MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144078/JO/2025
Date registered valid:	8 October 2025
Proposal:	Variation of Condition 2 (Specified Plans), 5 (landscaping) and 33 (boundary treatment) attached to planning permission 142246/JO/2025to allow alterations to rainwater goods, alteration to position of signage , car park layout amendments, inclusion of substation, cycle parking alterations including alterations to boundary treatment, inclusion of external gym equipment and associated landscaping alterations, alterations to highways, fence to habitat area realigned, dedicated play areas with boundary treatment to classrooms and dining hall.
Address:	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 Paul Waite Manchester City Council
Agent (if any):	Mr James Eachus jmarchitects
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	3 December 2025

Application details

Type of application: Variation or Removal of Condition

Development type: Major Other

Date of site visit: 28 October 2025

Standard consultations:
Printed: 24 October 2025 Expired: 14 November 2025

Neighbour notifications
Printed: 24 October 2025 Expired: 14 November 2025

Site notice
Posted: 28 October 2025 Expired: 18 November 2025

Press advert
Published: 28 October 2025 Expired: 18 November 2025

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

Planning History

142246/JO/2025- Variation of condition 11 (EV charging) attached to planning permission referenced 136645/VO/2023 to allow changes to EV provision.
Approved 02.06.2025

138510/NMC/2023 - Non-material amendment to planning permission 136645/VO/2023 to allow the removal of small sections of cladding over individual external doors and replace with alternative materials.
Approved 09.11.2023

136645/VO/2023- 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
Approved 06.07. 2023

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.

Previously approved development
The previously approved development related to a 150 place Special Education Needs and Disabilities (SEND) secondary school on a 1.54ha site.
A part single, part two storey school building comprising an oblong block running parallel with Sawley Road, with two wings at right angles from the main block running southwards into the site was approved. Plant and ancillary equipment was to be located on the roof to the side of the double height element of the building.

The approved accommodation comprised 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 changing areas. The approved school development had floorspace covering an area 3,050sq.m.

The school was contemporary in design and comprising dark grey brickwork as the main material, light 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 was to be non-illuminated and limited to the identification of the school entrance, pupil entrance and the school logo, which were all to be located on the Sawley Road frontage of the proposed building. The proposal included the provision of a hard surfaced sport court and a MUGA.

The site layout included 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 were to be 6 spaces for minibuses and 6 car spaces within the drop off area within the site. 14 cycle storage spaces were 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 was be provided, which would drop-off/pick-up students.
Vehicular access and egress to the site was to be taken from Sawley Road, and operate via a 1 way system within the school site. A cycle access was proposed alongside the northern

vehicular access. A separate pedestrian access to the site was also proposed from Sawley Road.

The school opening hours were Mondays to Fridays 07:00 to 18:00 Saturdays 09:00 – 12noon. These time periods included core class period and pre/after school clubs.

50 full and 50 part time staff were to be employed on-site and would be on-site prior to pupil arrival and departure times. A large habitat area within north east part of site was proposed which would enable the retention of 38 trees within this area. 6 trees would be retained to Sawley road frontage. 57 new trees were proposed to be planted within the site.

Subsequent section 73 application changes
The originally approved scheme incorporated the provision of electric charging points to serve 8 spaces within the car park area. Subsequently, in conjunction the discharge of condition application ref: CDN/24/0505 related to condition no.11 (EV charging points), there was an increased number of spaces served by charging points (22 in total), with associated ducting to all spaces approved. The applicant has indicated that this level of provision was in error, and they wish the provision to be reverted back to the number of electric vehicle charging points as were originally approved, together with the other spaces having ducting to enable future provision.

Description of development
Consent is sought for the following amendments to the approved development.

- Amendments to 11 rainwater pipes and parapet outlet positions. Outlets would be relocated on site and would have a kink in the downpipe at high level to align with the drainage position at ground level.
-Relocation of the school Logo and name signage from main elevation brick wall at low level to main elevation cladding at high level to main hall.
- The car park layout would be amended with 5no. mini-bus spaces relocated to drop off zone and parking bays next to accessible bays, parallel to Sawley Road, repositioned.
- A substation would be sited facing onto Sawley Road near vehicle entrance gate G03.
- Cycle parking relocated to pedestrian entrance and cycle parking spaces reduced to 12no. covered (from 14no. covered). The cycle/ pedestrian gate at the northeastern end of site, adjacent to vehicle gate G03 would be omitted.
-External gym equipment area is proposed to the northeast of MUGA/ Sports Court, with associated adjustments to hard and soft landscape areas.
-The hard and soft landscape areas at eastern end of site would be revised, with the turning head omitted, trees repositioned, and the extent of grass/ meadow areas adjusted.
-Drop kerbs would be added to back of accessible bays, drop off zone and outside the kitchen.
- Door barriers are proposed to be changed to slant top bollards at pupil access areas to rear of building.
- The boundary fence would be realigned at southeastern site boundary and would include additional maintenance access gates to the landscaping. The proposed hedge to southeastern boundary fence would be repositioned accordingly.
- The fencing to habitat area would be realigned and the specification changed to 2.4m high weldmesh fencing. 1.2m high vertical bar fencing with gates and chain openings would also be installed to the pupil drop off zone.
- Dedicated play areas with 2.4m high weldmesh fencing would be created to the rear of classrooms and dining hall.
- 1.2m high rolled top mesh fencing would be added to top of slope and retaining wall at car park.
- The pedestrian gate G04 would be changed to single leaf 1.5m wide (from double leaf), and the width of main pedestrian entrance gate G02 reduced to 2.4m (from original 4m width).

- The vehicle gate G03 location would be adjusted.
- Gate G07 would be repositioned.
- Gate G08 would be repositioned and fence line to turning head at bin store adjusted
- 18 of the proposed trees would be re-sited within the site.
- 2no. proposed trees at main pedestrian entrance on Sawley Road would be changed to feature apple trees (1no. Carpinus betulus 'Frans Fontaine' and 1no. Acer campestre 'Streetwise' changed to Malus domestica 'Discovery').
-1no. proposed tree (Carpinus betulus 'Frans Fontaine') along Sawley Road would be omitted

Consultations & Notification Responses
The proposal has been advertised in the local press (28th October 2025) as a major development and as being a development affecting a listed building, and a site notice was displayed at the application site ((28th October 2025). Notification letters have been sent to 292 local residents and businesses.

Local residents and local businesses – No comments received.

Highways Services – Car Park Reconfiguration: Plan 'VAR-DEP-XX-XX-DR-L-00001 - P07 / Proposed Landscape Layout' confirms that the car park has been reconfigured. 5 of the previous minibus parking / drop off spaces have been relocated from the school entrance to the south-west edge and 6 parent drop off spaces have been put in place.

Cycle Parking Reconfiguration: Plan 'VAR-DEP-XX-XX-DR-L-00001 - P07 / Proposed Landscape Layout' confirms that an external cycle store is to be installed on the north-eastern extent of the site. This is acceptable in principle. It is also noted that the cycle provision is reduce from 14 to 12 spaces. This is acceptable in principle. Noted that a dedicated cycle entrance will be in place from Sawley Road.

CONDITION 2 (SPECIFIED PLANS): Highways are satisfied with the proposal for variation of Condition 2 (Approved Drawings) and have no objections in principle.
CONDITION 33 (BOUNDARY TREATMENT): Highways are satisfied with the proposal for variation of Condition 33 (Boundary Treatment) and have no objections in principle.

TfGM - the only point to note from TfGM's perspective is the proposed reduction in cycle parking provision and that the cycle shelter will now be uncovered instead of covered. TfGM would request that the previous provision is maintained - 14 cycle spaces within a covered store.

Environmental Health – Have no further comments to add. All conditions connected to application 136645/VO/2023 apply.

Arboricultural Officer-confirm that they would have no objection to the proposed development, and would expect all retained trees to be provided with adequate tree protection, and all works to be carried out in accordance with BS:5837.

Design for Security – Having looked at the revised proposals have no concerns.

Greater Manchester Ecology Unit – Have no objection to the proposed amendments to the site layout. These do not materially change the ecological issues associated with this site.

LLFA – Having reviewed the documentation for this application the LLFA have no further comments to make.

GMAAS – The amended details have no implications for the advice that GMAAS offered previously, and the delivery of the consented scheme will still not have any impact on the below-ground archaeological resource.

The Coal Authority – On the basis of the content of their consultation letter dated 16th October 2025 to CDN/25/0915, the Coal Authority has no objections to this application, and condition nos. 17 and 18 need not be duplicated on any re-issued consent.

Land Interest
The City Council has a land interest in the site.

Policy Context

Places for Everyone
Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-C1 seeks to delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-G7: Trees and Woodland; states at criterion 12 that where development would result in the loss of existing trees, there will be requirement for replacement on the basis of two new

trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity; outlines how a net enhancement of biodiversity resources will be sought, achieved by a series of measures. This includes how development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Policy JP-P5 : Education Skills and Knowledge states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities; and ensuring the delivery of sufficient school places to respond to the demands from new housing.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C2: Digital Connectivity; states that all new development will be required to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting, compliant with telecoms standards.

Policy JP-C5: Streets for All; outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

National Planning Policy Framework (December 2024)
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).
The relevant sections of the NPPF are:

Section 8 ‘Promoting healthy and safe communities’
Section 9 ‘Promoting sustainable transport
Section 11 'Making effective use of land'
Section 12 'Achieving Well Designed Places'
Section 14 'Meeting the challenge of climate change, flooding and coastal change'
Section 15 – ‘Conservation and enhancement of the natural environment’

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.

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

<u>Ministerial Planning Policy Statement – Planning for Schools Development</u>

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

Manchester Core Strategy (2012)
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
Policy EC 1 - Employment and Economic Growth in Manchester.
Policy EC5 – East Manchester
Policy EN 1- Design Principles and Strategic Character Areas.
Policy EN3 - Heritage Policy
Policy EN 8- Adaptation to Climate Change
Policy EN 9 - Green Infrastructure
Policy EN 10 – Safeguarding Open Space, Sport and Recreation
Policy EN 12 – Area priorities for Open Space, Sport and Recreation
Policy EN14 -Flood Risk
Policy EN16 - Air Quality
Policy EN18 - Contaminated Land and Ground Stability
Policy EN19 – Waste Plans
Policy T1 - Sustainable Transport
Policy T2 Accessible areas of opportunity and need
Policy DM1 Development Management

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.

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 a provide 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. The loss of the self-seeded vegetation, and trees (already removed) from the site to facilitate the development of the school was fully considered in connection with the previously approved development.

Issues
Principle of use
The proposed development is located on a site which was vacant for a prolonged period, and formed part of the former Nicholas Varley Community School. Thus, the principle of education use in this location had 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 was afforded weight in its own right, with this location being accepted in principle for educational development as part of the previous approval .

Loss of Open Space
This matter was fully addressed as part of the previously approved scheme, and there are no changes proposed to this aspect of the approved development. The proposed amendments to the reconfiguration of the landscaped area adjacent to the retained habitat area are considered in more detail elsewhere in this report.

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. The NPPF also 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. There are no changes proposed to levels of accommodation which formed part of the approved scheme.

Design and Appearance

The previously approved scheme was 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 was designed 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 previously approved building was single storey in height with a double height main hall element. The height of the development was 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 was a significant distance from existing buildings on adjacent sites. Given the location of the building, it was considered that the proposed scale of the proposed development was a suitable and appropriate response to the local area in which it would be located.

The school was to be contemporary in design.

These elements of the approved scheme remained unchanged. The elevational changes proposed are to allow alterations to 11 rainwater pipes and parapet outlet positions, together with the incorporation of a kink in the downpipe at high level to align with the drainage position at ground level, and the relocation of the school Logo and name signage from main elevation brick wall at low level to the main elevation cladding at high level to main hall.

The revisions sought are considered to be acceptable in the context of the previously approved scheme.

Visual Amenity

The design proposed is considered to be appropriate for the existing character of the surrounding physical environment. 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 revisions to the previously approved scheme would not give rise to adverse visual impacts to the setting of the listed building.

The amendments sought also include the siting of a new substation to the back of pavement on Sawley Road. Whilst it would have been preferable for this to be sited in a less prominent position in the street scene, it is acknowledged that there is a need to meet the utility providers requirements for access. There are, however, no elevational design details of the proposed substation accompanying this application, and it is therefore proposed to attach a condition to any approval to require the submission of the design to be submitted for consideration prior to any installation works.

Residential Amenity

There are existing residential properties facing the site where the proposed school would be located, however, it is not considered that the proposed amendments would be significant. The orientation and siting of the school building was 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.

There are no changes proposed which are considered to have significant adverse impacts to residential amenity.

Noise

Matters related to noise were fully addressed as part of the previously approved scheme, and there are no changes proposed to this aspect of the approved development.

Traffic

The previously approved scheme was accompanied by a Transport Assessment (TA) which identified that the site was 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 described 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 went onto state that it was expected that all students would 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. Drop-off/ collection areas were proposed within the site along the front façade of the proposed school building. 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 was proposed alongside the northern vehicular access. A separate pedestrian access to the site was also proposed from Sawley Road. There are no changes to the pedestrian and vehicular access arrangements which were approved previously, but for the reasons set out elsewhere in this report the cycle access would now be omitted.

The trip generation figures indicated that the school was 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 showed that the priority Varley Street / Sawley Road junction would operate well within capacity with very low levels of queuing and delay predicted. The findings presented in the Transport Assessment concluded that safe access could be provided to the site with no significant traffic impact caused to the surrounding highway network. It was 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. There are no changes to these aspects of the approved development.

Access /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, as previously approved. The previously approved parking layout within the site layout included the provision of 68 parking spaces, the parking layout has been reconfigures and the number of spaces increased to 74. A dedicated minibus service would be provided, which would drop-off/pick-up students. Although no details were provided in relation to how the drop off spaces would be managed when the previously approved scheme was determined (as this needed to be formalised with the school itself), this aspect of the scheme is conditioned, and has been subsequently discharged.

It was considered previously 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. The uplift in parking spaces will assist in reduce the potential for any on street parking issues in proximity to the school.

The originally approved scheme incorporated the provision of electric charging points to serve 8 spaces within the car park area. Subsequently, in conjunction the discharge of condition application ref: CDN/24/0505 related to condition no.11 (EV charging points), there was an increased number of spaces served by charging points (22 in total), with associated ducting to all spaces approved. The applicant subsequently indicated that this level of provision was in error, and they wished the provision to be reverted back to the number of electric vehicle charging points as were originally approved, together with the other spaces having ducting to enable future provision, and a variation of condition application (ref:142246/JO/2025) was submitted in order to formalise the return to the original arrangements. It was recommended that conditions relate to the implementation of the cycle storage provision and electric vehicle charging points, and travel plan attached to any approval.

Consent is now sought to revise the car park layout with the 5no. mini-bus spaces relocated to drop off zone, and parking bays next to accessible bays, parallel to Sawley Road, repositioned. Drop kerbs are also proposed to be added to back of accessible bays, drop off zone and outside the kitchen. There would be no changes to the numbers of electric vehicle charging points or the level of parking spaces for disabled users.

As part of this application, it was proposed to relocate the cycle storage from the northeastern area of the site, to locate cycle stands each side of the pedestrian access from Sawley Road, with an associated reduction from 14 spaces to 12. The applicant was asked to incorporate cycle shelters to ensure the spaces are covered to encourage their use, and revised plans have been received which incorporate Broxap shelters. The shelters would be comprised of perspex set in an anthracite coloured frame and the Sheffield stands would be anthracite in colouration. The planning agent has confirmed that the pedestrian access adjacent to the cycle stands would locked at all times, with access controlled remotely by the school office staff or by staff with fobs. This would improve security due to the revised cycle storage arrangement beign in close proximity to the main pedestrian access to the school.

Whilst the loss of 2 spaces is regrettable, as the provision is for a SEND school , the reduction of spaces is not considered to give rise to significant issues.

Due to the revised cycle storage location, the previously approved cycle/ pedestrian gate at northern eastern end of site, adjacent to vehicle gate ref:G03 is proposed to be omitted.

Travel Plan

The previously approved development was 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 sought to minimise the transport and travel impacts of the proposed development on the surrounding area and included, but were 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 was the nomination of a Travel Plan Co-ordinator (TPC). The TPC role be allocated by the Headteacher of the school and confirmed upon within 3 months of occupation of the site. The TPC would be responsible for carrying out monitoring of the Travel Plan during its lifetime, and for the conduction of travel surveys and would 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 was 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 were elements which couldn't yet be finalised, it was proposed that a suitably worded planning condition setting out this requirement was attached to any approval. This condition has yet to be discharged. It is therefore proposed to re-attach this condition to any approval. Given the above, the proposed development is considered to accord with the NPPF and Core Strategy Policy T 1.

Contaminated Land

The previously approved development, in delivering a remediation scheme and in bringing a vacant former school, brownfield site back into active use accorded 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 accompanied the previously approved scheme, and part a of the contaminated land condition which was attached to the previous approval has been subsequently discharged. As a verification report has yet to be received it is recommended that part b of the contaminated land condition be attached to any approval.

Ground improvement strategy

Details of a ground improvement strategy were provided as an alternative to the traditional piling system with the aim to retain as much of the existing ground on site, in relation to the previously approved scheme. 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 had stated that they had 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 was 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 previously approved development was accompanied by a Coal mining hazard zonal plan and coal mining risk assessment. The site had been subject to historic recorded underground coal mining at shallow depth and was likely to have been subject to historic unrecorded underground coal mining at shallow depth. Records indicated that there was a thick coal seam

outcropped across the site and that within, or within close proximity of the planning boundary there were three recorded mine entries (shafts).

The report recommended that further intrusive ground investigations were undertaken. Additional mitigation measures would expected to be required for the area that was located within the zone(s) of influence around the mineshaft(s).

Furthermore, in regard to the mine entries, on the basis that the development layout had 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 had no objections to the scheme.

A condition was therefore attached to require that a scheme of intrusive investigations was 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.

Part a of this condition has subsequently been discharged. 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 that the site is, or has been made, safe and stable for the approved development, prior to the occupation of the development was also recommended. As this has yet to be discharged, it is recommended that this is attached to any approval.

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
No changes are proposed to this aspect of the previously approved scheme.

Ecology
An Ecology Scoping Survey accompanied the previously approved scheme. The survey confirmed that habitats at the site were principally comprised of unmanaged amenity grassland which had developed into a species-poor, semi-improved grassland habitat, and which were considered to be of limited botanical value. The survey outlined that, in order to enhance the biodiversity value of future development, it was recommended that significant areas of green space were retained at the site and were 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 included wildflower grassland planting and native tree species planting. These recommendations 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 confirmed that the trees present at the site were considered to be of limited suitability for roosting bats as they did not support bat roosting features. As such further works were unlikely to affect any roosting bats. However, the report recommended 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 was 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. This condition has subsequently been discharged.

There was no evidence of the presence of badgers, and the submitted documentation suggested that it was considered unlikely that any other protected species would be present at the site. Through the implementation of the proposals, it was envisaged that a net gain in biodiversity 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 previously approved scheme involved the incorporation of areas of green landscaping, native tree planting and the retention of existing green infrastructure.
Mitigation measures included 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 to assist in contributing to biodiversity at the site. A condition was attached relating to the submission of a scheme to encourage biodiversity 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 was consideration the proposed measures, and conditions would ensure that the scheme accord with the aspirations set out in policy EN 15 (Biodiversity). These conditions have been discharged. It was 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 was 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.

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 was attached to the previous consent to require the submission of measures to treat the invasive, non-native plant species prior to above ground works. This condition has since been discharged.

Biodiversity
When the original application for the school was considered there was no formal requirement for Biodiversity Net Gain . The original planning approval (ref: 136645/VO/2023, however, included:
- Soft Landscape area without habitat area = 3051m2
- Habitat Area = 2342m2
- Total soft landscape area on site = 5393m2

Due to the proposed changes to the previous approval , the landscape layout (plan ref: VAR-BL-XX-XX-DR-L-00001(C08) forming part of this submission includes:
- Soft Landscape area without habitat area = 3042m2
- Habitat Area = 2482m2
- Total soft landscape area on site = 5524m2

The proposed variation would lead to a net gain over the original submission, and as such is considered to be acceptable in terms of level of provision.

Landscaping
The previously approved scheme allowed 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 included 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 were also proposed. A landscaped buffer strip was proposed within the site to the back of pavement which would include the retention of 6 trees and include a significant level of new tree planting. Where any new trees and areas of planting were proposed as part of landscaping proposals, it was recommended that new planting included appropriate native species and trees which could provide nectar sources for insects and berries/fruits for invertebrates and birds. It was recommended that this aspect of the scheme is conditioned.

Previously approved scheme

Consent is now sought for revisions to the scheme, including external gym equipment area added to north east of MUGA/ Sports Court, with associated adjustments to hard and soft landscape areas.
Further revisions are proposed to the hard and soft landscape areas at northeastern end of site (turning head omitted, trees repositioned, extent of grass/ meadow areas adjusted).
In addition, due to the realignment of the boundary fence at the southeastern boundary (including additional maintenance access gates), the proposed hedge to south eastern boundary has been re-sited .

Proposed changes to landscaping

Trees

A preliminary Arboricultural Assessment accompanied the previously approved 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 advised 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 were to be retained or if retention was not possible, replanting with large native street tree specimens was proposed. 38 trees were to be retained in the woodland area, and for the most part the trees to removed, had already been removed from the site at that time. Tree protection measures were outlined to protect trees to be retained on site during the construction period, and it was recommended that this aspect of the scheme was 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 was 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).

Consent is sought in relation to changing the species of the 2no. proposed trees at main pedestrian entrance on Sawley Road to feature apple trees (1no. Carpinus betulus 'Frans Fontaine' and 1no. Acer campestre 'Streetwise' changed to Malus domestica 'Discovery'), and that an additional tree (Carpinus betulus 'Frans Fontaine') along Sawley Road is omitted.
In addition, 18 of the proposed trees have been relocated throughout site.
Whilst the submission references the loss of a tree, the submitted landscape plan shows the planting of 57 trees on the site , which is considered to be acceptable.

External Lighting

No changes are proposed to this aspect of the previously approved scheme.

Air Quality
No changes are proposed to this aspect of the previously approved scheme.

Flood Risk and Drainage
No changes are proposed to this aspect of the previously approved scheme.

Sustainability
The content of the Planning Statement and Energy Strategy reports accompanying the previously approved development advised 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 . At the time the application was determined the Part L 2021 regulations generally required a 27% reduction over Part L2a 2013 CO_2 emissions targets for non-domestic buildings, and Part L 2013 implemented an improvement of 9% over Building Regs Part L 2010 targets. The scheme was at a circa 53.57% betterment over the 2010 part L regulations, thereby meeting the requirements of Policy EN6. An appropriately worded condition was proposed in relation to this matter to secure the delivery of an energy efficient development. This condition has yet to be discharged and is therefore proposed to be attached to any approval.

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 accompanying the previously approved scheme confirmed that a refuse vehicle would be able to access the proposed refuse storage location. However, as at the time the previous application was determined, an operator had not been confirmed for the site, it was proposed to review the waste strategy when an operator had been confirmed. The location of the bin store, however, would allow for an increase /decrease in storage capacity should it be needed. The waste management condition has been subsequently discharged.

Secure by Design
With the exception of the revisions to rainwater goods, and changes to boundary treatment which are set out in detail elsewhere in the report, no changes are proposed to the previously approved scheme. There would be no reduction in height to the perimeter fencing.

Boundary treatment
The previously approved scheme incorporated 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 was to 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 was considered to be acceptable in this location, however, as no design or colouration of the boundary treatment had been submitted for consideration, it was proposed that this aspect of the scheme is conditioned. This condition was subsequently discharged.

Consent is now sought for revisions to the previously approved boundary treatment include the omission of the cycle/ pedestrian gate at norther eastern end of site, adjacent to vehicle gate ref:G03 which was proposed to serve the cycle storage facilities in their previously approved location; the fence to habitat area realigned and specification changed to 2.4m high green weldmesh fencing; a 1.2m high vertical bar fencing with gates and chain openings added to

drop off zone; 2.4m high green weldmesh fencing added to the courtyard to the rear of classrooms and to the rear of the dining hall to form dedicated play areas;1.2m high rolled top mesh fencing added to top of slope and retaining wall at car park; pedestrian gate ref:G04 changed to single leaf 1.5m wide (from double leaf); the width of main pedestrian entrance gate ref:G02 reduced to 2.4m (from original 4m width); vehicle gate ref:G03 location adjusted; gate ref:G07 repositioned; and gate ref: G08 repositioned and fence line to turning head at bin store adjusted.
Door barriers have also been changed to slant top bollards at pupil access areas to rear of building, and the boundary fence has been realigned at south eastern site boundary , together with the incorporation of an additional pedestrian maintenance access gate to enable access some areas of soft landscaping.

Inclusive Access.
No changes are proposed to this aspect of the previously approved scheme.

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.

Conclusion
This proposal offers the opportunity to enable minor revisions to anew SEND secondary school. 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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 regarding the proposed cycle storage arrangements, and substation. This matter has been satisfactorily resolved and the appropriate conditions have been attached.

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

1. The development 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 2023by 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

Van Elle Total Foundation Solutions Ground Improvement Technical Sheet and email for ISG regarding the ground improvement strategy
Received 4th July 2023

AS AMENDED BY :

VAR-JMA-ZZ-ZZ-DR-A-00201-S3-P16_Proposed Building Elevations received 7th November (ref: 13810/NMC/2023)

As FURTHER AMENDED BY:
VAR-JMA-ZZ-ZZ-DR-A-00201-A5 rev. C7_Proposed Building Elevations

VAR-JMA-ZZ-ZZ-DR-A-71201-A5-C5_External Signage

Orchard House Varley Street School Stage 4 Fire Strategy - JM3063 R2 Issue 5

VAR-EBL-XX-XX-DR-L-00001(C08)-Landscape Layout
Received 26th September 2025.

Cycle storage location shown on plan ref: VAR-EBL-XX-XX-DR-L-00013 rev.C06 and Broxaps Waredale Shelters specification received 2nd December 2025

Agent email dated 2nd December 2025 confirming the frame of the transparent Perspex shelter and the Sheffield hoops would be Anthracite in colouration, together with confirmation that the pedestrian access adjacent to the cycle stands would locked at all times, with access controlled remotely by the school office staff or by staff with fobs.

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).

2. The development shall be implemented in accordance with the approved Construction Method Statement rev.2 (with the proviso that any reference to the removal of trees on page 4 of the statement is limited to the trees which have been approved for removal as shown on approved plan refs: VAR-DEP-XX-XX-DR-L-00001 rev.P07 Proposed Landscape layout and particulars in the Preliminary Arboricultural Assessment March 2022 . (ref: CDN/24/0128).

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).

3. The development shall be implemented in accordance with the materials referenced below in the locations shown on the proposed building elevation plan ref: VAR-JMA-ZZ-ZZ-DR-A-00201 rev.C1 have been revised and are considered to be satisfactory.
-Blockleys Black Wire cut brick
-LRT Sterling Grey brick
-Rockpanel cladding - Caramel Oak
-RAL 7016 door frames and louvres and parapet trim
-Black Mortar
(ref: CDN/24/0504)

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

4. The development shall be implemented in accordance with :
- Landscape layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev.P01 (replacement for plan ref: VAR-DEP-XX-XX-DR-L-00001 rev.P07 due to change in landscape architects)
- Landscape detail hardworks 1 of 3 layout plan ref: VAR-EBL-XX-XX-DR-L-00007 rev.P01
- Landscape detail hardworks 2 of 3 layout plan ref: VAR-EBL-XX-XX-DR-L-00008 rev.P01
- Landscape detail hardworks 3 of 3 layout plan ref: VAR-EBL-XX-XX-DR-L-00009 rev.P01
- Planting Plan ref: VAR-EBL-XX-XX-DR-L-00013 rev.P01
- Landscape Management and Maintenance Plan dated 6th June 2024.
(ref: CDN/24/0506).

As amended by VAR-EBL-XX-XX-DR-L-00001(C08)-Landscape Layout received 26th September 2025.

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).

5. The car parking arrangements shall be implemented in accordance with the details on the Landscape Layout plan ref: VAR-EBL-XX-XX-DR-L-00001(C08) (photographs from site demonstrating surfaces and demarcated car park spaces as per the Landscape Layout received 17th October 2025).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 .
(ref: CDN/25/1005).

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).

6.The cycle storage facilities shall be implemented in accordance with the location on plan ref: VAR-EBL-XX-XX-DR-L-00013 rev.C06, and in accordance with the Broxaps Waredale Shelters design received 2nd December 2025; together with the content of the agent email dated 2nd December 2025 confirming the colouration of the frame and stands, within 3 months of the date of this permission. and shall be 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).

7.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).

8. The development shall be implemented in accordance with the details on plan references:

-Section 278 General Arrangement plan ref: VAR-RDG-XX-XX-DR-C-00700 rev.C04
(notwithstanding the annotation referring to removal of parking bays on Sawley Road opposite the school egress point and pedestrian access , as there are currently no parking bays present in these locations)
-Section 278 site levels plan ref: VAR-RDG-XX-XX-DR-C-00701 rev.C02
-Section 278 long section plan ref: VAR-RDG-XX-XX-DR-C-00702 rev.C01
-Section 278 kerbing and surfacing plan ref: VAR-RDG-XX-XX-DR-C-00703 rev.C04
-Section 278 lines and signs plan ref: VAR-RDG-XX-XX-DR-C-00704 rev.C04
-Section 278 STATS plan ref: VAR-RDG-XX-XX-DR-C-00705 rev.C01
-Section 278 construction details plan ref: VAR-RDG-XX-XX-DR-C-00706 rev.C03
-Section 278 site clearance plan ref: VAR-RDG-XX-XX-DR-C-00707 C03
-Section 278 legal plan ref: VAR-RDG-XX-XX-DR-C-007 rev. C01
-Vehicle tracking refuse plan ref: VAR-RDG-XX-XX-DR-C-00710 rev.C03
-Vehicle tracking fire tender plan ref: VAR-RDG-XX-XX-DR-C-00711 rev. C03
prior to the school accommodation being brought into use.
(ref: CDN/24/0703).

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

9. The development shall be implemented in accordance with the content of the Traffic Management Plan. (ref: CDN/25/0762).

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

10. The development shall be implemented in accordance with details on the Electrical services external layout plan ref: VAR-RDG-XX-00-DR-E-60102 rev.P03 (indicating underground power ducting and electric vehicle charging points) and the details within the Fast Charging Twin charger T3/T7/T11/T22 datasheet, prior to the school accommodation being brought into use, and the electric vehicle charging points remain in situ whilst the use or development is in operation (ref: CDN/24/0505).

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).

11. The development shall be implemented in accordance with content of the Technical Note to support request for compliance with drainage condition for planning application ref: 136645/VO/2023 (30.03.2023) by Ridge Property & Construction Consultants received 20th July 2023 , updated by Ridge Property & Construction Consultants correspondence dated 11th September 2023 responding to issues raised regarding the proposed drainage arrangement (received 13.09.2023) and Drainage Technical Note dated November 2023 by Ridge report ref: 5020683-RDG-00-ZZ-RP-C-0001 (ref: CDN/23/0501) .

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).

12. 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:
o Verification report providing photographic evidence of construction as per design drawings;
o As built construction drawings if different from design construction drawings;
o 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).

13. 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.

14. 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.

15. a) The development shall be implemented in accordance with :
Ground Floor Plan with Slab Detail ref: VAR-RDG-ZZ-00-DR-S-00010 rev. P05 received 4th September 2023
Ground Floor Details plan ref: VAR-RDG-ZZ-00-DR-S-00011 rev. P03 received 4th September 2023
Final Additional Site Investigation and Updated Remediation Strategy ref: LKC 22 1670 dated September 2023 - Nelson Street received 11th September 2023

Final Additional Site Investigation and Updated Remediation Strategy ref: LKC 22 1670 dated September 2023 - Varley Street received 11th September 2023

Agent email dated 18.10.2023 confirming the area which is suitable for planting and growing and confirming the depth of the 450mm subsoil, 150mm topsoil and break layer in that area; Landscape General Arrangement plan ref: VAR-DEP-XX-XX-DR-L-00001 rev. P10 received 18.10.2023 with the extent of the area for planting and growing shown (ref: CDN/23/0501).

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).

16. a) The development shall be implemented in accordance with the content of the Final Additional Site Investigation and Updated Remediation Strategy (September 2023, prepared by LK Group) and Shallow Mining Site Investigation Works Report ref: CL-602-LKC-22-1670-CMSI(R1) (June 2023, prepared by LK Group) (ref: CDN/24/0127).

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).

17. The development shall be implemented in accordance with the content of the Varley Street Mine Shaft Capping Structural Philosophy & Calculations Report rev.02 dated 28.08.2025 ref: VAR-CCL-XX-XX-RP-S-40001 and Completed Coal Authority Permit Closure Summary Form (ref: CDN/25/0915).

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. The development shall be implemented in accordance with :

-Ventilation Statement by Ridge dated 30th January 2023
- Email confirmation from Ridge that proposed installation meets their requirements dated 13th August 2025
- Kitchen Hood Details plan ref: VAR-KIT-ZZ-00-DR-X-00007 rev.P04
- Ventilation Ground Floor Sheet 1 of 2 plan ref: VAR-VES-ZZ-00-DR-M-5701 rev.C03
- Ventilation Ground Floor Sheet 2 of 2 plan ref: VAR-VES-ZZ-00-DR-M-5702 rev.C04
- Plant Room Layout - Roof plan ref: VAR-VES-ZZ-00-DR-M-5025 rev.C02
- Ventilation Layout Roof sheet 1 of 2 plan ref: VAR-VES-ZZ-RF-DR-M-5701 rev.C01
- Ventilation Layout Roof sheet 2 of 2 VAR-VES-ZZ-RF-DR-M-5702 rev.C01
Received 24th September 2025

- Kitchen Extract Commissioning and Test Report date 30.09.2025 received 15th October 2025.
- Photograph of implemented plant on roof received by email 24th October 2025.
(ref: CDN/25/0915)

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).

19. 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.

20. The development shall be implemented in accordance with details in the Building Services Plant Noise Impact Assessment ref: OPP-092896 AC - 1v2; and Plant Room Layout - Roof plan ref: VAR-VES-ZZ-00-DR-M-5025 rev.C02 received 24th September 2025, and Building Services Plant Noise commissioning report ref: -092896 AC - 4v1 received 1st October 2025 (ref: CDN/25/0915).

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).

21. The development shall be implemented in accordance with the waste management arrangements in the Orchard House Waste Management Strategy and Email from planning agent dated 29th July 2024, and on plan refs: Landscape layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev. P01 and Bin Store plan ref: VAR-EBL-XX-XX-DR-L-00016 rev. P01.

The approved scheme shall be implemented prior to first occupancy of development and shall remain operational thereafter. (ref: CDN/24/0506)

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).

22. 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 (2012).

23.The hours of operation of the sports facilities (main hall and MUGA) shall be limited to

-Term time -weekdays Mondays to Thursdays 18:00 -19:30hrs
- Term time weekends Saturdays 09:00 - 15:00hrs
- School holidays - weekdays 09:30 - 15:00 hrs
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).

24. 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).

25. The development shall be implemented in accordance with the external lighting information in document dated 22.08.2025 ref VAR-VES-XX-XX-TS-E-0020 REV C01 (including plan ref: VAR-VES-ZZ-ZZ-DR-E-9600 C03 Varley St; Externals - MUGA and Externals Plots and Lighting Levels; AWOLFBLKSM3 Data sheet ;Viva Pro Data Sheet; AAZT6SYM1_2025-08-21 Data sheet; 6MO1A 28347-1 Column Data sheet; DPT2-300-42 Bracket data sheet and Ext Light Notes), as revised by email from planning agent dated 23rd September 2025 confirming the 6m lighting columns would be coloured RAL7016 - Anthracite and not black as referenced in document. (ref: CDN/25/0849).

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).

26. The development shall be implemented in accordance with the Japanese Knotweed Excavation remediation report ref: JKLE17997 received 20th July 2023. (ref: CDN/23/0501).

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).

27. 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).

28. The development shall be implemented in accordance with the Bat and Bird Box Locations - Orchard House document dated 16th July 2025 (ref :221415 including site plan locations and locations on the school building); Landscape Architect Statement dated 6th October 2025 relating to Biodiversity included in the site; and Planting plan ref: VAR-EBL-XX-XX-DR-L-00013 rev. C05 (solely in relation to biodiversity measures), prior to the occupation of the school shall be maintained in situ thereafter. (ref: CDN/25/1005).

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.

29. The development shall be implemented in accordance with content of the correspondence from Indigo Surveys dated 16th July 2025,detailing the type of bird and bat boxes to installed in the locations shown on appended landscape plan ref: 24004-VAR-EBL-XX-XX-DR-L-00001 rev.C04 Proposed Building Elevations plan ref: VAR-JMA-ZZ-ZZ-DR-A- 00201 rev.C6 . (ref: CDN/25/0915).

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).

30.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).

31. 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).

32. The development shall be implemented in accordance with the Email from contractor dated 30th July 2024 regarding 3m high green weld mesh fencing to MUGA , and boundary treatment on :
- Landscape layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev. P01 (replacement for plan ref: VAR-DEP-XX-XX-DR-L-00001 rev. P07 due to change in landscape architects)
- Landscaping detail fences and furniture plan 1 of 3 ref: VAR-EBL-XX-XX-DR-L-00010 rev. P01
- Landscaping detail fences and furniture plan 2 of 3 ref: VAR-EBL-XX-XX-DR-L-00011 rev. P01
-Landscaping detail fences and furniture plan 3 of 3 ref: VAR-EBL-XX-XX-DR-L-00012 rev. P01
-Typical fence details plan ref: VAR-EBL-XX-XX-DR-L-00018 rev. P01
Received 10th June 2024, prior to the occupation of the building and shall thereafter be retained.
(ref:CDN/24/0506)

As amended by details on plan ref: VAR-EBL-XX-XX-DR-L-00001(C08)-Landscape Layout received 26th September 2025.

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).

33. The acoustic barrier shall be implemented in accordance with the height and design details shown on the Typical fence details plan ref: VAR-EBL-XX-XX-DR-L-00018 rev. C03, in the location shown on Landscape Layout plan ref: VAR-EBL-XX-XX-DR-L-00001 rev.C04 (part of rear boundary of the site), and on the Landscape Detail - Fences & Furniture Plan 2/3 ref: VAR-EBL-XX-XX-DR-L-00011 rev.C03, together with the Interlock Acoustic fencing specification sheet and content of the email received from the applicant dated 22nd September 2025, prior to the occupation of the building and shall thereafter be retained. (ref: CDN/25/0762).

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).

34. The development shall be implemented in accordance with the content of the Community Use Agreement: Orchard House High School received 24th September 2025, upon the start of use of the development and complied with for the duration of the use of the development. (ref: CDN/25/0915).

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.

35. The development shall be implemented in accordance with CCTV details on the Dahua Turret camera dark grey and Dahua Turret bracket dark grey visual images, and 5MP IR Vari-focal Eyeball WizSense Network Camera ref: DH-IPC-HDW3541T-ZS-S2 specification sheet in the locations on the external electrical services plan ref: VAR-VES-ZZ-ZZ-DR-E-9600 C03.(ref: CDN/25/0849).

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).

36. Prior to the installation of the substation shown on plan ref: VAR-EBL-XX-XX-DR-L-00001(C08)-Landscape Layout received 26th September 2025, detailed elevational plans (including materials and colouration) 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 scheme.

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).

Informative
Wild Mammal (Protection) Act 1996
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
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Mining Remediation Authority
Greater Manchester Ecology Unit

Unit 101, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 111, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 94, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 69, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Decco Ltd, Hulme Hall Lane, Manchester, M40 8YD
Unit 28, Dale House, Vickers Street, Manchester, M40 8FF
Unit 4A, Dale House, Vickers Street, Manchester, M40 8FF
Unit 18, Dale House, Vickers Street, Manchester, M40 8EF
Management Suite Unit 7A, Dale House, Vickers Street, Manchester, M40 8EF
Unit 22, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 1, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 10, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 5, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB

Unit 4, Dale House, Vickers Street, Manchester, M40 8FF
Unit 27, Dale House, Vickers Street, Manchester, M40 8EF
Unit 11, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 44, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 38, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 47, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 104, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 110, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
4 Silvine Walk, Manchester, M40 8DT
2 Kilsby Walk, Manchester, M40 8DP
6 Bednal Avenue, Manchester, M40 8DW
4 Bednal Avenue, Manchester, M40 8DW
20 Ashbury Place, Manchester, M40 8DX
2 Ashbury Place, Manchester, M40 8DX
6 Ashbury Place, Manchester, M40 8DX
22 Kirkhaven Square, Manchester, M40 8DA
6 Sealey Walk, Manchester, M40 8DG
6 Kirkhaven Square, Manchester, M40 8DA
16 Norbury Close, Manchester, M40 8DL
6 Edinburgh Square, Manchester, M40 8DN
20 Edinburgh Square, Manchester, M40 8DN
16 Edinburgh Square, Manchester, M40 8DN
52 Canada Street, Manchester, M40 8AE
21 New Street, Manchester, M40 8AB
12 New Street, Manchester, M40 8AA
4 Kirkhaven Square, Manchester, M40 8DA
27 Canada Street, Manchester, M40 8AF
23 Canada Street, Manchester, M40 8AF
Manchester Cabins Ltd, Harden Works, Oldham Road, Manchester, M40 8AG
Unit 2, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 10, Dale House, Vickers Street, Manchester, M40 8EF
Unit 22, Dale House, Vickers Street, Manchester, M40 8EF
Unit 24, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 19, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 20, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 56, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 30, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 14, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 57, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 48, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 20, Dale House, Vickers Street, Manchester, M40 8EF
Unit 103, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 85, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 97, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 77, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 113, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 84, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 76, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
26 Varley Street, Manchester, M40 8BW
6 Silvine Walk, Manchester, M40 8DT
24 Ashbury Place, Manchester, M40 8DX
22 Ashbury Place, Manchester, M40 8DX
14 Ashbury Place, Manchester, M40 8DX
12 Ashbury Place, Manchester, M40 8DX

1 Bednal Avenue, Manchester, M40 8DW
10 Kilsby Walk, Manchester, M40 8DP
12 Kirkhaven Square, Manchester, M40 8DA
14 Kirkhaven Square, Manchester, M40 8DA
5 Ashbury Place, Manchester, M40 8DY
28 Ashbury Place, Manchester, M40 8DX
19 Lifton Avenue, Manchester, M40 8DD
2 Norbury Close, Manchester, M40 8DL
22 Norbury Close, Manchester, M40 8DL
1 Ashbury Place, Manchester, M40 8DY
25 Canada Street, Manchester, M40 8AF
Unit 4, Varley Business Centre, James Street, Manchester, M40 8EL
34 Varley Street, Manchester, M40 8BW
Unit 83, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 91, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 54, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Units 7 - 8, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 65, 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 55, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 51, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 67, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 14, Dale House, Vickers Street, Manchester, M40 8EF
Unit 106, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 99, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 79, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
32 Varley Street, Manchester, M40 8BW
8 Ashbury Place, Manchester, M40 8DX
5 Bednal Avenue, Manchester, M40 8DW
18 Kirkhaven Square, Manchester, M40 8DA
14 Norbury Close, Manchester, M40 8DL
40 Canada Street, Manchester, M40 8AE
15 Drewett Street, Manchester, M40 8EQ
33 New Street, Manchester, M40 8AB
Canal Side Works, Hulme Hall Lane, Manchester, M40 8AZ
31 Canada Street, Manchester, M40 8AF
Unit 74, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 96, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 118, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 116, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 3A, Dale House, Vickers Street, Manchester, M40 8FF
Unit 1, Dale House, Vickers Street, Manchester, M40 8EF
Dale House, Vickers Street, Manchester, M40 8EF
Unit 23, Dale House, Vickers Street, Manchester, M40 8EF
Unit 3, Dale House, Vickers Street, Manchester, M40 8EF
Unit 45, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 37, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 58, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 21, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 17, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 16, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 3, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 63, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB

Unit 10, Cariocca Business Park, 2 Sawley Road, Manchester, M12 4AH
Unit 70, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 7, Dale House, Vickers Street, Manchester, M40 8EF
Unit 33, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 90, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 81, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 34, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 11, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
28 Varley Street, Manchester, M40 8BW
18 Ashbury Place, Manchester, M40 8DX
15 Bednal Avenue, Manchester, M40 8DW
8 Kirkhaven Square, Manchester, M40 8DA
24 Kirkhaven Square, Manchester, M40 8DA
6 Norbury Close, Manchester, M40 8DL
20 Norbury Close, Manchester, M40 8DL
27 New Street, Manchester, M40 8AB
2 Edinburgh Square, Manchester, M40 8DN
13 Lifton Avenue, Manchester, M40 8DD
39 Canada Street, Manchester, M40 8AF
Harden Works, Oldham Road, Manchester, M40 8AG
Unit 80, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
38 Varley Street, Manchester, M40 8BW
Unit 5A, Dale House, Vickers Street, Manchester, M40 8FF
Unit 17, Dale House, Vickers Street, Manchester, M40 8EF
Unit 18, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 26, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 62, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 41, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 7, 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
Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 102, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 95, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 115, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
4 Kilsby Walk, Manchester, M40 8DP
26 Ashbury Place, Manchester, M40 8DX
4 Ashbury Place, Manchester, M40 8DX
13 Bednal Avenue, Manchester, M40 8DW
11 Bednal Avenue, Manchester, M40 8DW
10 Ashbury Place, Manchester, M40 8DX
26 Kirkhaven Square, Manchester, M40 8DA
12 Sealey Walk, Manchester, M40 8DG
2 Sealey Walk, Manchester, M40 8DG
3 Ashbury Place, Manchester, M40 8DY
15 Lifton Avenue, Manchester, M40 8DD
18 Norbury Close, Manchester, M40 8DL
4 Edinburgh Square, Manchester, M40 8DN
12 Norbury Close, Manchester, M40 8DL
18 Edinburgh Square, Manchester, M40 8DN
14 Edinburgh Square, Manchester, M40 8DN
48 Canada Street, Manchester, M40 8AE
19 New Street, Manchester, M40 8AB
37 Canada Street, Manchester, M40 8AF

29 Canada Street, Manchester, M40 8AF
17 Canada Street, Manchester, M40 8AF
Unit 3, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 86, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 88, Cariocca Business Park, Sawley Road, Manchester, M40 8BB
Unit 93, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
48 Varley Street, Manchester, M40 8BW
36 Varley Street, Manchester, M40 8BW
Unit 15, Dale House, Vickers Street, Manchester, M40 8EF
Unit 5, Dale House, Vickers Street, Manchester, M40 8EF
Unit 9, Dale House, Vickers Street, Manchester, M40 8FF
Unit 25, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 23, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 6, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 32, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 64, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 6, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 46, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 25, Dale House, Vickers Street, Manchester, M40 8EF
Unit 2, Dale House, Vickers Street, Manchester, M40 8EF
Unit 12, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 39, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 112, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 109, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
6 Kilsby Walk, Manchester, M40 8DP
2 Silvine Walk, Manchester, M40 8DT
2 Bednal Avenue, Manchester, M40 8DW
8 Kilsby Walk, Manchester, M40 8DP
10 Sealey Walk, Manchester, M40 8DG
8 Sealey Walk, Manchester, M40 8DG
4 Sealey Walk, Manchester, M40 8DG
1 Filby Walk, Manchester, M40 8DZ
30 Ashbury Place, Manchester, M40 8DX
17 Lifton Avenue, Manchester, M40 8DD
8 Norbury Close, Manchester, M40 8DL
8 Edinburgh Square, Manchester, M40 8DN
13 Canada Street, Manchester, M40 8AF
15 Canada Street, Manchester, M40 8AF
Walking With The Wounded, 46 Canada Street, Manchester, M40 8AE
29 New Street, Manchester, M40 8AB
Unit 1, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 100, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 114, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 72, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
46 Varley Street, Manchester, M40 8BW
42 Varley Street, Manchester, M40 8BW
40 Varley Street, Manchester, M40 8BW
T SAVILLE WHITTLE (EXPORT) LTD, Albion Bridge Works, Vickers Street, Manchester, M40 8EF
Unit 16, Dale House, Vickers Street, Manchester, M40 8EF
Unit 21, Dale House, Vickers Street, Manchester, M40 8EF
Unit 19, Dale House, Vickers Street, Manchester, M40 8EF
Unit 40, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 53, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB

Unit 5, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 66, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 9, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 12, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 2, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 49, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 26, Dale House, Vickers Street, Manchester, M40 8EF
Unit 13, Dale House, Vickers Street, Manchester, M40 8EF
Unit 15, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 98, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 78, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 92, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Units 107 And 112, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
30 Varley Street, Manchester, M40 8BW
12 Edinburgh Square, Manchester, M40 8DN
9 Bednal Avenue, Manchester, M40 8DW
3 Bednal Avenue, Manchester, M40 8DW
10 Kirkhaven Square, Manchester, M40 8DA
28 Kirkhaven Square, Manchester, M40 8DA
20 Kirkhaven Square, Manchester, M40 8DA
3 Filby Walk, Manchester, M40 8DZ
10 Norbury Close, Manchester, M40 8DL
17 New Street, Manchester, M40 8AB
25 New Street, Manchester, M40 8AB
2 Kirkhaven Square, Manchester, M40 8DA
35 Canada Street, Manchester, M40 8AF
33 Canada Street, Manchester, M40 8AF
19 Canada Street, Manchester, M40 8AF
Unit 75, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 105, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 117, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 107, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
44 Varley Street, Manchester, M40 8BW
Duo Plastics Ltd, Vickers Street, Manchester, M40 8PU
Unit 11, Dale House, Vickers Street, Manchester, M40 8EF
Unit 8, Dale House, Vickers Street, Manchester, M40 3EF
Unit 6, Dale House, Vickers Street, Manchester, M40 8EF
Unit 24, Dale House, Vickers Street, Manchester, M40 8EF
Unit 43, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 35, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 28, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 52, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 9, Varley Business Centre, James Street, Manchester, M40 8EL
Unit 50, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 31, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 36, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 42, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 59, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 4, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 89, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Unit 82, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
Units 60 And 61, Cariocca Business Park, 2 Sawley Road, Manchester, M40 8BB
16 Ashbury Place, Manchester, M40 8DX
7 Bednal Avenue, Manchester, M40 8DW

16 Kirkhaven Square, Manchester, M40 8DA
5 Filby Walk, Manchester, M40 8DZ
4 Norbury Close, Manchester, M40 8DL
10 Edinburgh Square, Manchester, M40 8DN
54 Canada Street, Manchester, M40 8AE
50 Canada Street, Manchester, M40 8AE
Walking With The Wounded, 42 Canada Street, Manchester, M40 8AE
23 New Street, Manchester, M40 8AB
31 New Street, Manchester, M40 8AB
Manchester North Ambulance Station, 1 Canada Street, Manchester, M40 8AF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
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 (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA