, however, acknowledged that the proposed development would lead to the loss of self seeded vegetation, and trees (already removed) from the site to facilitate the development of the school, as the site has remained vacant for a prolonged period of time.

Saved UDP policies

Policy DC26 relates to development and noise. Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City and, for this purpose, the Council will consider both a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.

Sport England Policy

As stipulated by the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) (DMPO), Sport England are a statutory consultee for planning applications where development is likely to affect the use of land as playing fields. The DMPO defines a playing field as a site which contains at least one playing pitch. A Playing pitch is defined in the DMPO as: 'a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.'

The Site has been vacant for over 10 years and is no longer considered to fall within the definition of a playing field. This is set out further within matters relating to Open Space elsewhere in this report.

For context, Sport England's playing pitch policy is contained within its document: 'Playing Field Policy and Guidance Update (2021)'. The aim of Sport England's policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that: "Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

Issues

Principle of use

The proposed development is located on a site which has been vacant for a prolonged period, and formed part of the former Nicholas Varley Community School. As such the principle of education use in this location has been previously established. Furthermore, National Planning Policy gives considerable weight to proposals for a new school. The provision of a new special educational needs school to serve this area of Manchester is therefore afforded weight in its own right, with this location being accepted in principle for educational development.

Loss of Open Space

The City Wide Open Spaces, Sport & Recreation Study (published in August 2009) identifies the site as an 'Outdoor Sports Facility'. The drafting of this document is from a time when the open space allocation would have been linked to the former Nicholas Varley Community Primary school which was present at the site. It is considered that the site no longer reasonably falls within the City Wide Open Spaces, Sport & Recreation Study (published in August 2009) definition of the site as an 'Outdoor Sports Facility' on the basis the site has not been in use since 2011 and has been secured fenced to prevent access by the public. Furthermore, the only visible remnants of a sports facility on the site is the hard sports court located towards the south-west and this only represents a very small proportion of the overall area of the site.

The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) (DMPO), defines a playing field as a site which contains at least one playing pitch. A Playing pitch is defined in the DMPO as: 'a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.'

The Site has been vacant for over 10 years and does not contain any delineated playing pitch, as such it is not considered to fall within the definition of a playing field.

The DMPO states that a Local Planning Authority shall consult Sport England on “Development which: (i) is likely to prejudice the use, or lead to the loss of use, of land being used as a playing field; or (ii) is on land which has been— (a) used as a playing field at any time in the five years before the making of the relevant application and which remains undeveloped; or (b) allocated for use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement; or (iii) involves the replacement of the grass surface of a playing pitch on a playing field with an artificial, manmade or composite surface.”

Whilst the Site has historically been outdoor space and possibly a playing field associated with the former school, it is understood that the entire site is council land which has been gated off since at least August 2012 following the demolition of the former school building occupying the Site. Additionally, the grassed area has become unusable, as it has naturally become overgrown in this time. As such it is considered that a significant proportion of the site is not usable in its current state and, given that it is not publicly accessible, the site is not considered to be ‘open’ space in any meaningful way.

Documentation supporting the application assesses the development in association with paragraph 99 of the NPPF which supports the retention of open space, but sets out a number of exception criteria that development should meet to justify the loss of open space/playing pitches to new development. This includes the following :

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements...”

The City Wide Open Spaces, Sport & Recreation Study sets out that at the time of publication in 2009, there was a 4.6ha deficiency in Outdoor Sports Facilities in the East Manchester Area. Of the available Outdoor Sports Facilities, the average quality score was 83%. Although it is acknowledged that a deficiency was identified (even when the previous primary school was operational at the Site), the primary school land itself would have provided a limited, publicly accessible open space function. The open space has clearly become surplus to requirements in the sense that it has not been publicly accessible or maintained over a period of more than 10 years.

(b) the loss resulting from the Proposed Development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location...”

The proposed development would result in the loss of 13,444sqm of allocated open space. Given the requirements of the SEND school needing a larger, single storey footprint, it is not possible in quantitative terms to provide equivalent or better replacement open space on the site. However, it should be noted that when the former Nicholas Varley Community School relocated to its new location (now known as Park View Community School), this new development site included its own associated outdoor sports provision, which provided MUGAs and courts, and partly off-sets the loss of provision on the application site. Whilst the proposed development would result in a partial loss of allocated open space, this would be mitigated in part, by the introduction of hard and soft informal social spaces (complemented by landscape planting) to the south and to east of the school building. The proposals also include the introduction of a habitat area and soft landscaping within the proposed drop-off/pick-up area.

The former sports court on the site (approximately 34m x 15m) appears to have been formed of concrete, and would be replaced by a new 38m x 18m sports court which would be constructed of porous macadam surface and would include a range of standard line markings for various

sports .The replacement play area would provide an improvement of the quality of provision currently on site in terms of size, technical specifications and materials. Similarly, the main hall within the school building is a further addition that, available via a community use agreement, has the potential to provide local residents with a recreation facility that is much improved on what the site offers in its current condition.

“(c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use”

Further to the above, although the proposal is not for a specific sports and recreational development, there are benefits that would result from the proposed development in terms of provision of new sports and recreation facilities that form part of the school. The proposed development would return the site into active use and introduce new facilities such as the main hall and sports court that could be made available for the public to use via a community use agreement. Whilst it is acknowledged that wider grassland area would technically be lost to facilitate the delivery of the proposed school, the site has however, not been usable or publicly accessible for a prolonged period since 2011.

It is therefore proposed to attach a condition to require the submission of a community access agreement in relation to the proposed indoor and outdoor sports facilities to secure an improvement in the availability of sports facilities for the local community.

It is therefore considered that this is, in practice, a loss that is clearly outweighed by the benefits of the introduction of new sports and recreation facilities and hard/soft informal social spaces and the additional landscaping elements of the scheme.

It is acknowledged that safeguarding playing field land is a requirement, where a playing field is present on the site. Whilst the proposed development does not technically meet any of the 5 exceptions set out within Sport England Policy, it is not considered that the site can be reasonably defined as playing field land given that it has been vacant for at least 10 years and does not contain any delineated playing pitch. Sport England's statutory remit is to prevent development which would prejudice the use, or result in the loss of, existing playing field land; but given that the site is vacant, overgrown and not accessible to the public for in excess of 10 years, the proposed development cannot be seen as prejudicing an existing facility.

Educational Need

The Core Strategy recognises the importance of education to the social and economic progress of the city. Objective 1 'Spatial Principles' (Policy SP1) refers to improving access to education by locating it in areas that reduce the need to travel and providing good access to sustainable transport provision. Over recent years Manchester's population has experienced significant continued levels of growth. East Manchester has seen substantial levels of development over recent years, significantly increasing the resident population in the area. As a consequence of this demand, the Council has identified there is a need to establish and open a new special education needs school in East Manchester.

Paragraph 95 of the NPPF identifies that the Government places great importance in ensuring a sufficient choice and supply of school places are available to meet the needs of existing and future communities. Given the need to provide additional places special education needs school in East Manchester, it is considered that the proposed development accords with the aspirations of the NPPF to supporting educational development and the provision of school places.

Design and Appearance

The proposed development has been designed in the form of a linear rectangular block located parallel with Sawley Road, with two southerly projections located adjacent to a proposed hard surfaced play area.

The location of the building would enable the provision of tree planting and soft landscaping to the perimeter of the site, and provide a landscaped setting to the proposed building. The proposed building would be single storey in height with a double height main hall element. The height of the development has been assessed in relation to the character of the surrounding area, in particular the two storey dwellings to the north of the site, together with the commercial buildings to the south of the site. The location of the proposed school would be a significant distance from existing buildings on adjacent sites. Given the location of the building it is considered that the proposed scale of the proposed development is a suitable and appropriate response to the local area in which it would be located. The school would be contemporary in design and comprising dark grey brickwork as the main material, slightly grey brick as piers between door and window openings, and light beige / wood effect cladding panels to the entrances and double height Main Hall, with a grey felt covered shallow pitched roof.

It is considered that the proposed palette of materials would be acceptable in this location, however, in order to fully assess the impact of the suggested materials it is recommended that a materials condition is attached to any approval to require the submission of samples, particularly in regard to the proposed cladding panels, where the colouration has not yet been finalised.

Visual Amenity

It is inevitable that the proposed building on this site will result in a visual change in the locality. The design for the school building has been formulated to assimilate appropriately to its surroundings and the host site and is considered to be in-keeping with the scale of neighbouring buildings in the surrounding locality. The school building itself would be set back within the site, but would have a frontage to Sawley Road, and would create a focal point in the streetscene. The site is not considered to represent a particularly sensitive location in respect to visual amenity. The design proposed is considered to be appropriate for the existing character of the surrounding physical environment, using high quality materials to provide visual interest within the Sawley Road streetscene, through presenting a modern contemporary design. Furthermore, the proposals will be supported by a complementary landscaping and planting scheme to enhance the setting of the scheme within the Sawley Road streetscene,

The application site is not within a Conservation Area, but there are heritage assets in the local area, the nearest is 100m to the northwest (Corpus Christie Basilica) and the proposed school would be separated from the Grade II listed building by existing residential development. As such it is considered that the proposed development would not give rise to adverse visual impacts to the setting of the listed building.

Residential Amenity

There are existing residential properties facing the site where the proposed school would be located. The development of the site with built form will undoubtedly have some impact, however, it is not considered this would be significant, particularly as the proposed building would primarily be single storey in height (with a double height main hall), and located within the site set behind landscaping and a parent and mini bus drop off area. The orientation and siting of the school building has been designed to provide suitable set-back distances to the surrounding neighbouring properties in order to reduce the level of impact on the amenity of the occupiers of nearby dwellinghouses to the north of the site, and retain appropriate levels of privacy and amenity for all neighbouring occupants. Given the combination of the landscaped buffer and distance involved between the proposed school buildings and existing properties it is considered that there would be no undue harmful impact. The proposed hard surfaced play area, and hard surfaced sports court to the south of the site have been sited, away from the neighbouring residential properties, and in proximity to existing industrial businesses. Although,

it is acknowledged that activity relating to the outdoor sports facilities may be audible from neighbouring houses during the day.

The proposal by its nature will increase comings and goings from the site from its current use as a vacant site. However, as the site historically formed part of a school, it is not considered that the proposed use would give rise to significant impacts to residential amenity as a result of the proposed use.

Noise

An Environmental Noise Assessment has been submitted with the application, which considers both the potential noise impacts upon the closest neighbouring occupants as well as to guide ensuring that an appropriate noise environment for teaching will be achieved at the site.

Noise survey results, site observations and noise assessment indicate that typical operational noise due to the proposed development is not predicted to significantly impact the local area of identified noise sensitive receptors.

The report identifies that the main source of noise would be from traffic on Hulme Hall Lane and Varley Street and, and the industrial units on James Street, and that the school would not significantly influence or materially change this situation. The noise survey data has been used to predict noise levels affecting the development and establish insulation requirements for the building fabric and to establish appropriate maximum noise limits for any required external plant equipment.

The internal configuration of the school has been designed to locate the majority of the classrooms away from the Sawley Road frontage. It is not expected that the proposed school facilities would produce unacceptable levels of noise pollution. The site would be an education facility which would be primarily operated during the day, and any particular plant or other items which would generate noise would, if necessary be acoustically insulated to prevent unacceptable noise outbreak. The Assessment recommends that noise limits for new sources of building services plant are controlled such that they are at least 5 dB below the prevailing background sound levels at the closest noise sensitive premises and confirms that building services plant equipment will operate only when the building is in use, therefore there will be no building services plant operation at night. It is, however, recommended that a condition is attached to ensure that the externally mounted ancillary plant, and equipment is implemented in accordance with the plant noise limits recommended in the submitted Environmental Noise Assessment to ensure that they are appropriately insulated.

It is considered that the temporary impacts of noise associated to construction activity can be appropriately managed through construction management practices and controlled construction working hours. In relation to the proposed development, it is acknowledged that the creation of external sports pitch and play area will lead to the creation of some noise associated with play. However, these elements of the scheme would either be located to the rear of the school buildings or within the south west of the site away from the existing residential properties on Sawley Road, which would reduce the potential noise impact to the sensitive receptors.

The Environmental Noise Assessment recommends that a 2.4m acoustic barrier is installed on the southern boundary to reduce the noise levels at the external amenity areas of the school. It is recommended that this aspect of the scheme is conditioned.

The proposed school operating hours would be Mondays to Fridays 07:00 to 18:00 Saturdays 09:00 – 12noon. These time periods include core class period and pre/after school clubs. Pupils would be present on site from 08:45 to 15:00.

At this time hours of operation in regard to the proposed MUGA have not been submitted for consideration, and it is therefore recommended that a condition be attached to any approval in regard to this matter.

Comments received in regard to the request for Prior to commencement of any sporting activities a Noise Management Plan (NMP) in relation to the external sports facility have been noted. However, the submitted Environmental Noise Assessment indicates that the levels of noise in the residential amenity areas of the closest properties to the east of the site would not exceed 50dB Laeq 1 hour when the external play areas are in use. The report confirms that this is in line with Sport England recommendations and would meet best practice guidance for external residential amenity. It is therefore not proposed to attach this condition.

Traffic

The application is accompanied by a Transport Assessment (TA) which identifies that the site is situated in a sustainable location, within a 20- minute walk, cycle, or public transport ride from various residential areas. National Cycle Network Routes 60 and 66 run along Hulme Hall Lane to the north east of the site and the Rochdale Canal 130m to the south. Hulme Hall Lane has a bus services, but there are numerous services on Oldham Road. The nearest tram stop however, is at Monsall which is located approximately 1.7km north of the site.

The Assessment also describes how a review of collision data demonstrated there are no highway safety issues in the vicinity of the site, with no accidents were recorded at Sawley Road or local junctions in close proximity to the site.

The Transport Assessment states that it is expected that all students will travel to/from the school by minibus or by car (parent drop-off/ collection), with the expected split being 75% by minibus and 25% by car. Two drop-off/ collection areas are proposed within the site along the front façade of the proposed school building, one area to accommodate 6x5-seater minibuses, and the other area to accommodate 5 cars for parent drop-off / pick-up.

Vehicular access and egress to the site would be taken from Sawley Road via a 1 way system within the school site. A cycle access is proposed alongside the northern vehicular access. A separate pedestrian access to the site is also proposed from Sawley Road.

The trip generation figures indicate that the school is expected to generate a maximum of 85 vehicle arrivals (08:30 -09:00) and 40 vehicle departures during the peak am period, and 40 vehicle arrivals and 85 vehicle departures at the pm peak period (15:00 -15:30).

The results of the junction modelling undertaken show that the priority Varley Street / Sawley Road junction will operate well within capacity with very low levels of queuing and delay predicted. The findings presented in the Transport Assessment conclude that safe access can be provided to the site with no significant traffic impact caused to the surrounding highway network.

It is considered that based on the content of the submitted documentation that the proposed development would not give rise to significant issues to the local highway network.

Travel Plan

The application is accompanied by a Framework Travel Plan, including targets, measures, action, and management and monitoring, tailored to the requirements of the school, to encourage and promote sustainable travel alternatives to reduce reliance on the private car. The measures seek to minimise the transport and travel impacts of the proposed development on the surrounding area and include, but are not limited to:

- monitoring car park usage and considering prioritising car parking spaces for those who car share, promoting car sharing by staff;
- developing a Travel Pack with information on sustainable travel to be shared with all staff;
- raising awareness of the Council's Travel Support Options for pupils and parents/carers; and
- offering personalised travel planning for staff to find the most sustainable way to travel to work.

A key element of the Travel Plan is the nomination of a Travel Plan Co-ordinator (TPC). The TPC role will be allocated by the Headteacher of the school and confirmed upon within 3 months of occupation of the site. The TPC will be responsible for carrying out monitoring of the Travel Plan during its lifetime. The TPC would be responsible for the conduction of travel surveys and will also be responsible for the preparation of the Baseline, Year 1, Year 3 and Year 5 Monitoring Reports, which shall be submitted to the Travel Plan Officer at the Council for approval.

Furthermore, the level of cycle provision for staff and visitors would encourage the use of alternative means of transport. It is considered that a Travel Plan would be central to assisting the school to reduce vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network.

As there are elements will cannot yet be finalised, it is proposed that a suitably worded planning condition setting out this requirement is attached to any approval.

Given the above, the proposed development is considered to accord with the NPPF and Core Strategy Policy T 1.

Access and Parking

Vehicular access and egress to the site would be taken from Sawley Road, and operate via a 1 way system within the school site. A cycle access is proposed alongside the northern vehicular access. A separate pedestrian access to the site is also proposed from Sawley Road.

The design allows for both safe pedestrian and cycle access to be available from Sawley Road.

The site layout includes the provision of 68 (including 8 spaces for disabled users, and 8 spaces with electric vehicle charging points) parking spaces, and 10 spaces for minibuses in the parking area located to the west of the proposed school building.

There would be 6 spaces for minibuses and 6 car spaces within the drop off area within the site. 14 cycle storage spaces are proposed to be located to the north of the proposed building in close proximity to the cycle access to the site.

A dedicated minibus service would be provided, which would drop-off/pick-up students

No details have, however, been provided in relation to how the drop off spaces would be managed at this time, as this will need to be formalised with the school itself. It is therefore recommended that this aspect of the scheme is conditioned.

It is proposed that the provision of cycle storage, and electric vehicle charging points is conditioned, together with the requirements for the submission of a finalised detailed Travel Plan. It is considered that the proposed levels of car parking provision would not lead to significant on street parking issues in the locality, provided that the cycle storage and measures within Travel Plan are implemented.

Contaminated Land

The proposed development, in delivering a remediation scheme and in bringing a vacant former school, brownfield site back into active use would accord with the NPPF in this regard.

A Phase 1 Environmental Site Assessment Report, Phase 2 Geo-Environmental Site Assessment Report and Coal Mining Risk Assessment have been prepared and these accompany the planning application under consideration.

The Phase 1 / preliminary environmental site assessment indicates that the site can be classified as a moderate risk in terms of contamination and the risks to the identified receptors (e.g. human health, controlled waters, buildings) following redevelopment are considered to be

moderate. As such, the Phase 1 concludes by recommending that a Phase 2 intrusive ground investigation is undertaken prior to site redevelopment to obtain additional information on the ground conditions and the contamination status.

The Phase 2 Geo-Environmental Site Assessment Report summarises the findings of the subsequent intrusive ground investigation undertaken and shows that Made Ground is present beneath the Site with a variable thickness of between 0.50m and 3.30m. Several substances were detected in the Made Ground beneath the site and these substances could present a long-term exposure risk to human health of the future site users if they remain present in the shallow soils within the areas of soft landscaping following redevelopment.

Subsequently, remedial measures will be required in areas of proposed soft landscaping in order to eliminate exposure risks, for example a clean topsoil cover system.

Risks to controlled waters (i.e. groundwater aquifer) were assessed to be low and the risk from the contaminants of concern to the identified receptors is considered to be negligible. The site has been classified by the reports authors' as low risk in terms of ground gases and therefore, ground gas protection measures need to be installed. Furthermore, the report concludes that a remediation strategy should be prepared prior to redevelopment to detail the remediation requirements. It is therefore proposed that a contaminated land condition be attached to any approval to require the submission of a remediation strategy and a subsequent verification report.

Ground improvement strategy

Details of a ground improvement strategy have been provided as an alternative to the traditional piling system with the aim to retain as much of the existing ground on site. The system effectively compresses the existing made ground to a predetermined compressive strength which the contractor has advised is not expected to exceed 3 metres, the ground is then brought back up to formation level with clean imported hardcore (type 1 MOT). The contractor has stated that they have carried out site validation for the proposal which involved excavations to below this level in a number of locations. During these validation works they did not encounter any ground water in any of the locations. It is therefore considered that condition relating to this approach (or a piled foundation approach) would not be required on the basis that it would not be likely to have any impacts to ground water and controlled waters.

Coal

The application is accompanied by a Coal mining hazard zonal plan and coal mining risk assessment. The site has been subject to historic recorded underground coal mining at shallow depth and is likely to have been subject to historic unrecorded underground coal mining at shallow depth. Records indicate that there is a thick coal seam outcropped across the site and that within, or within close proximity of the planning boundary there are three recorded mine entries (shafts).

The report recommends that further intrusive ground investigations are undertaken. These could include the drilling of up to 6 no. rotary probe boreholes across the site to determine the proximate coal seam positions along with obtaining evidence of unrecorded and recorded coal mine workings, and a programme of probe drilling to locate a specific mine shaft. A trial trenching programme should be undertaken to find evidence of two other specific mine shafts. Additional mitigation measures would be required for the area that lies within the zone(s) of influence around the mineshaft(s). This may include utilising a geotextile layer for soft play areas or relocating buildings from this area.

The Coal Authority have advised that the applicant has obtained appropriate and up-to-date geological and mining information, which has been used to inform the Coal Mining Risk Assessment (15 March 2022, prepared by Enviro Solution Ltd), which accompanies the planning application. From a review of the information, the report is able to confirm that both

potential shallow coal mine workings and the two recorded mine entries will require investigation.

Furthermore, in regard to the mine entries, on the basis that the development layout has clearly been designed around the recorded mine entries, and subject to the imposition of a planning condition to ensure the investigation and remediation of the shafts and the investigation and potential remediation of shallow coal mine workings, the Coal Authority has no objections to the scheme.

It is therefore proposed to attach a condition to require that a scheme of intrusive investigations is carried out on site to establish the risks posed to the development by past coal mining activity, and that any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary are implemented on site in full in order to ensure that the site is safe and stable for the development proposed. A further condition to require the submission of a verification report (prepared by a suitably competent person) confirming the methods and findings of the intrusive site investigations, and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity, together with confirmation that the site is, or has been made, safe and stable for the approved development, prior to the occupation of the development is also recommended.

This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

Location of Utilities

Comments from United Utilities have been noted, and the applicant has confirmed that they know the exact location of both water main and sewer and have ensured that they have allowed for space either side for the minimum zone of protection of both in regard to the proposed siting of the building. This has been evidenced with the submission of a further site constraints plan identifying the locations, with the sewer location on James Street and the watermain running on a diagonal route through the retained wooded area to the east of the site. On the basis of the details provided, it is not proposed to attach a condition requiring no construction commences until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development.

Ecology

An Ecology Scoping Survey accompanies this application. The survey confirms that habitats at the site principally comprise of unmanaged amenity grassland which has developed into a species-poor, semi-improved grassland habitat, and which are considered to be of limited botanical value. The survey outlines that, in order to enhance the biodiversity value of future development, it is recommended that significant areas of green space are retained at the site and are managed to promote their biodiversity value, and that these should be located adjacent to the site boundaries and seek to retain trees and areas of woodland.

Other recommended measures include wildflower grassland planting and native tree species planting. These recommendations have informed the proposed landscaping and site layout, with the proposed wildflower grassland, native tree, and native hedge planting, having the potential to encourage the creation of habitats on the site.

The survey confirms that the trees present at the site are considered to be of limited suitability for roosting bats as they do not support bat roosting features. As such further works are unlikely to affect any roosting bats. However, the report recommends that a bat and lighting mitigation plan should be produced to limit impacts on retained areas of woodland habitat.

A condition relating to external lighting is proposed and this would enable matter relating to light pollution and bats to be fully considered before any external lighting would be incorporated into the proposed development.

There was no evidence of the presence of badgers, and the submitted documentation suggests that it is considered unlikely that any other protected species would be present at the site.

There is also potential suitable nesting bird habitat (plantation belts, scattered trees, introduced shrub and buildings) on site. A condition is therefore proposed to ensure that no works to trees or shrubs, take place between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present.

Through the implementation of the proposals it is envisaged that a net gain in bio-diversity would be difficult to achieve, given the overgrown nature of the site, and the extent of the floorplate for the proposed school would cover. However, the scheme would involve the incorporation of areas of green landscaping, native tree planting and the retention of existing green infrastructure. Mitigation measures including the planting of replacement trees, the use of native species planting, areas of biodiverse planting, and the integrate a variety of bird and/or bat boxes within the development would assist in contributing to biodiversity at the site. It is therefore proposed to attach a condition to any approval relating to the submission of a scheme to encourage bio-diversity within the application site including the provision measures to encourage habitats for native bird and bat species. With a further condition relating to the type design and location of bird and bat boxes to be submitted for approval prior to their installation. It is consideration the proposed measures, and conditions would ensure that the scheme accord with the aspirations set out in policy EN 15 (Biodiversity).

It is noted that habitats on the site are suitable for species such as hedgehog and amphibians, but that the site is however isolated and GMEU have no records for any such species from the locality. An informative is therefore proposed regarding reminding the applicant that it is an offence to inflict unnecessary suffering to wild mammals under the Wild Mammal (Protection) Act 1996.

It is therefore, considered that the proposed development would accord with the aspirations accordance with Section 15 of the NPPF and Core Strategy Policy EN 15.

Invasive Non-Native Plant Species

Two invasive non-native plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 were identified within the surveyed area during this survey, those species were Japanese knotweed and cotoneaster. A condition is therefore proposed to require the submission of measures to treat the invasive, non-native plant species prior to above ground works.

Landscaping

The proposed allows for the retention of the mature woodland planting (38 trees) within the north east part of site, as a large habitat area.

The landscaping scheme includes the planting of 57 new trees, native hedging along the majority of the rear boundary and between the western parking area and the proposed MUGA, and grassed areas with either Eco rich amenity seed mix or flowering meadow mix to improve biodiversity. Ornamental shrubs, herbaceous perennials and bulbs are also proposed.

A landscaped buffer strip is proposed with the site to the back of pavement with would include the retention of 6 trees and include a significant level of new tree planting.

Where any new trees and areas of planting are proposed as part of landscaping proposals, it is recommended that new planting includes appropriate native species and trees which can provide nectar sources for insects and berries/fruits for invertebrates and birds.

It is recommended that this aspect of the scheme is conditioned.

Trees

A preliminary Arboricultural Assessment accompanies the application.

A site tree survey was undertaken and 18 category U trees/groups, 12 category C trees and 14 category B trees/groups, with no category A trees/groups were present. (32 trees , 12 groups and 1 wooded area) . The large Crack Willows (T12, T13, G3 & G5), which were found to be in very poor structural condition and a hazard to the adjacent highway. Two other Category U trees and one category C2 tree were also proposed to be removed.

The assessment advises that many of the existing trees along with the Sawley Road boundary were to be cleared to facilitate access and construction, and trees of particular value would be retained or if retention was not possible, replanting with large native street tree specimens would be proposed. As advised earlier in the report 38 trees would be retained in the woodland area, and for the most part the trees to be removed, have already been removed from the site. Tree protection measures are outlined to protect trees to be retained on site during the construction period, and it is recommended that this aspect of the scheme is conditioned. Given the constraints of the site and the size of the floorplate for the proposed school, due to its predominantly single storey nature, it is considered that the proposed tree planting would be appropriate mitigation for the trees which would be lost and would accord with policy EN 9 (Green Infrastructure).

External Lighting

The application is accompanied by a Lighting Strategy plan for the lighting within the building. No details of external lighting to the external façade of the proposed school have been provided for consideration.

The nearest houses are located on the other side of Sawley Road with associated street lighting and thus are not expected to be affected by any external building lighting scheme for the development. However, to safeguard residential amenity, it is proposed to attach a condition to require the submission of any external lighting to the façade of the proposed building to be submitted for consideration before the school is occupied, to ensure any potential light spill would be limited to within the school site. No lighting proposed to the external sports facility

Air Quality

The application is accompanied by an Air Quality Impact Assessment which suggests that during the construction phase the potential impacts from construction on air quality will be managed through site-specific mitigation measures detailed within this assessment. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant. The impacts during the operational phase take into account exhaust emissions from additional road traffic generated due to the proposed development. The long-term (annual) assessment of the effects associated with the proposed development with respect to Nitrogen Dioxide (NO₂) is determined to be 'negligible'. With respect to PM₁₀ exposure, the effect is determined to be 'negligible' at all identified existing sensitive receptor locations. Air quality impacts after any construction phase would relate to the school's traffic generation. It is considered the use of the site for a SEND secondary school with the levels cycle parking and car parking, together with the provision of electric charging points would not generate significant impacts to air quality from traffic, and impacts from the construction phase can be mitigated through measures identified within the submission. It is, however, proposed to attach a construction management plan condition to any approval to require mitigation measures to be incorporated on site during the construction phase, and that conditions relating to sustainable travel measures (cycle storage and school travel plan) to accord with the aspirations in policy EN16 of the Manchester Core Strategy.

Flood Risk and Drainage

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1 (land designated as having a less than 0.1% annual probability of flooding from rivers or the sea). There are no bodies of water located on the site or within the directly neighbouring vicinity and there have been no known historic flooding problems in the vicinity of the site. The site is identified as being of 'medium – low' risk of flooding from pluvial and groundwater sources.

The site is, however, located within a Critical Drainage Area (CDA), which is indicated to be an area of major regeneration and redevelopment that could have significant impact on surface water runoff to the sewer network.

Attenuation has been proposed in the form of a geocellular storage tank, with the new surface water networks to be designed in line with current British Standard and Design & Construction Guidance up to the 100-year storm return period including an allowance for climate change. The submitted Flood Risk Assessment and Drainage Strategy report confirms that there is no increase in surface water flood risk resulting from the development site to the surrounding district since the existing storm water flow rates are to be maintained. As such the proposed development would not increase the risk of flooding to adjacent properties and roads.

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

Sustainability

The content of the Planning Statement and Energy Strategy reports accompanying the proposed development school advise that a fabric first approach with high levels of insulation, significantly reduced thermal bridges, use of high performance triple glazed windows, with window proportions based on orientation to meet thermal and acoustic criteria would be the approach taken in regard to the proposed school building with the use of air source heat pumps to generate heating for the development and also hot water.

The Part L 2021 regulations generally require a 27% reduction over Part L2a 2013 CO2 emissions targets for non-domestic buildings and Part L 2013 implemented an improvement of 9% over Building Regs Part L 2010 targets. Accumulatively, the building regulations have forced roughly 36% improvement over the notional targets since 2010 as such for the Varley Street, Manchester scheme which improves on the 2021 Part L regulations by circa 17.57% as such the scheme is at a circa 53.57% betterment over the 2010 part L regulations, thereby meeting the requirements of Policy EN6. It is therefore recommended that an appropriately worded condition is proposed in relation to this matter to secure the delivery of an energy efficient development.

Waste

Refuse collection would be undertaken on a weekly basis within the bin stores located immediately north of the proposed hard sports court in the vicinity of the proposed kitchen within the school. Tracked paths have confirmed that a refuse vehicle would be able to access the proposed refuse storage location. However, as at this time an operator has not been confirmed for the site, it is proposed to review the waste strategy when an operator has been confirmed. The current location of the bin store would allow for an increase /decrease in storage capacity

should it be needed. It is therefore proposed to attach a condition to require the submission of a finalised detailed waste management strategy before the occupation of the building.

Secure by Design

The application has been supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police. This outlines the particular crime issues in the locality, and advises that the overall crime rate in the local area is the average for Manchester. The CIS indicates that proposed development is suitable for this area, and that further consideration should be given to ensuring that the whole of the school site being securely enclosed out-of-hours, control of access into and around the site /building during operational hours and outside operational hours if the sports hall facilities are available for use by the public, together with measures to prevent unauthorised access to the roof of the single storey building. A condition is recommended to ensure that the development achieves Secure by Design accreditation.

Fire Engineering Review

The application is accompanied by a Fire Engineering Review which considers the proposals against the guidance for fire safety design given in Building Bulletin 100: design for fire safety in schools, and Building Bulletin 102: Designing for disabled children and with special educational needs commonly known as BB 100 and BB 102 respectively. These documents contain Building Regulations guidance on the design of schools and BB 102 specifically addresses the additional considerations which should be accounted for in SEN schools. The report details the potential fire safety systems, means of escape together with travel distances, and provides guidance on structure and compartmentation.

Boundary treatment

It is proposed to erect a 2.4m weld mesh fence to the perimeter of the site, with 1.8m weldmesh fencing to secure the area to the front of the school and parking area from the play spaces to the rear of the building. The proposed MUGA would be bounded by 3m high weld mesh fencing, with 1.2 m post and rail fencing separating the school circulation space from the proposed habitat area, and two short sections of 1.2m high railings to secure the hard surfaced play space at the rear of the building from the other areas of circulation space. The proposed approach is considered to be acceptable in this location, however, as no design or colouration of the boundary treatment has been submitted for consideration, it is proposed that this aspect of the scheme is conditioned.

Inclusive Access.

The proposed development relates to a single storey building with level access, with the two storey element being a double height space for the main hall. Most of the classrooms have an accessible toilet adjacent to or in close proximity to the proposed teaching space. Two hygiene rooms are also proposed as part of the development to assist with pupil needs. 8 no. accessible parking space would be located within the proposed car parking in proximity to the school building.

Community Access

The pupil access and movement strategy plan with the Design and Access Statement identifies a community access route to the proposed MUGA facility.

Out of hours community use

Pre-planning consultation

A public consultation in regarding plans to develop the school at this site in February 2023. The consultation process an online consultation about the scheme (13-23 February 2023), and a

leaflet about the development was sent to local residents and business to inform them of the plans for the new school. 70 responses were received with the majority being very positive and in favour of the proposal

Conclusion

This proposal offers the opportunity to provide a new SEND secondary school in response to an identified need, which is an essential facility to serve the wider community. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns route of services through the site, and highways matters. These matters have 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:

VAR-JMA-ZZ-00-DA-A-90001 rev.P06 – Location Plan
VAR-JMA-ZZ-00-DA-A-00001 rev.P18 – Proposed Ground floor plan
VAR-JMA-ZZ-ZZ-DA-A-00101 rev.P05 – Typical Building Sections 1
VAR-JMA-ZZ-ZZ-DA-A-00201 rev.P13 – Proposed Building Elevations
VAR-JMA-ZZ-ZZ-DA-A- 21 501 rev.P03 –Construction Sections

VAR-JMA-ZZ-R1- DA -A- 27001 rev.P08 –Proposed roof plan
VAR-JMA-ZZ-ZZ-DA-A- 71 201 rev.P02 – External Signage

VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout
VAR-DEP-XX-XX-DR-L-00002 rev. P04 Proposed Illustrative layout
VAR-DEP-XX-XX-DR-L-00003 rev.P04 Proposed Security Strategy
VAR-DEP-XX-XX-DR-L-00004 rev.P04 External Access and Circulation Strategy
VAR-DEP-XX-XX-DR-L-00005 rev.P02 Landscape Sections A and B
VAR-DEP-XX-XX-DR-L-00006 rev.P03 Landscape Sections C and D

Design and Access Statement ref: VAR-JMA-XX-XX-RP-A -10001 -P02 March 2023

Access and Maintenance Strategy ref: VAR-JMA- rev.P01 March 2023

Air Quality Assessment ref: PRO-085352 March 2023

Coal Mining Hazard Zonation Plan;

Coal Mining Risk Assessment ref: CL101b Version 1 dated 15th March 2022.

Construction Method Statement

Crime Impact Statement ref: 2023/0051/CIS/01 Version A :08/03/2023

Fire Engineering Review GM2151/R1 Issue 1

Planning Statement KD/LF/CW/5279MA/R001 March 2023

Phase 1 Environmental Site Assessment Report dated 2nd March by EnviroSolution (ref: CL101 ver. 1.0)

Phase 2 Geo-Environmental Site Assessment Report dated 2nd March by EnviroSolution (ref: CL102 ver. 1.0)

Ecology Scoping Survey dated 28th January 2022 by EnviroSolution

Flood Risk Assessment and Drainage Strategy Report dated March 2023 by Ridge and Partners LLP version. 2.0)

School Travel Plan by Ridge and Partners LLP dated 16th March 2023 (ref: 5020509 ver. P01)

Transport Assessment dated 6th March by Ridge and Partners LLP (ref: 5020509 ver. P01)

Environmental Noise Assessment by Stroma Built Environment (ref: 092958 – AC – rev. 1v1)

Preliminary Arboricultural Assessment by EnviroSolution March 2022

Received 30th March 2023

Preliminary Ecological Appraisal rev.1 dated 19th April 2023

VAR-RDG-XX-XX- DR -C- 00201 rev.P02 Site Constraints Plan

Energy Strategy report ref: 5020683-RDG-XX-XX-RP-MEP- 510000

Received 27th June 2023

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 3) Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;
- o The routing of construction traffic;
 - o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
 - o Details of the location and arrangements for contractor parking;
 - o The identification of the vehicular access points into the site;
 - o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
 - o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
 - o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
 - o Identify measures to reduce noise emissions;
- Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

- 4) Prior to the commencement of above ground works of the hereby approved building, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

- 5) Before implementation of the hard and soft landscaping treatment scheme, VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout, finalised details of tree, hedge and shrub species, together a management and maintenance strategy, shall be submitted to and approved in writing by the City Council as local planning authority.
- The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

6) The car parking hereby approved shall be surfaced, demarcated and made available for use before the development hereby approved being first occupied., and subsequently be available at all times whilst the building is occupied. The implemented parking spaces , and shall not be used for any other purpose than the parking of vehicles associated with the use of the building, and MUGA .

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

7) Finalised detailed designs of the proposed cycle storage facilities in the location shown on plan ref: VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout shall be submitted to and approved in writing by the City Council as local planning authority, prior to the development hereby approved being occupied or used .The approved facilities shall then be implemented prior to the occupation of the school and retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the Manchester Core Strategy(2012).

8) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan shall be submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the school shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the utilisation of cycle spaces with the requirement to review additional storage provision when 90% utilisation is reached. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

9) Prior to any above ground works full detailed designs (including specifications) of all off site highways works (including any Traffic Regulation Orders; school entrance markings on Sawley Road; guard railing at pedestrian entrances and to guide pedestrians to safe crossing points; dropped kerbs and tactile paving across the proposed Sawley Road entrance/egress points; and footway resurfacing), shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the school accommodation being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012)

10) Prior to the first occupation of the development hereby approved a management plan for the car parking and drop-off area within the development shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall include:

- Measures to marshall the use of the staff car park and drop off area;
- Measures to discourage use of drop off areas for longer term car parking; and

- Measures to be employed to discourage inappropriate drop off of pupils.

The development shall be implemented in accordance with the approved management plan.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy for Manchester.

11) Prior to any above ground works finalised details of the type of provision of electric vehicle charging points within the car park (together with the infrastructure, ducting and capacity) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the school accommodation being brought into use, and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

13) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant national policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

14) The development shall be carried out in accordance with the Crime Impact Statement Crime Impact Statement Version A :08.03.2023 ref: 2023/0051/CIS/01 (in particular section 4) prepared by Design for Security at Greater Manchester Police The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance in the National Planning Policy Framework.

15) The development hereby approved shall undergo a Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

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

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

17) No development shall commence until;

a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;

b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason - To ensure that risks posed to the development by past coal mining activity are assessed and appropriate remedial action is taken in the interests of public safety, and to ensure the stability of the proposed development pursuant to paragraphs 183 and 184 of the National Planning Policy Framework, and policies DM1 and EN18 of the Manchester Core Strategy (2012).

18) Prior to the occupation of the development, a verification report (prepared by a suitably competent person) confirming the methods and findings of the intrusive site investigations, and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity, together with confirmation that the site is, or has been made, safe and stable for the approved development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that risks posed to the development by past coal mining activity are assessed and appropriate remedial action is taken in the interests of public safety, and to ensure the stability of the proposed development pursuant to paragraphs 183 and 184 of the National Planning Policy Framework, and policies DM1 and EN18 of the Manchester Core Strategy (2012).

19) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, in order to comply with policy DM1 of the Manchester Core Strategy (2012).

20) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences. Where entertainment/music noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

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 acoustic 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 agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

21) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the construction of above ground structures, a finalised scheme for the storage (including segregated waste recycling) and disposal of refuse within the development (including external bin store design) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to first occupancy of development and shall remain operational thereafter.

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

23) The school hereby approved shall not be used outside the following hours :-
Mondays to Fridays 07:00 to 18:00
Saturdays 09:00 – 12noon.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

24) Prior to the occupation of the school hereby approved, finalised hours of operation of the sports facilities (main hall and MUGA) shall be submitted to and approved in writing by the City Council as local planning authority. The sports facilities shall not be used outside the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core (2012).

25) No deliveries, servicing and collections, including waste collections, shall be carried out before 07:30 a.m. and after 8.00p.m. on Mondays to Saturdays no deliveries/waste collections on Sundays/Bank Holidays.

Reason – To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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 external lighting scheme. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, and to safeguard protected species pursuant to policies EN15, SP1 and policy DM1 of the Manchester Core Strategy (2012).

27) Non Native species shall be action in accordance with the protocol set out in the Preliminary Ecological Appraisal dated 19th April 2023 . Finalised details relating to the removal of the Japanese Knotweed and Cotoneaster shall be submitted to approved in writing by the City Council as local planning authority, prior to any (including ground works and vegetation clearance) in the three locations identified in the Preliminary Ecological Appraisal dated 19th April 2023

The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Cotoneaster and Japanese Knotweed, which have been found on part of the site in accordance with the Wildlife and Countryside Act 1981. and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

28) No works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no active bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Manchester Core Strategy (2012).

29) Before the occupation of the school hereby approved, a scheme to encourage bio-diversity within the application site shall be submitted to and approve in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird and bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the school shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies EN15 and DM1 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

30) Before the occupation of the school hereby approved, full details of the design and locations of bat and bird boxes to form part of the development shall be submitted and agreed with the

Local Planning Authority. The permanent bat and bird boxes shall be installed in accordance with the agreed designs.

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

31) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plan refs: VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout and particulars in the Preliminary Arboricultural Assessment March 2022 ; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority. (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

32) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

33) Within 3 months of commencement of development, finalised details of elevational designs and colouration of the proposed boundary treatment and gates on plan ref :VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout, and VAR-DEP-XX-XX-DR-L-00003 rev.P04 Proposed Security Strategy shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the building and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

34) Finalised details of the height and design of the 2.4m acoustic barrier shown in Figure 2 (paragraph 3.10) of the Environmental Noise Assessment on the southern boundary of the site

shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the building and shall thereafter be retained.

Reason - To reduce the noise levels at the external amenity areas of the school, and to ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

35) Prior to first use of the indoor and outdoor sports facilities a Community Use Agreement has been submitted to and approved in writing by the City Council as Local Planning Authority after consultation with Sport England. The Agreement shall apply to the indoor and outdoor sports facilities and shall include details of pricing policy, hours of use, access by non educational establishment users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the development and shall be complied with for the duration of the use of the development.

Reason- To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and pursuant to policies EN 10, EN11 and EN12 of the Manchester Core Strategy (2012) and Section 8 of the NPPF.

36) Prior to the development being occupied or brought into use details of any CCTV to be incorporated within the scheme, including design and location of columns and cameras, within the college's curtilage, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate security within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

Informatives

1) The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
The Coal Authority
Greater Manchester Ecology Unit

James Street Playing Fields, James Street, Manchester, M40 8EL
16 Ashbury Place, Manchester, M40 8DX
46 Varley Street, Manchester, M40 8BW
28 Varley Street, Manchester, M40 8BW
18 Varley Street, Manchester, M40 8BW
48 Canada Street, Manchester, M40 8AE
28 Kirkhaven Square, Manchester, M40 8DA
14 Kirkhaven Square, Manchester, M40 8DA
22 Kirkhaven Square, Manchester, M40 8DA
Unit 4, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Units 1 And 3, Providence Works, Norton Street, Newton Heath, Manchester, M40 8HA
Unit 76, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 75, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 12, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 5, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 49, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 48, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 67, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 59, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 38, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 34, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 26, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 24, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 4, Varley Business Centre, James Street, Manchester, M40 8EL
31 Canada Street, Manchester, M40 8AF
Unit 18, Dale House, Vickers Street, Manchester, M40 8EF
17 New Street, Manchester, M40 8AB
4 Silvine Walk, Manchester, M40 8DT
4 Kilsby Walk, Manchester, M40 8DP
12 New Street, Manchester, M40 8AA
Units 60 And 61, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Units 87 And 88, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Manchester North Ambulance Station, 1 Canada Street, Manchester, M40 8AF
6 Kilsby Walk, Manchester, M40 8DP
7 Bednal Avenue, Manchester, M40 8DW
Units 7 - 8, Varley Business Centre, James Street, Manchester, M40 8EL
Duo Plastics Ltd, Vickers Street, Manchester, M40 8PU
Dale House, Vickers Street, Manchester, M40 8EF
6 Silvine Walk, Manchester, M40 8DT
2 Silvine Walk, Manchester, M40 8DT
15 Drewett Street, Manchester, M40 8EQ
Unit 7, Dale House, Vickers Street, Manchester, M40 8EF
Decco Ltd, Hulme Hall Lane, Manchester, M40 8YD
44 Varley Street, Manchester, M40 8BW
48 Varley Street, Manchester, M40 8BW
8 Varley Street, Manchester, M40 8BW
4 Varley Street, Manchester, M40 8BW
6 Varley Street, Manchester, M40 8BW
12 Varley Street, Manchester, M40 8BW
14 Varley Street, Manchester, M40 8BW
22 Varley Street, Manchester, M40 8BW
24 Varley Street, Manchester, M40 8BW
16 Varley Street, Manchester, M40 8BW

10 Varley Street, Manchester, M40 8BW
29 Canada Street, Manchester, M40 8AF
38 Varley Street, Manchester, M40 8BW
34 Varley Street, Manchester, M40 8BW
42 Varley Street, Manchester, M40 8BW
36 Varley Street, Manchester, M40 8BW
30 Varley Street, Manchester, M40 8BW
32 Varley Street, Manchester, M40 8BW
20 Varley Street, Manchester, M40 8BW
27 Canada Street, Manchester, M40 8AF
41 Canada Street, Manchester, M40 8AF
19 Canada Street, Manchester, M40 8AF
14 Norbury Close, Manchester, M40 8DL
54 Canada Street, Manchester, M40 8AE
13 Canada Street, Manchester, M40 8AF
50 Canada Street, Manchester, M40 8AE
52 Canada Street, Manchester, M40 8AE
58 Canada Street, Manchester, M40 8AE
Walking With The Wounded, 46 Canada Street, Manchester, M40 8AE
23 Canada Street, Manchester, M40 8AF
Usmania Banqueting Hall, 39 Varley Street, Manchester, M40 8EE
Unit 27, Dale House, Vickers Street, Manchester, M40 8EF
Unit 26, Dale House, Vickers Street, Manchester, M40 8EF
CENTRAL HYDRAULICS, Unit 6, Providence Works, Norton Street, Newton Heath,
Manchester, M40 8EH
Unit 11, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 9, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 6, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 5, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 1, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 12, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 3, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 10, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 2, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 6, Dale House, Vickers Street, Manchester, M40 8EF
Unit 4, Dale House, Vickers Street, Manchester, M40 8FF
Canal Side Works, Hulme Hall Lane, Manchester, M40 8AZ
25 New Street, Manchester, M40 8AB
4 Bednal Avenue, Manchester, M40 8DW
27 New Street, Manchester, M40 8AB
18 Ashbury Place, Manchester, M40 8DX
40 Varley Street, Manchester, M40 8BW
26 Varley Street, Manchester, M40 8BW
13 Bednal Avenue, Manchester, M40 8DW
Unit 16, Dale House, Vickers Street, Manchester, M40 8EF
Unit 2, Dale House, Vickers Street, Manchester, M40 8EF
6 Ashbury Place, Manchester, M40 8DX
2 Sealey Walk, Manchester, M40 8DG
4 Norbury Close, Manchester, M40 8DL
Harden Works, Oldham Road, Manchester, M40 8AG
Unit 118, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 110, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 107, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 98, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB

Unit 93, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 90, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 9, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 13, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 8, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 4, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 69, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 55, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 51, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 46, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 31, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 25, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 21, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 18, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
28 Ashbury Place, Manchester, M40 8DX
16 Norbury Close, Manchester, M40 8DL
Unit 22, Dale House, Vickers Street, Manchester, M40 8EF
Unit 19, Dale House, Vickers Street, Manchester, M40 8EF
Unit 14, Dale House, Vickers Street, Manchester, M40 8EF
Unit 24, Dale House, Vickers Street, Manchester, M40 8EF
3 Filby Walk, Manchester, M40 8DZ
5 Ashbury Place, Manchester, M40 8DY
30 Ashbury Place, Manchester, M40 8DX
24 Ashbury Place, Manchester, M40 8DX
10 Sealey Walk, Manchester, M40 8DG
29 New Street, Manchester, M40 8AB
23 New Street, Manchester, M40 8AB
15 Lifton Avenue, Manchester, M40 8DD
15 Bednal Avenue, Manchester, M40 8DW
8 Kilsby Walk, Manchester, M40 8DP
2 Kilsby Walk, Manchester, M40 8DP
4 Edinburgh Square, Manchester, M40 8DN
Unit 8, Dale House, Vickers Street, Manchester, M40 3EF
Unit 112, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 11, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 86, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 3, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 65, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 36, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 23, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 20, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 25, Dale House, Vickers Street, Manchester, M40 8EF
3 Ashbury Place, Manchester, M40 8DY
22 Ashbury Place, Manchester, M40 8DX
14 Edinburgh Square, Manchester, M40 8DN
10 Kirkhaven Square, Manchester, M40 8DA
Unit 20, Dale House, Vickers Street, Manchester, M40 8EF
Unit 10, Dale House, Vickers Street, Manchester, M40 8EF
1 Filby Walk, Manchester, M40 8DZ
14 Ashbury Place, Manchester, M40 8DX
12 Ashbury Place, Manchester, M40 8DX
8 Sealey Walk, Manchester, M40 8DG
6 Sealey Walk, Manchester, M40 8DG
6 Bednal Avenue, Manchester, M40 8DW

17 Lifton Avenue, Manchester, M40 8DD
2 Kirkhaven Square, Manchester, M40 8DA
Unit 5, Dale House, Vickers Street, Manchester, M40 8EF
39 Canada Street, Manchester, M40 8AF
10 Kilsby Walk, Manchester, M40 8DP
8 Edinburgh Square, Manchester, M40 8DN
Unit 117, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 116, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 109, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 103, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 95, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 94, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 92, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 82, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 81, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 62, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 47, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 29, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 27, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 17, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
2 Ashbury Place, Manchester, M40 8DX
13 Lifton Avenue, Manchester, M40 8DD
Unit 28, Dale House, Vickers Street, Manchester, M40 8FF
10 Ashbury Place, Manchester, M40 8DX
33 New Street, Manchester, M40 8AB
19 New Street, Manchester, M40 8AB
3 Bednal Avenue, Manchester, M40 8DW
18 Norbury Close, Manchester, M40 8DL
8 Kirkhaven Square, Manchester, M40 8DA
17 Canada Street, Manchester, M40 8AF
24 Kirkhaven Square, Manchester, M40 8DA
26 Kirkhaven Square, Manchester, M40 8DA
16 Kirkhaven Square, Manchester, M40 8DA
Unit 111, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 96, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 78, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 74, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 80, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 79, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 7, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 2, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 54, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 66, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 44, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 42, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 39, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 19, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 1, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 4A, Dale House, Vickers Street, Manchester, M40 8FF
Unit 23, Dale House, Vickers Street, Manchester, M40 8EF
20 Ashbury Place, Manchester, M40 8DX
12 Sealey Walk, Manchester, M40 8DG
31 New Street, Manchester, M40 8AB

22 Norbury Close, Manchester, M40 8DL
1 Bednal Avenue, Manchester, M40 8DW
12 Edinburgh Square, Manchester, M40 8DN
8 Norbury Close, Manchester, M40 8DL
37 Canada Street, Manchester, M40 8AF
20 Kirkhaven Square, Manchester, M40 8DA
Unit 115, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 105, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 104, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 101, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 100, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 97, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 89, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 15, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 83, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 14, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 72, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 70, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 53, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 63, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 45, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 43, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 40, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 35, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 33, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 28, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 11, Dale House, Vickers Street, Manchester, M40 8EF
6 Norbury Close, Manchester, M40 8DL
6 Kirkhaven Square, Manchester, M40 8DA
Unit 21, Dale House, Vickers Street, Manchester, M40 8EF
26 Ashbury Place, Manchester, M40 8DX
4 Sealey Walk, Manchester, M40 8DG
2 Bednal Avenue, Manchester, M40 8DW
18 Edinburgh Square, Manchester, M40 8DN
16 Edinburgh Square, Manchester, M40 8DN
12 Kirkhaven Square, Manchester, M40 8DA
33 Canada Street, Manchester, M40 8AF
15 Canada Street, Manchester, M40 8AF
Walking With The Wounded, 42 Canada Street, Manchester, M40 8AE
40 Canada Street, Manchester, M40 8AE
6 Edinburgh Square, Manchester, M40 8DN
2 Edinburgh Square, Manchester, M40 8DN
Management Suite Unit 7A, Dale House, Vickers Street, Manchester, M40 8EF
Unit 114, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 77, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 16, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 10, Cariocca Business Park, 2 Sawley Road, Manchester, M12 4AH
Unit 57, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 85, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 84, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 32, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 50, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 64, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 1, Dale House, Vickers Street, Manchester, M40 8EF

Unit 5A, Dale House, Vickers Street, Manchester, M40 8FF
Unit 3A, Dale House, Vickers Street, Manchester, M40 8FF
1 Ashbury Place, Manchester, M40 8DY
4 Ashbury Place, Manchester, M40 8DX
19 Lifton Avenue, Manchester, M40 8DD
12 Norbury Close, Manchester, M40 8DL
10 Norbury Close, Manchester, M40 8DL
4 Kirkhaven Square, Manchester, M40 8DA
35 Canada Street, Manchester, M40 8AF
Corpus Christi Priory, 39 Varley Street, Manchester, M40 8EE
9 Bednal Avenue, Manchester, M40 8DW
5 Bednal Avenue, Manchester, M40 8DW
18 Kirkhaven Square, Manchester, M40 8DA
Manchester Cabins Ltd, Harden Works, Oldham Road, Manchester, M40 8AG
Units 107 And 112, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 113, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 106, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 102, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 99, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 91, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 6, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 56, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 58, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 41, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 37, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 30, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 22, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
25 Canada Street, Manchester, M40 8AF
5 Filby Walk, Manchester, M40 8DZ
8 Ashbury Place, Manchester, M40 8DX
20 Edinburgh Square, Manchester, M40 8DN
20 Norbury Close, Manchester, M40 8DL
Unit 9, Dale House, Vickers Street, Manchester, M40 8FF
Unit 52, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 13, Dale House, Vickers Street, Manchester, M40 8EF
21 New Street, Manchester, M40 8AB
2 Norbury Close, Manchester, M40 8DL
11 Bednal Avenue, Manchester, M40 8DW
10 Edinburgh Square, Manchester, M40 8DN

Appendix 2 – Planning constraints

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

