

Bradford Ward	Application Number	Date of Appln	Committee Date
	084825/OO/2007/N2	19th Oct 2007	13th Mar 2008

Proposal CITY COUNCIL DEVELOPMENT Outline application for the erection of a new secondary school (maximum five storeys in height) incorporating sixth form facility and community provision including a public library, sports complex, car parking, landscaping, vehicular access from Albert Street and Grey Mare Lane and closure of streets running through the site

Location Land Opposite St Brigids Primary School, Grey Mare Lane, Beswick

Applicant Manchester City Council, C/o Agent

Agent Drivers Jonas 26 York Street, Manchester, M1 4JB,

Description

This application relates to a site of just under 7 ha, located within Beswick. It is bounded by Grey Mare Lane to the east, Albert Street to the north, and Champion Walk, Brennock Close and Barmouth Close to the west. To the south the site boundary runs along Lucas Street and through the area of the former Grey Mare Lane shopping precinct. The site is currently occupied by a mix of low-rise housing and cleared land, with some commercial and retail premises, and car parking. A number of the properties are vacant and boarded up and the open land is of little amenity value.

The surrounding area is mainly residential - a mixture of older housing and new build. Bradford Park is located to the west of the site and St Brigid's RC Primary School is located on the opposite side of Grey Mare Lane. Other nearby uses include the Grey Mare Lane Police Station, commercial premises and a market. As part of the wider New East Manchester regeneration initiative, a significant amount of new housing is currently under construction, and plans are being brought forward for new shops and residential units directly to the south and south east of the site.

This application seeks outline consent for a new high school for up to 900 pupils, plus a 250 place sixth form, a public library and a multi-use sports complex, following demolition of the existing buildings on site. This would involve a floorspace of between 10,000 sq m and 12,000 sq m for school buildings, approximately 1800 sq m for the sports complex and approximately 300 sq m to 500 sq m for the library. The sports complex would include a sports hall for the international Tae Kwon Do team who are currently in temporary accommodation at Sportcity.

This proposal is one of the first Academy proposals in Manchester, centred on partnerships between education providers and local businesses. It is aimed at delivering new vocational courses and would be the Academy for the Built Environment, sponsored by Laing O'Rourke and Mancat.

A parameters plan has been submitted with the application, and this identifies the approximate areas within the site for the buildings, car parking, all weather pitch, other sports pitches and informal play. There are no details at this stage of the precise footprints or layout, but the plan indicates that the buildings would

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be located to the east of the site fronting Grey Mare Lane and the pitches and play areas would be to the west and south. Parking is shown to the north of the site, accessed from Albert Street and a bus drop-off/pick up facility is proposed within the site, with access from Grey Mare Lane and egress on to Albert Street. The height of the school buildings is proposed to be a maximum of five storeys (approximately 18m to eaves).

Consultations

Local Residents -and Businesses - Letters have been received from Father Tim Hopkins in his roles as Parish Priest and Chair of the Governing body of St Brigid's RC Primary School. He writes in support of the application as he considers the proposals will significantly benefit the regeneration of the local area. In respect of traffic flow and management, preference is expressed for the option where vehicle access and egress is limited to Albert Street with no drop-offs on Grey Mare Lane. The opportunity to address traffic management issues on surrounding streets is welcomed. It is requested that consideration is given at the detailed design stage to privacy issues in relation to the primary school.

Councillor Rosa Battle - Supports the application, as provision for secondary education is needed in East Manchester to ensure the sustainable regeneration of the area.

Councillor Neil Swannick - Supports the application.

Head of Engineering Services - Initial comments received have been discussed with the applicant and a revised car park and access layout has been submitted. Any further comments will be reported to Committee.

Environment and Operations (Refuse) - Any comments will be reported to Committee.

Environment and Operations (Highways) - Any comments will be reported to Committee.

Environment and Operations (Sustainability) - Any comments will be reported to Committee.

Greater Manchester Pedestrian Society - Any comments will be reported to Committee.

Open Spaces Society - Any comments will be reported to Committee.

Peak and Northern Footpaths Society - Any comments will be reported to Committee.

Greater Manchester Ecology Unit - Any comments will be reported to Committee.

Head of Environmental Health - Recommends conditions relating to extraction of fumes and vapours; storage and disposal of refuse and recycling; hours of servicing and deliveries; external lighting; hours of use of outdoor sporting facilities; and acoustic attenuation.

Contaminated Land Section - Recommends the standard condition regarding the evaluation, investigation and remediation of contamination

New East Manchester - NEM has no objection to the application.

Environment Agency - Although the EA is satisfied at this stage that the proposed development is acceptable in principle, the submission of further information on drainage of the site will be required. Therefore EA considers that outline planning permission should only be granted if a condition is imposed relating to the submission, approval and implementation of the surface water regulation system

GMPTE - The site is well-located in relation to public transport and there are frequent commercially operated bus services on the arterial routes along Ashton Old Road and Ashton New Road. Future staff, pupils and visitors would therefore have access to a choice of travel mode which should help to reduce

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the amount of car travel otherwise generated by this development. Measures adopted through a School Travel Plan should also assist in this respect.

It is impossible to state at this point how many school bus services will need to access the site without knowing where pupils will be travelling from. There is a likelihood that it will be more than three. But, following discussions with Capita Symonds, GMPTE have agreed that three bus stands within the drop-off area should be sufficient. GMPTE welcome the inclusion of a bus drop-off and turning facility within the proposals. Initial concerns, about the parking and bus drop-off layout were discussed with the applicant and have been addressed in revised drawings.

Greater Manchester Police Architectural Liaison Unit - Can see no problem with the proposals at this stage and notes the applicant's desire to consult with the Unit in the future.

The Ramblers Association - Has no objection to this proposal.

Sport England (NW Region) - It is considered that the proposal is consistent with the following policy objective: Planning Policy Objective 7 - To support the development of new facilities, the enhancement of existing facilities and the provision and/or improvement of access to the natural environment which will secure opportunities to take part in sport and which can be achieved in a way which meets sustainable development objectives. Given the benefits to sport which will arise from the proposal, Sport England supports the application in principle.

Issues

National Planning Guidance

Planning Policy Statement 1 (Planning for Sustainable Development) -

This document sets out the Government's vision for the planning system. It is considered that the proposal would generally accord with the aims of PPS1 through the creation of well-designed, modern facilities to be used for educational, sporting and community purposes. This will result in an aesthetically pleasing development and safer environment both in educational terms and for the benefit of the wider community.

Planning Policy Guidance Note 13 (Transport) - With regards to educational developments, PPG13 states that higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. It is considered that the application site is particularly well-located in relation to public transport and is easily accessible on foot. A green travel plan will be drawn up in conjunction with the City Council's Travel Change Team in order to reduce car use on journeys to and from the site.

Planning Policy Guidance Note 17 (Planning for Open Space and Recreation)

-states that open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children. It is a key aim of Government policy to provide adequate and high quality open spaces for public use. The proposals do not affect land currently used, or used within the last 5 years as a formal playing pitch, nor is any of the land identified as a playing field within the Unitary Development Plan. However, the proposal does include the creation of a number of new sports facilities including grass pitches and a multi-use games area. The creation of these facilities would be consistent with policy guidance and would mitigate the loss of the current informal, low quality open spaces. It is considered that the development fully accords with the policies outlined in

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PPG17 by providing a range of high quality recreational and sporting facilities within the area.

Regional Planning Guidance

Regional Spatial Strategy for the North West, formerly called RPG 13 - The main aim of the RSS is to provide a broad development framework for the North West region, concentrating on social, economic and environmental issues. It is considered that the development of new educational, community and sports facilities on the site, benefiting the local and wider community, is consistent with the aims of the RSS, and the following policies in particular.

Policy DP1 (Economy in the Use of Land and Buildings) advises that new development should be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally.

Policy DP3 (Quality in New Development) states that new development must demonstrate good design and respect for its setting.

Policy SD1 (North West Metropolitan Area Regional Poles and Surrounding Areas) seeks to focus a significant proportion of development and urban renaissance resources of the Region on the North West Metropolitan Areas, especially the Regional Poles (including Manchester) and the surrounding areas. In the North West Metropolitan Area the emphasis should be on encouraging new development and redevelopment of good quality which will provide a significant portion of the new and better housing and other development required to cope with anticipated household growth in the Region. It must be coupled with economic development through urban regeneration, re-use of previously developed land, and creative improvements to the public realm in order to create a more dynamic, attractive and competitive Metropolitan Area.

Policy EC6 (The Regeneration Challenge) emphasises the need to enhance the region's attractiveness to potential investors in order to regenerate those areas most in need and amongst the improvements to which priority should be given are better school and leisure facilities.

Policy EC10 (Sport) highlights the need for local sport and open space provision and supports the development of new sporting facilities in East Manchester.

Policy UR1 (Urban Renaissance) highlights East Manchester, stating that regeneration schemes in East Manchester demonstrate how new homes, urban green space, schools and other facilities and the creation of jobs within walking or cycling distance are essential to maintain viable and sustainable communities.

Policy UR2 (An Inclusive Social Infrastructure) advises that local authorities should allow for the varied provision of facilities for education and training, and promote the provision of other facilities necessary for local communities.

Policy UR3 (Providing Social Inclusion through Urban Accessibility and Mobility) emphasises the need for the development and improvement of accessible infrastructure and services, in the interests of sustainable development and maximising mobility for people who may not have access to a car. Priority should be given to developments in location where social exclusion is aggravated by lack of access to education opportunities and leisure facilities.

Policy UR4 (Setting Targets for the Recycling of Land and Buildings) states that the redevelopment and re-use of vacant sites and buildings within urban areas should be a priority. The regional aim should be to clear unsuitable buildings, bring about the continual positive gradual renewal of urban areas.

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Aim to maximise re-use of previously developed land and minimise the amount of Greenfield land being taken for development.

Unitary Development Plan for the City of Manchester

Policy EM2 - Design and Sustainable Urban Neighbourhoods - The renaissance of East Manchester will be dependent on creating regeneration that is sustainable and increases the demand to live, work and visit the area. To achieve this, a holistic approach to regeneration is being promoted, and creating a sustainable pattern of development will be a major part of the strategy for the whole area. The redevelopment of the application site for the new secondary school is a key proposal in the renaissance of the area. In particular the proposal involves: the re-use of previously developed and underused land and buildings; locating landmark buildings on prominent sites on a major route; designing fully accessible buildings and public areas for all sections of the community; developing safe, integrated and accessible pedestrian and cycle networks and linkages; minimising the need to travel and reducing the use of the car; locating community and education facilities close to public transport routes and housing; and incorporation of energy efficiency measures.

Policy EM15 - Beswick (Sub-Area 11) - Supports the provision of community facilities including educational facilities with playing fields and recreational open spaces.

East Manchester Strategic Regeneration Framework (adopted Dec 2007) - A substantial increase in the residential population of East Manchester is one of the core objectives of the regeneration strategy, and this has clear implications for educational infrastructure, particularly at secondary level. The Framework clearly identifies the need for a new secondary school to serve this expanded population. High quality education facilities are essential to attracting more a diverse population, regenerating the area and creating a sustainable community. The provision of an Academy constitutes a major act of confidence in the future renaissance of the area.

Principle of the Development - Outline approval was granted in March 2003 for 1100 dwellings, a primary school, a secondary school, retail and commercial uses (066334) and this formed the basis for a masterplan of the south Beswick area.

Transport and Access - Access is the main issue for which planning consent is sought. Policy T1.1 seeks to improve public transport access to educational facilities (amongst others). Policy T3.4 seeks to develop safer routes to schools and policy T3.6 seeks to promote cycling and the development of a safe network of routes, particularly to educational facilities. Policy T3.7 encourages the inclusion of secure cycle parking facilities. Policy T2.4 states that outside the City Centre, the City Council will expect development to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the appearance of the car park and its effect on neighbouring activities and the ability of the local road network to accommodate the traffic generated by the development. There were a number of issues raised with the original proposals for the car parking arrangements and access and revised proposals have now been received. A Transport Assessment was submitted with the application and recommends that drop-off movements on Grey Mare Lane should be avoided and the new revised car park layout incorporates a bus drop-off, parent drop-off, staff parking and pedestrian and cyclist facilities. It is proposed that staff and parents enter the site from Albert Street, buses enter the site from Grey Mare Lane, and all vehicles will use the same exit onto Albert Street. A segregated

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entrance has been provided for buses to reduce vehicle conflict, and three bays have been provided for waiting buses and these are located so as not to interrupt the flow of traffic in the parking area. There are 14 dedicated parking spaces for parent drop-off / pick up and 118 spaces for staff. 16 disabled spaces will be located close to the building, and crossing points will be provided. A landscaping strip has been shown along the site boundary with Grey Mare Lane to mitigate the visual impact of the car park.

A travel plan is being drafted to be developed with the City Council's Travel Change Team and this will include measures to encourage pupils to walk or cycle to school, and secure cycle parking will be provided to the south west of the car park. Designated cycle lanes are provided off the entry and exit on Albert Street.

Footways are provided around the perimeter of the parking areas. At the bus stands there is a 7m wide footway for children to wait and to the east of the site a 3.5m wide footway is provided for children exiting/entering the drop-off zone.

Residential Amenity - Policy H2.2 advises that the Council will not allow development which has an unacceptable impact on residential areas, including in terms of scale and appearance, noise, and traffic generation; and Policies E1.4 and DC26.1 seek to protect residential areas from noisy development. The site layout has been designed to minimise the impact on nearby residential areas and the buildings would be located away from nearby housing. On-site parking provision should avoid parking on local streets. The applicant has submitted a noise assessment in support of the application and the recommendations were considered appropriate by the Head of Environmental Health. Therefore, it is considered that a condition can be attached to any approval to require the implementation of the recommended attenuation measures. It is considered that the introduction of playing fields and outdoor sports facilities near to residential properties should not give rise to levels of disamenity such as to warrant refusal of this scheme, provided that conditions are attached to any approval requiring recommended acoustic attenuation measures to be implemented.

Sustainability - Policy E1.1 seeks a substantial reduction in the levels of air pollution caused by traffic fumes. As this is the provision of an entirely new school, there are no details of pupil catchment area or of staff numbers and their travel to work. So, it is recommended that a condition requiring the submission of a green travel plan be attached to any approval. The applicants will be working with the City Council's Travel Change Team to develop the green travel plan to improve safety and minimise car use on the journey to and from school.

Policies E1.5 and E1.6 indicate that the Council aims to contribute towards energy conservation by ensuring, where practicable, that major new development is located where it can be easily served by public transport and by encouraging high standards of energy efficiency in new developments. As this is an outline application, there are no details at this stage of the specifics of design. However, BREEAM for Schools is a requirement for all school projects in England funded by the Building Schools for the Future programme. The DfES target is for all BSF new build and refurbishments to achieve a 'very good' rating or better and the applicants have stated that the New East Manchester High School will achieve this standard by the specification of sustainable design and products.

Security - Policy E3.5 indicates that the Council will promote measures that lead to a safer environment for all people living in and using the city, including ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas, and locating community facilities where they can be easily and safely accessed. The applicants have stated that

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the aspiration is to meet the guidelines set out in the Secured by Design documentation. Advice has been sought from the Greater Manchester Police Architectural Liaison Unit in order to understand the issues that will affect the design of the school. Initial discussions have taken place to discuss the main principles of the scheme. As part of the detailed design process the applicants will be consulting again with GMPALU to ensure that the new school proposals reflect any specific concerns in the area. The design will aim to design out crime by incorporating features such as: passive monitoring of school external play areas; perimeter fencing to the whole of the school site; limited number of access points into the school site; and extended use in the evenings to promote local community ownership.

Leisure - Policy L1.2 states that opportunities will be taken to improve the range and quality of sporting facilities, especially in the inner city areas of the city. The provision of all-weather pitches will be encouraged as a means to both extend and improve the quality of provision so long as this is consistent with the protection of residential amenity. New facilities should be located where they can be easily served by public transport. The proposal will provide both indoor and outdoor facilities that will improve provision for both the school and the local community.

Footpaths - Policy DC22.1 seeks to protect existing pedestrian routes and states that the Council will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement. A number of pedestrian routes run through the application site - a legacy from the former housing layout. For security reasons it would not be practical to have routes running through the school grounds, but a number of routes exist around the edge of the development and this should not result in significant inconvenience to pedestrian movement. The Ramblers Association has not objected to the proposal.

Design and Appearance- Although in outline only, the supporting information states that the proposal aims to provide a landmark building - the objective is to provide good quality internal and external teaching and learning spaces with a mixture of volumes and by the use of an integrated palette of contemporary materials.

Layout - Although the application is in outline only, the principles of the layout have been considered and a parameters plans, showing areas for the different elements of the use, has been submitted. The development will provide a wide range of facilities for use by the school and community. Although in outline only, the built form is indicated as being located fronting Grey Mare Lane, providing a focal point and relating to the proposed retail and residential development to the south. Parking is located to the north to provide a convenient link to local roads and keeping the access and egress away from the main housing areas to the south. The sports areas and formal and informal play areas are located to the rear of the site.

Scale - The aim is to provide a landmark building and focal point in the area, given its multi-functional community use. The building heights are expected to be a maximum of four to five storeys complementing the retail and residential scheme proposed on the adjacent site.

Community Use - It is envisaged that facilities would be made available, where possible, outside school hours. The anticipated range of community uses include: dining facilities available for pupil breakfasts; homework/learning club for pupils before school hours; adult education; post-16 facilities; sports facilities for community use outside school hours; library; music studio and media suite available out of school hours.

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Ecology - The site is not within the Green Belt and does not contain any Sites of Special Scientific Interest or Sites of Biological Importance. Given the previous and existing uses of the site, there is very little of ecological value. There are trees within the site, but it is not known at this stage which may need to be removed. Such details will have to be provided at the Reserved Matters stage along with landscaping proposals and the tree replacement strategy

Flood Risk - Although not located in an area of known flood risk, the site is of a size requiring submission of a Flood Risk Assessment and consultation with the Environment Agency to ensure that surface water run-off is managed appropriately and does not increase the risk of flooding within the site and elsewhere. The Environment Agency is satisfied that the proposed development is acceptable in principle, but full details of the surface water regulation system will need to be approved before development commences.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance - The Guide advises that design should respect and be informed by location; buildings should front onto streets; buildings should relate well to each other; building height should be carefully considered, and site boundaries and treatment should contribute to the street scene. Whilst this is an outline proposal, the parameters plan indicates that buildings will front onto Grey Mare Lane, providing the opportunity to create a landmark building as a focal point for the local community, and parking would not dominate the street scene. The Guide also covers issues of environmental standards (including trees), access and security which are addressed elsewhere in this report.

Environmental Impact Assessment - The planning application was screened to assess whether an Environmental Impact Assessment was necessary under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. The proposal involves the redevelopment of a brownfield site and is not of more than local importance. The site is not located in a sensitive area or vulnerable location and the proposal would not have unusually complex or potentially hazardous environmental effects. Therefore, it was considered that an Environmental Impact Assessment was not required in this instance.

City Council's Ownership Interest - the City Council has an ownership interest in the proposal and Members are reminded that in considering this application they are discharging their duties as the local planning authority only and must disregard the Council's land ownership and other interests.

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 the right to a fair hearing and to this end the Committee 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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

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Recommendation **APPROVE**

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically Unitary Development Policies EM2, EM15, H2.2, E1.4, DC26.1, E1.1, E1.5, E1.6, E3.5, T1.1, T2.4, T3.4, T3.6, T3.7, L1.2, and DC22.1 in that the development would improve the quality of educational facilities and will promote the use of open spaces, recreational facilities and leisure uses; there would not be any significant impacts on the residential amenities of adjoining occupiers; modern community facilities would be located within an easily accessible and safe location; additional sports facilities would be provided and generally the proposal would provide a high quality facility within the are, to the benefit of the wider surrounding community allowing the continuing regeneration of the locality.

Conditions and/or Reasons

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the siting, design and external appearance of the building, and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: Drawing no NEM/1.01 Rev D, Drawing No NEM / 1.02 Rev K, Transport Assessment by Capita Symonds Sept 2007, as amended by drawing CS02 1006 H SK03 PO1 and Addendum A Feb 2008, Flood Risk Assessment by BT _ P Hyder Sept 2007 Report no 5000-GD04097-GDR-02, Design and Access Statement Oct 2007, Planning Supporting Statement by Drivers Jonas Sept 2007, Noise Impact Assessment by Sol Acoustics Sept 2007.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 of the Manchester Unitary Development Plan.

4) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City

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Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) The hours of opening of the school, sixth form college, library and sports complex are to be agreed in writing with the City Council as local planning authority prior to occupation of the buildings. The buildings shall operate within the agreed hours of opening.

Reason

To safeguard the residential amenities of adjoining occupiers, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester

6) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

Monday to Saturday - 7.30 am to 8.00 pm
Sundays and Bank Holidays - 10.00 am to 6.00 pm.

Reason

To safeguard the amenities of adjoining occupiers, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) There shall be no activity on the outdoor sporting facilities outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

Monday to Saturday - 9.00 am to 9.00 pm
Sunday - 10.00 am to 8.00 pm.

Reason

In the interests of the amenity of adjoining occupiers, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

8) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

9) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details

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of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason

In the interests of amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy Site Investigation Report 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, an Expert has prepared a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy Site Investigation Report) which shall be 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 Site Investigation Report, which shall take precedence over any Remediation Strategy Site Investigation Report or earlier Revised Remediation Strategy Investigation Report.

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 H2.2 of the Unitary Development Plan for the City of Manchester.

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11) The external play area and external sporting facilities shall be acoustically 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 or as otherwise agreed in writing by the City Council as local planning authority.

Reason

In the interests of the amenity of adjoining occupiers, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) Before the use hereby approved commences, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to limit the level of noise emanating from the property. The externally mounted equipment and scheme of acoustic insulation shall be designed to meet the criteria described in the Sol Acoustics Report Ref P0948-REP01a-1E.

Reason

In the interests of the amenity of adjoining occupiers, pursuant to Policy H2.2 of the Unitary Development Plan.

13) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

14) The development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

15) Details of a Travel Plan with the objective of reducing car travel on journeys to and from the site, and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority before the use commences. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

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Reason

In accordance with the provisions contained within Planning Policy Guidance Note 13 (Transport) to encourage public transport access to community facilities, and pursuant to Policy T1.1 of the Unitary Development Plan for the City of Manchester.

16) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

17) A landscaping scheme, including all hard and soft landscaping elements, shall be submitted to and approved in writing by the City council as local planning authority prior to the commencement of the development. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to Policy I1.5 of the Unitary Development Plan for the City of Manchester.

18) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; 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.

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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 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

19) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the use commences.. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

20) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

21) The details of an emergency telephone contact number for the contractor shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

22) No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water regulation system has been approved by the local planning authority in consultation with the Environment Agency. the scheme shall be developed following the recommendation made in the Flood Risk Assessment prepared by BT _ P Hyder Consulting. The scheme shall be completed in accordance with the approved plans.

Reason

To reduce the increased risk of flooding, pursuant to guidance in PPS 25 (Development and Flood Risk).

23) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local

List No. 2/1

planning authority and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 084825/OO/2007/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Engineering Services
Head Of Valuation & Property Services
Environmental Health
Contaminated Land Section
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
New East Manchester
Environment Agency
GMPTE
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
The Open Spaces Society
The Ramblers Association
Peak & Northern Footpaths Society
Sport England (NW Region)
1 – 19 Cyclone Street
2 -24 Cyclone Street
2 - 34 Charlesworth Street
1 - 35 Hinckley Street
2, 4, 36 Hinckley Street
2 - 20 Siam Street
12 - 32 Ellingham Close
1 - 27 Isca Street
2 - 16 Isca Street
1 - 23 Townley Street
2 -26 Townley Street
284 - 318 Ashton New Road
366-368 Ashton New Road
Church Of England School Of The Resurrection, Pilgrim Drive
School Of The Resurrection, Pilgrim Drive
Caretakers Bungalow, School Of The Resurrection, Pilgrim Drive
Grange School, Pilgrim Drive
4, 6 Pilgrim Drive, Manchester,
Bradford Day Centre, Raglan Close

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2 - 8 Banner Walk
Flat1 - Flat 11, 2 Banner Walk
1 – 31 Newcombe Close
101 – 119 Newcombe Close
8 - 18 Yeoman Walk
19 - 23 Turnpike Walk
2A - 2H Turnpike Walk
4J - 4R Turnpike Walk
2 - 8 Quarry Walk
1 – 9 Redfield Close
2 - 8 Redfield Close
10 - 22 Woodvale Walk
2 - 8 Arrowsmith Walk
2 - 12 Cairn Walk
1 - 7 Warner Walk
1 – 7 Mountfield Walk
2 – 4 Mountfield Walk
1 - 7 Sunbeam Walk
1 - 7 Cowper Walk
1 - 13 Magpie Walk
1 - 7 Ashcombe Walk
1 - 7 Lightfoot Walk
1 - 7 Aldershot Walk

Representations were received from the following third parties:

Environmental Health
Contaminated Land Section
New East Manchester
Environment Agency
GMPTE
Greater Manchester Police
The Ramblers Association
Sport England (NW Region)
Father Tim Hopkins, St. Brigid's RC Primary School, Grey Mare Lane,
Manchester, M11 3DR
Father Tim Hopkins, St. Brigids Caretaker Bungalow, Grey Mare Lane,
Manchester, M11 3DR
Councillor Rosa Battle,
Councillor Neil Swannick, Manchester City Council
Father Tim Hopkins, The Roman Catholic Parish Of St Anne And St Brigid,
Carruthers Street, Ancoats, Manchester, M4 7EQ

Relevant Contact Officer : Paula McGovern
Telephone number : 0161 234 4547
Email : p.mcgovern@manchester.gov.uk