

Application Number	Date of Appln	Committee Date	Ward
086871/VO/2008/S1	9th Jun 2008	21st Aug 2008	Moss Side Ward

Proposal CITY COUNCIL DEVELOPMENT for the erection of a two storey, two form entry Roman Catholic Primary School and associated outdoor play provision and parking to replace the existing Bishop Bilsborrow and St. Edwards schools

Location Part Of Former Maine Road Football Ground, Maine Road, Moss Side, Manchester, M14 7NW,

Applicant Manchester City Council, Education Dept, 4th Floor Overseas House, Quay Street, Manchester, M3 3BB

Agent Robinson Architects 1-2 Merchants Quay, Ashley Lane, Shipley, West Yorkshire, BD17 7DB

Description

This is a full planning application for the erection of a two storey two form entry Roman Catholic Primary School and associated outdoor play provision and parking to replace the existing Bishop Bilsborrow and St. Edwards schools.

The application site measuring 0.96 hectares forms a phase of the overall development of the former Maine Road Football Ground site in Moss Side. The site edged red occupies the southern most part of the larger development site, bounded by Phase 9, Phase 3 and Phase 4 of the Lowry Development to the north and east, by Maine Road and Dalton Avenue to the West and Thornton Road to the South.

The principal of a school in this location was approved under application 076455/OO/2005/S1 for a part Outline, part Full application for a phased, mixed-use development comprising a total of 444 residential dwellings, of which 197 are houses and 247 are apartments (22 x 1 bedroom, 187 x 2 bedroom, 179 x 3 bedroom, 56 x 4 bedroom), a two form entry primary school with an associated 60-place day nursery, 1400 sq. m to accommodate a future NHS health facility, 750 sq. m of local shopping (retail classes A1-A2), and the creation of 475 car parking spaces in total together with landscaping and boundary treatment.

Condition 13 attached to the permission above stated that:

“Before the development is commenced on the land identified as "New School and Nursery" on the plan titled "Site Edged Red and Detailed Application", numbered L(00)122 Rev O, dated 07/08/2007, plans and particulars of facilities for picking up and dropping off in respect of the building on that land shall be submitted to and approved in writing by the Local Planning Authority. The approved plans and particulars shall be implemented as part of the development of that land.

Reason - To provide for efficient and safe traffic movements that are acceptable to the City Council as local planning authority pursuant to policy T2.1 of the Unitary Development Plan of the City of Manchester.”

Consultations

Two pre-application events have been held by the Education Department at Bishop Bilborrow and St. Edwards schools in relation to this detailed submission.

Ward Councillors

Councillor Allastair Cox – “Thanks for the plans re the new school in Maine Road. As you know, as Chair of the Maine Road Steering Group, I am an enthusiastic advocate of this new Primary School. I view it as a vital part of the total regeneration programme for the area. So I fully support the plans for it. I am aware of the local concerns of residents living in Thornton Rd and Dalton Avenue. I attended a public meeting last night where these were discussed at length with Council officers. It is true that the school playground is quite close to the backs of some of the houses in Thornton Rd. I am of the view that the plans for the school must be progressed but that we should do whatever we can to mitigate some of the anticipated inconvenience that might be caused to local residents. For example, through ensuring that the boundary areas are carefully designed - with high quality fencing and appropriate shrubbery borders. Maybe it might be possible for us to consider offering some individual assistance to those small number of residents who may be most affected. I am aware that one of two shift workers in particular have raised specific concerns about noise problems.

A second area of concern raised is about whether some of the access points through passageways to the school might encourage extra parking in Thornton Rd - a road which is already over-used. Again I am of the view that these access points are required to encourage children and parents to walk to school. However perhaps we could agree on some kind of parking restriction to deter parents from parking in this Road.

Hopefully in these ways we will be able to maintain the support of local people who in general terms have been extremely supportive of the wider regeneration plans.”

English Partnerships

“As you will be aware, English Partnerships has supported Manchester City Council and Lowry Homes in the redevelopment of the former Manchester City Football Stadium at Maine Road, and the provision of a new primary school is considered to be a very important element of the proposals. Access to quality services and facilities are an important aspect in the creation of sustainable communities, and as such, English Partnerships welcomes the planning application for the new school.

Detailed comments: We trust that the capacity of the new school takes into account the potential growth in families locally that may follow the redevelopment of the football stadium, and the on going regeneration of the area.

In terms of design, we fully support the aspiration to build the school to high standards, and in particular the aim to achieve a BREEAM rating of 'very good', and Secured by Design accreditation.

Visually we believe that the new building will act as an important local landmark, and will provide a strong, active frontage to Blue Moon Way. It will also act as an attractive terminus to views from the heart of the new Maine Road development. However, the school's maintenance and management regime will be important in retaining the positive visual aspect of the school, particularly as the main materials proposed are white in colour, and the school is sited in an urban area.

Boundary treatments where the new school adjoins its neighbours will be particularly important; whilst it is important that the school is secure, it is equally important that the boundaries do not convey a negative impression. We welcome the proposal for the school's frontage to remain 'open', and agree that this will help to ensure that it feels very much part of its community.

Overall, English Partnerships welcome the provision of a new school to support the existing and new communities, and strongly support this planning application.”

Greater Manchester Police, Architectural Liason Officer

“I can confirm that I prepared a Crime Impact Statement (CIS) for the Architect prior to this application. Subject to the details contained within the CIS, I am happy to support this application. The applicant should submit a SBD application form (available from www.securebydesign.com) if / when planning permission is granted.”

Greater Manchester Police, Crime Reduction Officer

“I understand the application relating to the boundary of 1.8 m between Lowry homes development and the school has already been determined however understand from the landscape architects that there may be opportunity to reinforce this boundary to achieve a height of 2.4m, I would support this.

Re the School car park - I have a number of concerns re the car park:

- the car park I understand is to have the gates manually closed by the staff, vehicle crime is a problem in this area therefore any opportunity to target vehicles is likely to be exploited, I therefore recommend a electric sliding gate controlled on access and egress by auditable proximity reader. I have concerns that an open car park provides the opportunity for criminals to conceal themselves, and potentially attack a lone member of staff carrying CRAVED items on leaving school in darkness (4pm winters afternoon onwards)
- I understand that the capacity of the car park will only accommodate 60% of staff vehicles, Thornton Rd is extremely congested with residents competing for parking spaces - there is potential for disputes with residents (in neighbouring areas of Hulme some residents have super glued locks of commuter's vehicles where they have parked in, what residents perceive to be, their spaces)
- I understand the perimeter boundary fencing height of the school to be 2.4m however this reduces in height around the car park - I suggest the height of the car park matches the existing boundary of 2.4m
- I understand it is hoped that drivers use Moon Way to drop off children at school, however residents have concerns that drivers will actually stop in the roadway of Thornton Rd, adjacent to the pedestrian access point to the school, causing further congestion.

- there is potential for the proposed canopies in the recessed area to the rear of the school to be abused by youths utilising the dry areas as a congregation point. I recommend these areas are grilled to prevent access. I am aware of 2 schools in the area which have retrospectively grilled play areas as a result of this problem
- I suggest gating to the side and rear of the school design out footholds i.e sloped plate over padlock area and match the fencing heights - ideally railing style gates to permit surveillance
- I note the bike shed is unsecured and sited to the rear of the site without surveillance, I suggest this location is reconsidered - and recommend a secure shed with surveillance
- I understand consideration may be given to allowing public access to the play areas, I suggest further discussions take place as additional information is required re surveillance of the site and reducing the opportunity for misuse (chicanes to deny mini motor access etc)
- I understand monitored CCTV (by incident response) is to be provided on part of the site, with speaker capability, again further information re: locations would be useful.

Chief Executive's Landscape Practice Group

“Hard Landscape

In terms of hard landscape details, the applicant should provide more details with respect to hard surfacing and boundaries, as detailed below.

Frontage to School

1. The applicant should confirm which paving material will be used in this location; if it is to be bitmac, as a minimum it should be enhanced with concrete pavior trims to the planters, school building and other boundaries.

External Play Areas

2. A similar treatment to any areas of bitmac should also be followed as described within item 1. Similarly, the paving slab material external to the dining area needs to be confirmed.

Planters

3. Details of these should be provided for consideration, as they are highly visible and contribute to first impressions of the school. They should also be robust as they form the boundary to the school. Furthermore, it is essential that the planting within these are well maintained.

Boundary Details

4. The applicant needs to confirm the type of fencing to be installed to the site boundary, including the proposed finish and colour.
5. Details at 1:20 scale should also be submitted for the timber fence to enclose the courtyard space, together with the timber enclosure to the waste recycling centre and 1.2m high decorative log fencing.

Proposed amphitheatre

6. Details of the proposed seating and retaining wall should be submitted.

Soft Landscape

7. A large number of trees are to be planted and this is to be supported, however the proposed size of trees is inadequate for the location. The proposed trees adjacent to the frontage of the school need to be as a minimum the following size:

Betula 'Jacquemontii' - Extra heavy standard (girth 18-20cms girth)

Prunus sargentii - semi mature (girth size 20-25cms girth)

This to provide a high quality setting for the school and to withstand vandalism.

8. We would point out that the proposed tree adjacent the car park and within the pavement of Blue Moon Way has not been named and this information needs to be confirmed.

9. For the trees within the pavement, we would recommend that the applicant supplies tree pit details (to include an underground guying system with irrigation and drainage), together with an appropriate tree surround and tree guard.

10. All the other trees within the site need to be as a minimum heavy standards at 12-14cms girth.

11. Finally, in accordance with the Guide to Development in Manchester (SPD - 2007), a 5 year management plan for soft landscape should be submitted.

In summary we support this application, however, further details should be submitted in respect of hard landscape. In terms of soft landscape, the size of proposed trees needs to be increased as detailed above.”

Environment & Operations (Trees)

“The proposed works will have no effect on any trees and as such I have no objection to the proposed works.”

Contaminated Land Section

Recommend the attachment of a standard condition.

Sport England (NW Region)

“In this case we have no objections to make regarding the proposals. However, you may be aware that Sport England produce a series of Guidance Notes which given clear, concise and up-to-date information on the planning, design and management of a range of sports facilities. In particular I would refer the applicant to the guidance on MUGAs which can be found at the following link: http://www.sportengland.org/facilities_guidance

I would like to reiterate comments made at pre-application stage, regarding the use of tarmac for the multi use games areas. A synthetic grass or grass pitch should be considered to make it more useable for pitch team sports and formal sporting group particularly community sport groups.”

Environment Agency

“The Environment Agency has no objection in principle to the proposed development subject to the inclusion of a condition requiring details of drainage.”

It is not considered that the condition suggested is appropriate as details of drainage have been provided.

GMPTE

“GMPTE has noted and reviewed the application but on this occasion has no comment to make.”

Engineering Services

Engineering Services have been involved with the development for a considerable time and the application in its current form is the result of their detailed advice and input. Their formal comments on the application will be reported as a late representation.

Issues

National Planning Guidance

Planning Policy Statement 1 (PPS1) 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 provision of educational and community facilities for 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. In relation to this application, consideration was given to: Policy DP1 (Economy in Use of Land and Buildings) which advises that new development should be located so as to make the most effective use of land, promote appropriate mix of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally; and Policy DP3 (Quality in New Development) which states that new development must demonstrate good design and respect for its setting. The principle of the development is believed to be consistent with the aims of the RSS.

Unitary Development Plan – There are no site specific policies, however in determining the application regard has been had to the following UDP Moss Side and general policies.

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.

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.

Policy MS1 states that in deciding its attitude to proposals within Moss Side the Council will have regard to the general policies in Part 1 of the Plan in order to:-
a) improve the physical and environmental aspects of Moss Side and in particular improve the physical condition of its housing stock and the appearance of its streets and open spaces so that it becomes an attractive area in which to live;

b) improve and expand the range of shops in the area and explore ways of improving and enhancing local facilities;

c) encourage commercial opportunities on key sites to expand the number and types of jobs within the area;

d) increase opportunities for training and retraining among all the population of working age;

e) provide opportunities for a range of house types to meet the needs of all sections of the community;

f) increase and upgrade the range of sporting, recreational and Leisure facilities within the area;

g) expand and make more accessible community facilities for all members of the community, and improve links with the existing agencies within the area, encourage the formation of local representative groups and to extend their role within the Community;

h) provide a north-south Linear recreation route through Moss Side to Link up with the city-wide network set out in Part 1 of the Plan.

The Guide to Development in Manchester sets down the guiding principles for new developments.

Materials

The materials are described in the application as white brick, coloured render and coloured metal cladding panels to the external walls, the roof would be finished in a single ply membrane, fenestration being aluminium framed, flush doors being used constructed in steel.

There is no objection to the use of the materials proposed, being present in other buildings approved in the development of the wider Masterplan development site.

To ensure that the coloured metal cladding panels are acceptable with regards to the wider Masterplan a condition requiring submission and approval of materials types has been attached.

The question has been raised about the maintenance of the materials to be used, which are predominantly white, Education are aware of the upkeep requirements of the material selected and a facilities management agreement will be brokered to ensure regular cleaning of the external elevations.

Position

The front of the main school building would be positioned to align with the central plaza set in the master plan, visible between the apartments blocks within Phase 3 and 4 of the overall development of the site, creating a focal feature. Two wings would extend to the south from the main frontage, as requested by the Governors of Bishops Bilborow and St Edwards schools, with

a central courtyard between the wings for the provision of a play space for the foundation unit for younger children.

The main building would set back slightly from the road frontage to create a hard landscaped frontage to Blue Moon Way. There would be 6 large specimen trees to the frontage (3 providing a screen to the occupiers of the apartments within Phase 9 of the larger development site) and this would be the space in which there would be an opportunity to place public art.

The building has three balconies (one to the east elevation, two within the central courtyard) and a dining terrace to the west elevation.

Concerns have been raised by the Crime Reduction Officer in relation to the canopies. However, where the canopies have uprights they are to be fitted by shutters and the CCTV to be put in place will focus on these area, details of the shutters and the CCTV to be secured by condition.

To the east of the school building would be a 24 space car park (2 disabled car parking spaces) with mini bus parking bay enclosed by a 1.8m weld mesh fence to the north and east and a 2.4m weld mesh fence to the south. The car park would be accessible by staff from Blue Moon Way via a manual vehicle access gate. This would adjoin the pedestrian priority route through from the development site as a whole to Thornton Road, separated by the 1.8m weld mesh fencing and a landscaped bund with 6 trees.

To the south of the school building would be a children's climbing frame, timber activity panels, sensory garden with seating and play area enclosed by fencing for use by children from the foundation unit.

The southern boundary would be secured by a 2.4m weld mesh fence with a landscaped bund, extending westwards along the southern boundary the landscaping being bolstered by the inclusion of a wildlife garden with shallow dipping pool and the planting of 34 trees to screen the school site. The bicycle stands would also be located to the south, although the location of these is to be renegotiated with the Crime Reduction Officer.

To the west of the school building the focus would be on external play spaces (soft play, games courts – one enclosed by 3m high ball fencing, amphitheatre, Key Stage 1 play, Key Stage 2 play, adventure play area, group seating area) with a Quiet Zone tucked in the South West Corner nearest the old Ice Cream Factory building to be retained external to the site edged red. A landscaped bund would run around the site with 12 trees.

This is also where the proposed development would adjoin the boundary with Phase 9 development of apartments as part of the larger development site, here again there would be landscaping with a further 9 trees. There would also be an ancillary building to store the waste recycling centre and a covered area with pergola containing a sprinkler tank / pump room.

Scale and Massing

The building, which has a flat roof, would be two storeys in height, measuring 8m in height to the top of the parapet walls and 9.06m in height to the topmost

part of the feature wall, the tallest part of the building. The entrance feature which would frame a stain glass window to be installed through the Public Arts programme, emphasizing the impact of the building on the vista through the Masterplan site would measure 8.625m.

A shadow analysis has been submitted to accompany the planning application and it is not considered that a building of this scale and massing in the location indicated would have any detrimental impact upon the amenities of any neighbouring residential property to the south.

There are no windows proposed to the southern elevation of the wings projecting towards Thornton Road, there would therefore be no overlooking to the residential properties on Thornton Road.

Traffic and Highways

The Section 278 agreement negotiated with the Highways Department specifies that there are traffic calming measures in place along Blue Moon Way. The speed of the road will be restricted to 20 miles per hour, there will be speed cushions and school keep clear markings.

It is stated on the application that the 24 space car park (2 disabled car parking spaces) with mini bus parking bay would be accessible by staff from Blue Moon Way via a manual vehicle access gate. This has been raised as an issue by the Crime Reduction Officer and the Access Officer, it is therefore suggested that the gates are electric sliding gates. Details of which will be can be negotiated through alterations to the landscaping plan requested by condition, other alterations to the landscape plan are required and detailed below.

All servicing vehicles visiting the site would use the servicing layby off Blue Moon Way.

A new bus service is planned along Blue Moon Way, GMPTE having been involved in the consultations for the development of the wider site. A bus stop would drop off and pick up directly outside of the proposed school. Concerns were expressed verbally by a resident at a consultation event about the capability of the route to accommodate bus traffic. No objections have been received from GMPTE. A Section 278 agreement has been negotiated with the Highways Department who have regard to the necessary standards for road widths.

Bicycle Parking for 40 childrens racks and 10 staff racks is planned, however, no showering facilities are indicated on plan. It is therefore necessary to place a condition on any approval requiring these facilities so as to ensure that facilities for bicycle users are provided.

Concerns have been raised by residents in the area in relation to traffic generation, drop off points and car parking. A full Transport Statement was submitted to accompany the planning application. Engineering Services have been involved with the development for a considerable time and the application in its current form is the result of their detailed advice and input.

Boundary Treatment

The boundary treatment proposed is shown as palladin fencing measuring 1.8m and 2.4m in height, the colour is to be agreed to the specification of the local planning authority, a dark grey has been discussed.

The issue of raising the height of the boundary treatment to the boundary with Phase 9 of the Lowry development from 1.8m to 2.4m has been raised by the Crime Reduction Officer. This boundary treatment has detailed planning permission under Phase 9 of the overall development of the site, as consulted upon with Greater Manchester Police.

The issue of raising the height of the boundary treatment to the boundary between the Car Park and the pedestrian priority route from 1.8m to 2.4m has also been raised by the Crime Reduction Officer. This has been discussed with the applicant who is amenable to this suggestion. This increase in height would be detailed on the landscaping scheme to be agreed by condition.

Plans show that fencing to the Foundation Play Area would be 1.2m timber fencing with lockable gates. Following the suggestion of the Crime Prevention Officer this will be changed to 1.8m fencing. This increase in height would be detailed on the landscaping scheme to be negotiated through condition.

Landscaping

Two willow tunnels have appeared post pre-application discussions within the site. Planters are located to the road frontage. There are concerns relating to these features with regards to Secure By Design considerations.

The proposed tree specimens to be planted to the building frontage are not considered by the Landscape Practice to be robust enough to survive in the urban setting.

There are insufficiencies in the submission in relation to the identification of the treatment for hard landscaping.

The condition relating to landscaping is therefore worded in such a way that further negotiations are to take place with the Agent with regards to landscaping.

Play Area Surfacing

In response to Sports England (NW) concerns about the use of tarmac for the surface treatment for the multi use games areas rather than synthetic grass this was felt more appropriate for extended play for the school, as they felt that sufficient land was available in the locality for use for other sports activities.

Noise and Lighting

A preliminary layout has been provided to accompany the application for an external lighting scheme, however, it is considered necessary to impose a condition requiring final details of a lighting scheme for the school buildings and the grounds of the school building, specifically in relation to the proposed

lighting columns to the car parking area, which may give rise to concern from local residents, adequate controls must be had over these installations, no comments have been received from Environmental Health.

Concerns have been raised in relation to the presence of the car park and Foundation play area at the south most part of the development site bounding the rear of properties on Thornton Road with regards to possible noise disturbance. Ideas of an acoustic barrier were mooted, however, it was not considered to meet the requirements of Secure By Design. The opportunity therefore exists for the applicants to work up a more substantial landscaped barrier at this point, to be secured through the landscaping condition.

In relation to concerns raised about the approach through the two alleyways (one being the pedestrian priority route) from Thornton Road and the possible increase in pedestrian traffic along this route associated with the school, it was always envisaged that the development would be integrated into the area. These access routes would serve both the residents of the new development and existing residents in the area, providing a permeable site that would enable access to community facilities located on the site, such as the school which would have an element of community use and the PCT facility.

There is a separate application under consideration at this time under reference 086965/MO/2008/S1 which seeks to improve the alleyways to the properties surrounding the former Maine Road football stadium. These works include replacing rear boundary walls, resurfacing rear gardens, resurfacing the alleyways, adding additional alleygates with public art incorporated within with associated landscaping.

It is proposed through this application to ensure that properties to either sides of the two pedestrian access routes have enhanced security through the raising of wall heights, as requested by the Crime Reduction Officer. This will ensure that those people who will pass through these alleys do not have access to the rear of people's property on Thornton Road and will offer further protection from any disturbance associated with pedestrian traffic.

Other concerns related to possible disturbance arising from construction, this can be dealt with by the imposition of a condition controlling construction hours.

Sustainability

The development will obtain a Very Good rating under BREEAM. Over and above the performance of the building itself, the school will benefit from renewable energy generated by the Biomass Boiler within the basement of the apartment block in Phase 3 of the Lowry development. Negotiations have taken place to make sure necessary infrastructure is in place to service the school under Blue Moon Way. Rainwater harvesting will also be used within the school.

The development is also positive sustainability terms in that 62 trees are proposed with substantial landscaping to be enhanced through negotiation to the boundaries of the site.

Disabled Accessibility

A number of issues have been raised by the Access Officer in relation to the external spaces and internal arrangement, referred to previously in this report. Other issues related to minor alterations that need to be made to the external and internal spaces to enhance the facility for non-ambulant users. Improvements such as the widening of gates to the Wildlife Garden, marking clearly where hazards may exist, and a few internal arrangement alterations. These are dealt with through the imposition of the landscaping condition and a condition requiring that the scheme

Community Use

The hours of opening indicated on the application forms are 08.00 – 22.00 Monday to Friday, 09.00 – 17.00 Saturday, Sunday and Bank Holidays. These hours would be secured by condition. These hours would enable access to the building for community use as required by Condition 44 attached to Outline application 076455/OO/2005/S1.

Refuse

A waste storage enclosure is provided adjacent to the kitchen and near the vehicle servicing layby. A Waste Management Strategy has been submitted to accompany the planning application.

Drainage

Foul sewage into the mains sewer, drainage away from the site would use a sustainable urban drainage system. A drainage plan and scheme has been submitted to accompany the planning application.

Conclusion

The development would be a key asset for the community, facilitating the merging of Bishop Bilborow and St Edward's Schools.

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 of the application 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** subject to the imposition of appropriate conditions, on the basis that the proposal is in accord with the City Council's Unitary Development Plan (in particular Policies H2.2, E3.5, MS1) and with other material considerations of material weight (in particular the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Planning Policy Statement 1 (PPS1), and the Regional Spatial Strategy for the North West, in particular policies DP1 and DP3) and there are no material considerations of sufficient weight to indicate otherwise.

In that the development would provide a valuable sustainable community facility, the scheme is a good quality design that does not harm the character of the area, there would not be any significant impacts on the residential amenities of adjoining occupiers; and generally the proposal would provide a good quality development within the area to the benefit of continuing regeneration of the locality.

Conditions and/or Reasons

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: **** **

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.

3) Notwithstanding the details submitted, no development 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 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.

4) The hours of construction (and associated deliveries to the site) of the **** shall be restricted to 0730 to 1800 hours on Monday to Friday, 0730 to 1400 hours on Saturday, with no work at any other time including Sundays and Public Holidays.

Reason: To protect the amenities of nearby residents and the occupiers of nearby property.

5) Notwithstanding the details contained within the scheme submitted, no development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agree in writing by the City Council as local planning authority.

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 policy **** of the Unitary Development Plan for the City of Manchester.

6) All aspects of the development shall conform with the City Council's Design for Access 2 document in providing disabled access. The approved details shall be satisfactorily implemented before the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

7) 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 **** and T2.6 of the Unitary Development Plan for the City of Manchester.

8) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good' or 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. 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.

9) 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.

10) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Shower, changing, locker and drying facilities shall be provided prior to the occupation of the approved development and retained at all times thereafter to provide facilities to allow staff or visitors to shower, change and store and dry their clothing, in order to encourage cycling and walking to the premises. Details of the proposed facilities, including the number of showers and lockers, shall be submitted to and approved in writing by the Local Planning Authority.

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 mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

11) 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 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.

12) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. 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 secure by design accreditation.

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".

13) Details of a Travel Plan with the objective of **** 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 by **** 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.

Reason - ****

14) 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 **** of the Unitary Development Plan for the City of Manchester.

15) Plans and particulars of the public artwork proposed shall be submitted to and approved in writing by the City Council as local planning authority prior to completion of the development unless otherwise agreed in writing. The approved public artwork shall be installed at the aforementioned location prior to completion of the development.

Reason - To provide opportunity for public involvement in the type and design of artwork for the site pursuant to policy L1.8 of the Unitary Development Plan of the City of Manchester.

16) Prior to occupation of the school site, a detailed Community Access Agreement shall be submitted to and agreed in writing by the City Council as local planning authority. The agreement shall cover both the buildings and the associated external areas of the school in order to secure use of these facilities by the local community. The agreement shall incorporate details including hours of operation, type of community use and associated costs of use.

Reason - To maximise the use of the facilities by the community and complement existing services within the area in accordance with policy RF1 of the adopted Unitary Development Plan of the City of Manchester.

17) Prior to **** details of the specification and design of equipment to extract and disperse cooking odours, fumes or vapours shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented before the use first commences and shall be retained at all times

thereafter. Any alteration or variation to the equipment should receive the written approval of the Local Planning Authority.

Reason: In the interests of amenity and to ensure the appearance of the equipment is acceptable.

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

19) Facilities for the storage and disposal of refuse and recycling as shown in plans numbereddated shall be provided to the satisfaction of the City Council as local planning authority prior to occupation of any phase of the development and shall remain in situ whilst the site is in use.

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted Unitary Development Plan of the City of Manchester.

20) The premises shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:-

08.00 - 22.00 Monday to Friday, 09.00 - 17.00 Saturday, Sunday and Bank Holidays;

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

21) Prior to the commencement of the development hereby approved, details of a CCTV system to be installed shall be submitted to and be approved by the City Council as local planning authority and installed prior to the opening of the school. The approved CCTV system shall thereafter be maintained operational unless otherwise agreed in writing by the 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".

22) The roller shutters hereby approved shall be of an open grille construction and be colour-coated in accordance with a scheme to be agreed in writing with the City Council as local planning authority within two months from the date of this permission.

Reason - In the interests of visual amenity, pursuant to Policy H2.2 in 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: 086871/VO/2008/S1 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:

English Partnerships
Chief Executive's Landscape Practice Group
Steve Hobson, Crime Reduction Officer
Engineering Services
Corporate Property
Environmental Health
Director Of Housing
Moss Side Ward Co-ordinator
Environment & Operations (Trees)
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
South Manchester Regeneration
Contaminated Land Section
Sport England (NW Region)
Environment Agency
GMPTE
Greater Manchester Police
Thornton Road Residents Association
Moss Side Residents Association

Great Western Street Residents Association
The Avenues Residents Association
South Rusholme Residents Association
1 - 16 Congleton Avenue, Manchester, M14 7RP
1, 3, 5, 15 – 37 Edward Sutcliffe Close (odd), Manchester, M14 7RT
Natwest, Customer Service Centre, 280, 282, Mustaffa Solicitors, 284, The
Glory Box, 286, Kumar Newsagents, 288, Bless Pot, 290, Done Bros (cash
Betting) Ltd, 292-294, Kentucky Chippy, 296, 296a, 304, Abduls Take Away,
306, Sudan Satallite, 310, 314 - 390 Claremont Road, Manchester, M14 4EP
59 - 89, 91 Carlton Avenue, Manchester, M14 7NL
2 - 38 Beveridge Street, Manchester, M14 7NN
1 - 36 Wykeham Street, Manchester, M14 7NP
217, 219 - 238 Maine Road, Manchester, M14 7NW
1 – 4, 6, 8, 10 - 58 Carlton Avenue, Manchester, M14 7WL
1 – 38 Lowthorpe Street, Manchester, M14 7WP
1 - 36 Wansford Street, Manchester, M14 7WW
1 - 20 Brockley Avenue, Manchester, M14 7BP
1 – 39, 41, 43, 45 Bidston Avenue, Manchester, M14 7BR
Platt Lane Surgery, 204 – 262, 264 – 274 (evens) Platt Lane, Manchester, M14
7BS
1 - 16 Rosford Avenue, Manchester, M14 7BW
1, 2, 4, 6, 8 – 29, 31 Rosedale Road, Manchester, M14 7BX
2 - 76 (evens), 1 – 73 (odd) Brompton Road, Manchester, M14 7GA
2 - 218 (evens), 1 – 243 Horton Road (odd), Manchester, M14 7GD
1 – 41 Hart Road, Manchester, M14 7LD
1 - 33 Middleham Street, Manchester, M14 7NG
1 - 37 Ebberstone Street (odd), Manchester, M14 7NQ
1 – 19, 21-33 (odd) Dalton Avenue, Manchester, M14 7NR
1 – 227 (odd), 2 – 10, 16 – 176 (evens) Thornton Road Manchester, M14 7NS
1 – 59, 61 – 77 (odds) Dorset Avenue, Manchester, M14 7WR
3 – 113 (odd) Lloyd Street South, Manchester, M14 7HS
St. Edwards RC Primary School, 30 – 66 (even) Yew Tree Road, Manchester,
M14 7PP
2 – 16 (even) Watford Avenue, Manchester, M14 7RL
1 - 10 Churton Avenue, Manchester, M14 7RN

Representations were received from the following third parties:

English Partnerships
Chief Executive's Landscape Practice Group
Steve Hobson, Crime Reduction Officer
Environment & Operations (Trees)
Contaminated Land Section
Sport England (NW Region)
Environment Agency
GMPT
Greater Manchester Police
Ward Councillors
Ward Councillors

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk