

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134572/FO/2022

Date registered valid: 19 August 2022

Proposal: Installation of 11 no. 5 metre high lighting columns within car park

Address: Manchester Enterprise Academy, Simonsway, Manchester, M22 9RH

Ward(s): Woodhouse Park Ward

Applicant: David Bell, Prospere Learning Trust, Firbank Road, Newall Green, Wythenshawe, Manchester, M23 2YS

Agent (if any): Admin, Grated Apple, The Piggery, 2 Wigsey Lane, Warburton, Lymm, WA13 9JL

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 14.10.2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 30 August 2022 Expired: 20 September 2022

Neighbour notifications

Printed: 30 August 2022 Expired: 20 September 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Application Site

The proposed site is a car park approved under planning permission reference 133541/FO/2022 which was for the “erection of a single storey building to form 3 no. classrooms and associated space together with provision of additional car parking”. The car park serves the Manchester Enterprise Academy. The site is located to the north of Simonsway accessed via Greenwood Road. Residential housing is located to the North, North East and West of the site.

The main vehicle entrance to the site is off Greenwood Road but the majority of pupils arrive by foot or cycle. Simonsway is the main road link to the MEA site.

The application site comprises areas of car parking with a grassed area to the north and an existing multi use games area to the east. To the immediate west of the site is a belt of trees forming the boundary with residential properties.

At the time of the site visit the car park and associated building were nearing completion and the fencing to the north of the car park was being installed. The lighting columns subject of this application were in situ.

Application proposals

The proposals are the installation of 11no. 5 metre high lighting columns and associated lighting unit around the car park. The proposals are accompanied by a lighting layout plan and lighting

lux levels for the installed lighting units. The columns are to be finished in a metallic silver finish (RAL 9006).



View northwards across car park, lighting columns proposed circled red, existing taller columns in blue

Relevant Planning History

133541/FO/2022 - Erection of a single storey building to form 3 no. classrooms and associated space together with provision of additional car parking Approved 30.06.2022

CDN/22/0467 - Discharge of condition 8 (electric vehicle charging points) and 9 (proposed hours of use of car park) from planning approval reference 133541/FO/2022 Approved 01.09.2022

Consultations & Notification Responses

Neighbouring properties were notified of the proposals, no responses were received.

MCC Highways - Do not consider that this proposal will adversely affect the adjacent highway and we therefore have no objection.

MCC Environmental Health – Are content with the lighting information submitted with the application and the proposed hours of use (Monday to Friday 0700 -2200, Saturday and Sunday 0930 -1600)

Policy

National Planning Policy Framework

The National Planning Policy Framework replaced previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of development.

The Development Plan

Manchester's Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan although a number of the UDP policies remain extant.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including: creating well-designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment. The proposal will result in the provision of improved education facilities in a modern, well-designed building and is considered that it would make positive contribution to the area.

Policy EC1 - seeks to ensure priorities for economic growth. The Council will support significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities and other employment generating uses.

Policy EN1 - states that development in Manchester will be expected to have regard to the strategic character area in which the development is located. Opportunities for good design should be fully realised, particularly on major radial routes.

Policy DM1 - Development Management - This policy seeks to ensure that new development contributes to the overall aims of the Core Strategy including taking into account impacts on residential and visual amenity.

Issues

Principle - The principle of lighting to a car park is generally considered acceptable subject to consideration of impacts on residential and visual amenity and whether the proposals give rise to pedestrian or highway impacts.

Residential Amenity - The edge of the car park is 16m from the rear boundary of the rear gardens of the properties to the north and approximately 25m from the rear wall of these properties. In approving planning application 133541/FO/2022 proposed landscaping in the form of hedge and tree planting was approved within the land between the car park and rear boundaries of these properties with the car park edge provided with a 1.8m timber fence.

Whilst the lighting columns and units would appear above this fence edge given the presence of similar structure on the adjacent multi use games area it is not considered that they would give rise to impacts on residential amenity. The lighting scheme has been designed to minimise light spillage and to concentrate lighting onto the car parking area. MCC Environmental Health have confirmed the scheme as being acceptable. It is considered necessary to attach a lighting glare condition to control any issues that may arise from the operation of the lighting. The hours of operation of the lighting has been confirmed as being inline with the hours approved under

condition discharge CDN/22/0467 for the use of the car park. This is acceptable and a suitably worded condition is proposed to ensure the lighting is switched off outside of these hours.

Visual Amenity – As indicated above the introduction of additional landscaping would assist in reducing the visual impact of the car parking area when view from the rear of the newly constructed residential properties to the north. The lighting columns have been designed to be less visually intrusive and are considered to be acceptable in the context of the site and its educational use.

Highway Safety - The proposals are located within the campus and can be accessed safely from the existing pedestrian accesses. No concerns have been raised with the proposals by Highway Services.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

The application has been determined in a positive and proactive manner, issues have been discussed with the applicant and a decision has been issued within statutory timescale's.

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

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

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

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

MEA Hub Manchester External Lighting -A

Holophane Datasheet – External -DPL DPL.1.LA044.AY.C9.W030

As received by the City Council as local planning authority on the 1st August 2022

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

3) If , when any installed lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

4) The lighting scheme hereby approved shall not operate outside of the following hours:
Monday to Friday 0700 -2200hrs
Saturday and Sunday 0930 -1600hrs

Reason - In the interests of neighbouring residential amenity pursuant to policy DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

59 Elderburn Road, Manchester, M22 9BD
57 Elderburn Road, Manchester, M22 9BD
55 Elderburn Road, Manchester, M22 9BD
53 Elderburn Road, Manchester, M22 9BD
51 Elderburn Road, Manchester, M22 9BD
49 Elderburn Road, Manchester, M22 9BD
47 Elderburn Road, Manchester, M22 9BD
45 Elderburn Road, Manchester, M22 9BD
43 Elderburn Road, Manchester, M22 9BD
41 Elderburn Road, Manchester, M22 9BD
39 Elderburn Road, Manchester, M22 9BD
37 Elderburn Road, Manchester, M22 9BD
547 Greenwood Road, Manchester, M22 9RE
527 Greenwood Road, Manchester, M22 9RE
517 Greenwood Road, Manchester, M22 9RE
513 Greenwood Road, Manchester, M22 9RE
Flat 18, 539 Greenwood Road, Manchester, M22 9RE
Flat 15, 539 Greenwood Road, Manchester, M22 9RE
Flat 12, 539 Greenwood Road, Manchester, M22 9RE
Flat 9, 539 Greenwood Road, Manchester, M22 9RE
Flat 6, 539 Greenwood Road, Manchester, M22 9RE
Flat 3, 539 Greenwood Road, Manchester, M22 9RE
545 Greenwood Road, Manchester, M22 9RE
541 Greenwood Road, Manchester, M22 9RE
525 Greenwood Road, Manchester, M22 9RE
519 Greenwood Road, Manchester, M22 9RE
539 Greenwood Road, Manchester, M22 9RE
Flat 19, 539 Greenwood Road, Manchester, M22 9RE
Flat 17, 539 Greenwood Road, Manchester, M22 9RE
Flat 16, 539 Greenwood Road, Manchester, M22 9RE
Flat 14, 539 Greenwood Road, Manchester, M22 9RE
Flat 11, 539 Greenwood Road, Manchester, M22 9RE
Flat 10, 539 Greenwood Road, Manchester, M22 9RE
Flat 8, 539 Greenwood Road, Manchester, M22 9RE
Flat 7, 539 Greenwood Road, Manchester, M22 9RE
Flat 5, 539 Greenwood Road, Manchester, M22 9RE
Flat 4, 539 Greenwood Road, Manchester, M22 9RE
Flat 2, 539 Greenwood Road, Manchester, M22 9RE
543 Greenwood Road, Manchester, M22 9RE
Flat 1, 539 Greenwood Road, Manchester, M22 9RE
523 Greenwood Road, Manchester, M22 9RE
521 Greenwood Road, Manchester, M22 9RE
515 Greenwood Road, Manchester, M22 9RE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 15M
Area Team Boundary - Name: SOUTH AREA