
Application Number	Date of Appln	Committee Date	Ward
088309/VO/2008/S2	20th Nov 2008	12 th March 2009	Brooklands Ward

Proposal CITY COUNCIL DEVELOPMENT Redevelopment of existing school site involving the erection of a part three storey, part two storey building to form 600 place Academy plus 120 place Sixth Form and Community Library, including demolition of existing buildings, retention of existing sports hall and installation of car park and bus turning facility with associated landscaping

Location Brookway High School, Moor Road, Brooklands, Manchester, M23 9BP,

Applicant Mr John Edwards , C/o Agent

Agent Ellis Williams Architects, Wellfield, Chester Road, Preston Brook, Runcorn, Cheshire, WA7 3BA

Description

The application site relates to Brookway High School, located within the Brooklands ward of West Wythenshawe. The site is approximately 9.02 hectares and consists of the current high school, the New Opportunities Fund (NOF) building, sports hall, hard play area and sports pitches. The main school building was built in the 1950s and is of poor appearance and maintenance. The sports hall and the NOF building are more recent additions built post 2000 and are constructed mainly of red brick with green metal sheeted roofing. These buildings provide a learning aid for the school and offer the community facilities. These buildings will be retained as part of the redevelopment proposals whilst the 1950 building will be demolished.

Altrincham Road bounds the current school site to the south. Moor Road bounds the school site to the east. There is currently access to the school off Moor Road. The road also leads to the large residential properties that surround the school site. Properties along Gateacre Walk bound the playfields to the west and the Oaks Business Park to the North.

The main school building has very much exceeded its life span and is no longer suitable for modern teaching and learning. The appearance of the school is uninviting and is typical of its generation with its simplistic architecture of mainly glazing and concrete frame construction. The school has a poor visual image, particularly when viewed from the road. The layout and play space of the site also requires a new lease of life not only for the students and staff but also to allow the school to offer a better service to the community who uses its facilities.

Once the main school building has been demolished, the site will become vacant and will no longer be used by the school. The focus of the redevelopment proposals will be 100 metres from Altrincham Road where a part three, part two storey building will be erected. The new building will provide formal teaching space and new community library all accessed off a pedestrian plaza at the front of the new building. The front elevation of the new Academy will be a glazed curtain wall contrasted with brick, cladding and horizontal colour banding. A comprehensive landscaping scheme will be installed at the site

which will build upon the Wythenshawe Garden City theme, creating a vibrant and welcoming teaching space around the school.

Brookway High School will be re-named as part of the redevelopment proposals to form "Manchester Health Academy" which will have a capacity for 600 students and 120 place sixth form plus 95 staff. The current school can cater for 900 pupils, however, the school role currently is 440 plus 63 full time staff.

The new school is being delivered as part of the Building Schools for the Future Programme (BSF) which is the biggest Government investment programme for improving school buildings with the intention of rebuilding or renewing every secondary school in England over the next 10-15 years. In Manchester, it is the intention to rebuilding or remodel 9 secondary school and 7 special educational needs schools as part of the first wave of the BSF programme.

Consultations

Local residents- No comments received.

Highway Services – The internal layout of the site in terms of car parking, emergency access, bus drop-off/pick-up, servicing and maintenance are acceptable.

In respect of the access off Moor Road, the discussions between Highway Services, GMPTE, UTC and the applicant have ensured that a suitable access has been created off Moor Road so to not interfere with the future provision of the Metrolink route.

The doors of the proposed plant room open outwards into the on-site bus stop and disabled parking area which have the potential to cause conflict with passing vehicles. These need to either be recessed into the building or open inwards. Whilst this is not public highway, it is still unsafe and must be addressed.

The details relating to the lighting scheme are still be considered. Any comments will be reported to the Committee in this respect.

Head of Environmental Health – Conditions relating to deliveries, site operating hours, lighting and wheel washing are required to be imposed on any planning permission.

The noise report submitted with the application appears to be acceptable. The sports pitches hours should be conditioned.

The waste management strategy submitted did not show how many bins are required for each waste type. These details, including type, size and quantity of bins are required to be considered for consideration.

Head of Environmental Health (Contaminated Land) - Consideration has been given to the contaminated land information submitted with the application. There is, however, still outstanding information which must be submitted, in particular further ground investigation work, a remediation strategy and

verification report in order to that the work has been carried out to the satisfaction of the Head of Environmental Health.

MEDC Landscape Practice – Support the application subject to amended tree protection drawing.

City Arborist – The proposed development will require the removal of a limited number of trees from the site. None of the trees listed for removal are worthy of retention and as the proposed replacements more than compensate for the loss of the trees, there is no objection to the proposed works.

All works to trees must be carried out in accordance with British Standards.

Wythenshawe Regeneration Team- Fully support the proposal as it will bring real benefit to the area, improving educational facilities and attainment and providing a range of high quality community facilities. The emerging West Wythenshawe Local Plan, which is being reported to Executive on the 11th March, also fully supports the proposal as it identified a economic development corridor with links to the Airport , the hospital, Roundthorn Industrial Estate, the new Academy and Oaks Business Park. This proposal presents a strategic opportunity to focus on Health, and well-being, research and manufacturing.

There is also an awareness that there are some constraints at the site which include the proposed Metrolink alignment and a high pressure gas main which is subject to HSE requirements. On this basis the proposed layout maximises the development opportunities at the application site.

The Regeneration Team is also aware that Sport England have objected to their being a loss of open space at the site. In real terms, there is no net loss of playing pitch provision plus consideration should be given to the overall benefits the development will provide, including the improvements which will be available for community use. These will bring real benefit to the wider area.

Travel Change Team –No comments at the time of writing this report. Any comments will be reported to the Committee for consideration.

Greater Manchester Police Architectural Liaison Unit –The scheme could achieve Secure by Design subject to the recommendations outlined with the Crime Impact Statement submitted with the application.

Greater Manchester Ecology Unit – Further survey work must be carried out of some mature trees at the site to check for the presence of bats.

Clearance of vegetation or works to trees should not take place in the main bird breeding season (March – July inclusive).

The lighting scheme should be sensitive to avoid light spillage onto habitat areas.

Further details must be given to increasing the biodiversity enhancement at the site.

Environment Agency – No objection to the principle of the proposed development, however, a condition relating to improving the surface water drainage system and contaminated land at the site should be imposed on any planning permission.

Sport England – This scheme will involve the construction of a new car park on part of a playing field. This area appears to have been previously marked out for pitch team sports. The proposal is therefore contrary to our playfields policy and paragraph 15 of PPG17. There is no supporting documentation to justify the loss of the playfields in terms of satisfying the exceptions policy.

In light of the above points and lack of evidence of any other exceptional circumstances Sport England object to the proposal on the grounds that the development will lead to the permanent loss of part of the existing playing field.

4 North West (Regional Planning Body) – As the site has been previously developed, there is broad support for the reuse of the site. The Regional Spatial Strategy also supports developments for education facilities. Issues relating to tree, car parking and good transport links should also be assessed as part of this planning application.

Greater Manchester Transport Enterprise (GMPTE) – Are confident in the information that has been produced that a signalised junction can be introduced in this location when the Metrolink scheme is built.

Conditions should be imposed on any planning permission to safeguard Metrolink in this location. These relate to landscaping and defining the limits of deviation out on site.

Health and Safety Executive (HSE) – Is a Statutory Consultee for certain developments within consultation distance of major sites/pipelines. This development is within at least one consultation distance and has been assessed by the PADHI+ HSE planning advise software tool. Consequently, the HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Issues

Major Development - The proposal, by virtue of the size of the site and floor space created, has been classified as a large scale major development. As such, the proposal has been advertised in the local press as a major development.

Environmental Impact Assessment – Due to the size and nature of the proposal, the application has been screened to determine if an Environmental Impact Assessment is required in accordance with the Town and Country Planning (Environment Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 (The Regulations). It was concluded that this level of assessment was not necessary and not required in this instance.

Circular 09/98: Town and Country Planning (Playing Fields) (England) Direction 1998 – Outlines the Governments procedures in terms of planning applications involving playing fields. Where the statutory body [Sport England] have

objected to a planning application, either because of the existing or resulting deficiency in local provision of playing fields for the wider community or where the alternative provision proposed would not be equivalent in terms of quantity, quality or accessibility, but the Local Planning Authority proposed to grant permission, the Direction requires the Local Planning Authority to notify the Secretary of State so that a decision whether to intervene or leave the matter for the Local Planning Authority to decide.

The Development Plan

***North West of England Plan Regional Spatial Strategy (RSS) to 2021
(Adopted September 2008) -***

Policy DP1 'Regional Development Principles' states that proposals and schemes should be located so as to make effective use of land, buildings and infrastructure and a sequential approach to development should be adopted to meet development needs.

Policy DP2 'Promote Sustainable Communities' seeks to create places where people want to live and work.

Policy DP4 states that a sequential approach should be given the development site selection. Existing building and previously developed land should land should be used first. Secondly, suitable infill within settlements should be utilised. Finally, land should be well located to other services and infrastructure. Policy L1 'Health, Sport, recreation, cultural and Education Service Provision' seeks to encourage proposal and schemes for the provision of services for all the community. Specific encouragement is given to providing a full spectrum of education provision.

The Unitary Development Plan (UDP) for the City of Manchester (1995) –

The application site is unallocated within the UDP. However, the existing school buildings and its associated curtilage currently occupy the site.

In addition, in dealing with applications of this nature, regard is given to policies WW1, H2.2, E1.1, E1.5, E1.6, E3.5, T1.1, T1.8, T3.4, T3.6, T3.7, T2.4, L1.2 within part one of the UDP.

Policy WW1 IN deciding its attitude to proposals in West Wythenshawe, the Council will have regards to:

- (a) Protecting and improving the quality of both the built and open environmental in order to improve the attractiveness of West Wythenshawe as an area in which to live;
- (b) Make better use of existing recreational facilities to provide increasing range of leisure activities;
- (c) Provide community facilities accessible to all members of the community, particularly those with special needs.

Policy H2.2 states that the Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance

of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy E1.1 outlines the Council's aspirations to reduce the levels of air pollution caused by vehicle fumes. In order to achieve this the Council will:

- a) Promote public transport and cycling and improve conditions for pedestrians;
- b) Discourage the use of the private car for peak times trips to the City Centre and other manor areas;
- c) Require all major new development to be located where it can be easily served by public transport.

In addition, to sustainable travel patterns, policy E1.5 states that the City Council will contribute towards energy conservation by:

- a) Ensuring where practicable that new major development is located where it can be easily served by public transport; and
- b) Encouraging high standards of energy efficiency in new developments.

Building materials for new developments will also need to be environmentally friendly (Policy E1.6).

Policy E2.4 seeks to ensure that the effects upon wildlife are taken fully into account when considering development proposal and create new features to sustain wildlife.

Policy E3.5 states that the Council will promote measures which will lead to a safer environment for all people living in and using the City. These measures will include:

- a) Ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
- b) Designing landscaping schemes so as to minimise the risk of attack;
- c) That community facilities area located where they are easy and safe to get to;
- d) Providing safe places for children to play;
- e) Improving road safety.

Policy T1.8 states that the Council will safeguard those routes within Manchester over which has parliamentary approval for the extension to the Light rapid transit network. These include from the City Centre to Wythensahwe and Manchester Airport.

The Council will expect new developments to make adequate provision for their car parking requirements. In deciding appropriate levels of provision, regard will be had for the sites environmental capacity, physical appearance and effect on neighbouring activities. In addition, consideration will also be given to the local road networks ability to accommodate the traffic generated (Policy T2.4).

Improvement to public transport provision to educational facilities is a key consideration in the determination of planning applications (Policy T1.1). In

addition, the Council will seek to develop safer routes for schools policy throughout the whole City (policy T3.4).

Priority is also given to cycling provision. Policy T3.6 states that the Council will promote cycling in the City by developing a safe network of routes and facilities for cyclists. Priority will be given to routes to educational establishments. Secure cycle parking provision at educational establishments is also a must and all new major developments will be expected make provision (Policy T3.7).

Policy L1.2 states that existing outdoor sporting facilities and recreational areas will be protected from development unless appropriate replacement facilities can be provided in advance or it can be shown that adequate facilities exist within the local area.

The proposal is considered to be in accordance with the UDP policies for the reasons outlined further in this report.

Other relevant guidance

PPS1

Sets the overarching planning policies on the delivery of sustainable development through the planning system. There are four aims identified in the statement to deliver sustainable development which should be a priority for the planning process:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources; and
- The maintenance of high and stable levels of economic growth and employment.

PPS1 also states that high quality and inclusive design is an integral part of the development process. High quality and inclusive design should create well-mixed and integrated development which avoid segregation and have well planned public spaces and bring people together.

PPG13

Provides general guidance of transport related matters including car parking and travel planning.

PPG17

Provides guidance to Local Authorities on how to assess needs and opportunities in terms of open space, sport and recreation provision. Local Authorities should maintain an up-to-date needs assessment of provision throughout area. Land should not be built upon unless an assessment has been undertaken which clearly shows the open space or the building and land to be surplus to requirements, Where land is not surplus to requirements but a qualitative gain might be made by the giving of alternative equally accessible open space, development may be permitted.

Furthermore, in considering any planning application, either on or adjoining open space, Local Planning Authorities should weight any benefits being offered to the community against the loss of open space that will occur.

PPS25

Requires sites over 1ha to undertake a full flood risk assessment in order to address flooding and surface water run off issues.

The Guide to Development in Manchester Supplementary Planning Guidance (Adopted April 2007) –

Outlines the City Councils objectives for creating a more attractive, accessible and useable City for Manchester People.

The guidance clearly states that a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Each new development should therefore recognised the uniqueness of individual areas of the City and these characteristics should be built upon by new developments by having full regard to its context and the character of the area.

Paragraph 2.11 states that the design of public buildings in particular should contribute to and enhance the environmental, rather than simply responding to funding or contractual requirements.

Paragraph 2.12 seeks to ensure that building present their main face and pedestrian entrance to the main street to promote natural surveillance. Large areas of car parking and servicing should be situated to the rear, side or beneath buildings, with clear, safe, accessible footways leading to the main door.

Paragraph 2.49 details that new developments will be expected to meet designing out crime principles.

Manchester Strategic Open Space, Sports and Recreation Study (Draft 2009)

A study/audit of existing open spaces and facilities has been undertaken across the Manchester City Council authority. The initial findings and the standards for quantity, quality and accessibility were endorsed recently at the *Communities and Neighbourhoods Overview and Scrutiny Committee* on the 3rd February 2009. It is anticipated that the final report will be produced and approved in April 2009.

The initial findings for the Wythenshawe Area were that issues were mainly confined to qualitative concerns rather than quantitative.

Wythenshawe Strategic Regeneration Framework

Was prepared in 2004 to provide an overarching framework for the improvement and regeneration of Wythenshawe over the next 10 to 15 years.

In terms of education and learning, the documents seeks to improve and invest in schools as educational/community resources.

Policy E1 seeks to improve educational performance of Wythenshawe Schools. There is also strong emphasis on educational infrastructure as a community resource as part of the process of changing attitudes to education and learning (policy E4).

Design for Access 2

This documents seeks to ensure that new developments, particularly Manchester City Council developments meet accessibility criteria outlined within the document in order that new development are fully accessible to all residents of the City.

Principle – The application site is Brookway High School, which is a long established educational facility, with the school serving the Wythenshawe community since the 1950s.

Whilst the site is unallocated on the Proposals Maps contained within the Unitary Development Plan for the City of Manchester, the sites retention, redevelopment and reuse for educational purposes is considered to be acceptable.

In line with policies DP1 and DP4 of the adopted RSS, the proposal is to comprehensively redevelop the school site. This is also in line with the City Council's aspirations to provide modern teaching facilities and play space provision. Once the new school buildings are operational it is the intention that the school and its facilities will have a strong community emphasis.

The proposal is therefore appropriate in principle. However, consideration must be given as to whether the siting, design, appearance, scale and mass of the proposal is acceptable. In addition, the proposal has been assessed to see whether it is acceptable in terms of the hard and soft landscaping improvements, whether there are any impacts on the highway and the adequacy of the car parking provision including of travel planning initiatives. Consideration has also been given as to whether there is any impact on surrounding residential amenity, if the proposal has addressed contaminated land and surface water issues, the overall sustainability of the proposed building and whether crime has been designed out of the scheme adequately.

Matter arising from the Sport England objection will also be addressed.

Siting – Brookway High School is currently predominantly sited on the corner of Altrincham Road and Moor Road, with pedestrian and vehicular access off Moor Road. As part of the redevelopment proposals the main high school buildings will be demolished, with the exception of the existing sports hall and multi-use games area which will be retained.

The new school will be a linear building which will be sited 100metres away from Altrincham Road and will have a new frontage further up Moor Road. The Guide to Development in Manchester places emphasis on creating strong frontages with main road. In this particular case it has not been possible to site

close to the frontage with Altrincham Road due to the presence of a high-pressure gas pipe line.

A direct consequence of this, in order for the new Academy to be deemed sufficiently separated from the pipeline, a 100metre buffer must be maintained between the pipeline and the new Academy building and its operations. The application has been screened by the HSE PADHI+ system(a software consultation tool) with the HSE not advising against the granting of planning permission on the basis of the layout as proposed. The resulting affect for this development is that the current school site will not be available for the redevelopment proposals. The issues and implications for the proposal will be addressed within the body of the report.

Having regard to the health and safety of the users of this site which are paramount, the siting and layout of the building off Moor Road has been designed to have the maximum impact. The building will be just forward of the existing building on site, which means that the new entrance to the Academy becomes the new reference point for visitors and students.

The main vehicular and pedestrian face will be off Moor Road which will help give vitality to the street scene and help draw the people into the site. There will also be a further pedestrian entrance to the south of the vehicular access, which will direct students and visitors to the entrance plaza at the front of the school and library building. This is further assisted by the landscaping mounds which provide clear desire lines from Moor Road.

All the staff/visitor car parking will be located to the north of the site. This will allow the car parking to be managed easily preventing conflict between pupils, pedestrians and vehicular movements and have the minimum impact on the visual amenity of the school by not encompassing the new buildings with hard standing.

A bus turning area will also be located within the site which will be positioned to the front of the existing NOF building. It is not considered that the position of this facility is inappropriate. In fact, it is considered that it will add to the vitality of the school and will assist in controlling the people movement by easily directing them to the entrances to the school.

A new courtyard area will be created in the space between the old and new building which will create informal space for the students to congregate. The games court will remain in its current location. There will, however, be some alteration to the location of the existing playfields, which will be discussed later on in this report, plus the installation of a new rugby pitch.

Scale and Mass – Given the set back from Altrincham Road, it has been vitally important to give this new public building scale and emphasis off Moor Road (in line with the Guide to Development in Manchester SPD). The new Academy, from the front elevation, will be articulated with a two and three storey arrangement.

When viewed from the south of Moor Road, the three storey element of the building will clearly be seen with its over sailing canopy giving scale when viewed from a distance thus providing a positive feature in the street scene.

The two storey element, housing the library, although more modest in scale, still provides interest from the street scene with its asymmetrical canopy marking the pivot point for students entering the courtyard.

Whilst Altrincham Road elevation becomes less important, due to the lack of presence with the street scene, the fact that this element of the building is three storey will allow the building to have emphasis when viewed from this angle and make a contribution to the street scene until the redevelopment of what will be a redundant part of the school site. The monopitch roof, falling towards the courtyard, gives maximum height on this elevation and reduced height facing the courtyard creating a more intimate space. Furthermore, the scale of the Altrincham Road elevation will help create a more interesting relationship when this part of the redundant school site is redeveloped.

The other view of the new school will be from within the courtyard. The three storey scale of the building means that the courtyard will have an enclosed feel but will not by any means feel a negative space due to the clever site layouts created as part of the landscaping for the courtyard, the vitality created by the overlooking of the courtyard by the classrooms and entrance ways and the lower ridge height of the roof.

The scale of the building will mean it is much taller than the residential properties in the area. It is considered that this will help give the building presence in order to create a landmark feature and will help overcome some of the difficulties of the siting of the building.

Design and Appearance – The linear layout of the proposed Academy will allow a functional internal space to be created and will allow the spaces to be divided easily.

Externally, the building will be constructed out of a mixture of brick and cladding. This will create a very crisp appearance to the building. The brick is a 'staff slate blue smooth' which offers a grey colour with a blue tinge when viewed in different lights. This will be positioned at the lower levels of the Academy building which will then be developed upwards into the 'blue' cladding. Horizontal banding will then be introduced at first, second and third storeys of the Academy. This banding will help break up the neutral brick and cladding combination with fresh, vibrant and natural colours which will help give the school identity and draw connotations with the Academy's 'Health' status.

The front elevation, facing the plaza, will be finished with a glazed curtain which will help accentuate the scale of the front elevation giving the maximum impact. This will also be the location of the main signage at the school. The name "Manchester Health Academy" will be positioned horizontally above the overhanging canopy, whilst the library branding will be positioned vertically at the entrance to the school. This will be an effective location and will give presence to the front of the school.

Windows will be punched into the cladding and will be a mixture of sizes breaking up the elevations and providing interest.

The final selection of materials has yet to be agreed and this should be a condition of any planning approval.

Overall it is considered that the simple mix of high quality materials and vibrant colours and textures will project a positive image in the street scene, providing interest in what is an important site in the regeneration of the local area and complies with the importance placed on design, particularly for public buildings, within the Guide to Development in Manchester SPD.

Hard and Soft Landscaping – The new academy will see the introduction of a new hard and soft landscaping scheme, which will help set the new building in context.

A substantial amount of planting will be created at the site, including the provision of a habitat area. There will be mounding and tree planting to the front of the school which will create a strong desire line across the new entrance plaza.

The southern elevation, facing Altrincham Road, will be lined with trees softening the appearance of this elevation. The northern car parking will have trees within the car parking area to also soften its hard appearance, plus there will be hedging around the boundary treatment providing an element of screening when viewed from the Moor Road.

Many of the new trees will be a mixture of trees, shrubs and hedging and will be mature thus providing an instant impact.

In terms of hard landscaping, these will be high quality materials which will give the walk ways and the internal courtyard, also with its own viewing mound and stage, a vibrant and crisp feel and contrast well with the colours used for the elevations of the school.

MEDC Landscape Practice are satisfied with the proposal subject to the submission of an amended tree protection plan.

Trees – There are 8 trees within the application site. There are more trees on the existing school site and it is understood that these will be retained until any decision for this site is made and will be protected during the demolition stage of this building.

At the application site, two trees will be lost as part of the redevelopment proposals. Whilst their loss is regrettable, they could not be retained due to their position on the site of the new building and courtyard.

As part of the landscaping scheme 103 trees will be planted giving a total of 111 trees on site. This is a substantial net gain and will help improve the biodiversity of the site. The City Arborist is satisfied with this approach. The remaining trees will be protected during the development.

Boundary Treatment – The proposal seeks to install a 2.4 metre high weld mesh fence around the perimeter of the application site, plus new gates. This fencing will also be installed around section of the car parking in order to create a secure area.

This type of fencing will be secure and robust. The Architectural Liaison Officer, however, requires some amendment to this element of the proposal in order that the site is safe and secure. Further consideration and consultation with the police is therefore required. Furthermore, no detail as been given in respect of the colour of the boundary treatment. It is recommended that a condition is included within any planning approval which allows the boundary treatment to be explored further in order that the right visual appearance is created, plus a safe and secure environment.

Ecology –As there are mature trees and buildings on site, a full ecological survey of the site was undertaken to examine the presence of bats and birds. The survey was carried out at a time of year when bats are most active and it has not revealed any unusual results.

However, in line with the comments of Greater Manchester Ecology Unit, it is recommended that a precautionary approach is taken during the demolition of the school and works to the tree. Should the presence of bats be found then work must cease and a bat consultant called to the site. It is recommended that this is a condition of any planning approval.

The unit has also asked for further clarification in respect of the ecology at the site. It is considered that the ecological and biodiversity will be increased at the site by the substantial amount of tree planting that will be created at the site, above and beyond what is currently there.

Highway/Car Parking/Travel Plan – A transport statement has been prepared in support of the application which has examined the impact of the proposal on the local highway network and examined the appropriateness of the entrance to the site.

The entrance to the site, off Moor Road, provides a new two-way vehicular entrance to the site for both the cars and the bus turning area. Early pre-application discussions indicated that the location of the access had to be posited some distance up Moor Road. An entrance any further south, towards Altrincham Road, would have meant vehicles had the potential to back up onto Altrincham Road, due to the need for the new junction/entrance to be signalised, as a consequence of the Metrolink line.

Unfortunately, this, coupled with the pipeline line requirements, affected how the design team could layout the internal aspects of the site, particularly the playfields which will be addressed later on in this report.

The location of the vehicular access, in the opinion of Highway Service and GMPTE, is the safest position and an envelope for the junction has been designed so that a signalised junction can be installed, in the future, when Metrolink arrives. This will ensure the operational efficiency of the tram system and the safety of the users of the Academy in line with policy T1.8.

Highway Services are also satisfied with the internal movements within the site, and have determined that the layout produced means there will be minimum conflict between pedestrians and cars/buses.

The main staff car parking area will consist of 48 (including 2 disabled) access through the NOF and visitors car park which will consist of 51 spaces (including 4 disabled spaces). There will also be the provision of 8 additional disabled spaces within the bus turning facility. Provision will also be made for cyclists with stands for 96 bikes.

Servicing will take place from the Moor Road access. The servicing vehicles will be the only vehicles which will cross the front entrance plaza of the Academy. This will be managed effectively through the provision of a physical barrier preventing other vehicles from accessing the servicing area avoiding pedestrian conflict within the pedestrian plaza.

The applicants have also produced a Travel Plan in an effort to reduce the dependence on the car. This plan promotes a variety of measures which include educational lessons to students, encouraging parents not to travel by car and improvements for cyclists.

Playfield provision at the new Academy – Sport England, a statutory consultee, have objected to the proposal on the grounds of loss of playfield provision.

As outlined above, the redevelopment of Brookway High School site has been severely constrained by issues associated with the pipeline and Metrolink. The provision of the 100 metre buffer, separating the application site and Altrincham Road has meant a large part of the existing school site could not be utilised in the redevelopment proposals. Likewise, safeguarding the Metrolink line, which has parliamentary approval, was necessary. This meant that enabling the trams to move up and down Moor Road safely and the flow and movement of traffic, restricted where the vehicular access to the school could be positioned.

It was originally envisaged that the majority of the car parking could be situated to the south of the proposed new Academy which would be severed by a vehicular access at this point off Moor Road. Following pre-consultation with GMPTC and Highway Services it was revealed that it would not be safe to have the access in this location due to the backing up of vehicles onto Altrincham Road. The access was relocated to the alternative position further north of Moor Road which is to the optimum location to ensure highway and public safety.

As a consequence of this, it would not be safe for the southern car park to remain due to the conflict of vehicular movements with pedestrians as they would need to cross the pedestrian plaza in the front of the school building. The only alternative was to relocate the car parking to the north of the site, unfortunately this involves a small area of the existing playing fields.

Whilst Sport England believes the situation is far from ideal, the City Council has a responsibility to ensure the safety of the students, staff and visitors who will use this site. It would therefore be irresponsible of the City Council to promote a development which could cause injury or compromise safety. In doing so, it is not believed in any event that the outdoor recreational space at the Academy would not be diminished.

In determining the acceptability of allowing development on land currently available for playfields, regard has been given to the existing and proposed

sports provision at the application site, PPG17 and the preliminary findings of the Manchester Open Space Study.

There are currently 5 playing pitches at the application site (3 full sized pitches, 2 junior sized pitches and 400m athletic track). The proposal will not see a net loss of sports provision, in fact there will be a net gain with the creation of 3 full sized pitches, 2 junior pitches, 400m athletic track, grass wicket and 1 grass rugby union pitch.

As the car-parking layout will encroach onto existing playfield provision, in order to ensure there was no net loss in sports provision, slight reconfiguration of the pitch layout will have to take place. This is a perceived this to be a negative response but it will in fact allow for the provision of a rugby union pitch at the Academy increasing the sports offer at the site. It is also noted that space displaced by car parking will be re-provided for the south of the new Academy and it is calculated that overall the amount of grassed space, around the school, will increase from 22210 sqm to 26568 sqm, albeit it will not be used for play space as it falls within the hazardous zone.

PPG17 states that in determining application for loss of play provision, consideration should be given to Local Authorities up-to-date open space study. In advance of such a study, paragraph 15 of the PPG17 outlines a criteria which must be satisfied for development to be acceptable. Proposed car parks do not usually fall within this criteria.

However, the City Council has recently reported the preliminary findings of Manchester's PPG17 open space and recreation study. It indicates that the catchment around Brookway High School is comparatively well served, in quantitative terms, by many types of outdoor sports facilities. Coupled with the net gain in facilities at the new Academy and the fact that the Academy will have a strong community emphasis with all the sports facilities classrooms and library all being open for the local community, the proposal would be meeting the needs of local residents resolving any dissatisfaction with access to sports provision that may currently be perceived in the Wythenshawe area.

Whilst it is Sport England's policy position to oppose the loss of playfields in all but exceptional circumstances, it is considered that the emerging Open Space study (in line with PPG17) and its findings should be given weight particularly as it indicates that this part of Wythenshawe has no real quantitative issues. In addition, as there is no net loss of provision at the site, it will not detrimentally affect the community it serves or the overall level of sports provision in the local area.

Sport England's own exception policy (E4) informs that if there is genuine replacement of provision in major redevelopment proposals i.e. in terms of quantity, quality, location and management proposals this should be acceptable. It is firmly considered that as there is 'like for like' sports pitches being created at the site, plus the inclusion of a Rugby pitch - there will be no net loss of provision.

Officers and the Building School for the Future Team have met with Sport England in an attempt to resolve their concerns. Whilst, they have maintained their position further discussions are to take place regarding this matter. As a

consequence of this and the timescales involved in delivering the school, should the City Council be *Minded to Approve* the proposal, the application will have to be deferred for determination by the Secretary of State in line with Circular 09/98.

Residential and Visual Amenity – There are a number of residential roads around the application site, namely on Moor Road and Gateacre Walk. As Brookway High School has been at the site for over 50 years it is considered that the new Academy and its operations will have a negligible effect on these residential properties.

The Head of Environmental Health has requested that the hours of operation be conditioned, particularly in relation to the sports pitches so to not have a detrimental impact during anti-social hours.

Contaminated Land – The site has been examined for possible presence of contamination and a full ground, gas and water investigation report has been undertaken.

The Head of Environmental Health has examined the details contained within the reports and considers further information is required in order to determine if the tests are adequate and appropriate remediation is being put in place.

Once this has been agreed, the site must be remediated in accordance with the agreed details. It is recommended that a condition be imposed on any planning approval which will require the applicant to submit a verification report to satisfy the Head of Environmental Health that the site has been appropriately remediated in accordance with the previously approved scheme.

Flooding – The application site does not fall within a flood risk area, however, as the site area exceeds 1 hectare, PPS25 requires a flood risk assessment be undertaken.

The Environment Agency has raised no objection in respect of the site flood risk or future drainage as a result of the proposal.

However, they have requested conditions be imposed on any planning permission relating to improving the existing surface water drainage at the site and address the contaminated land issues as discussed above.

Sustainability – A BREEAM pre-assessment has been carried out for the development proposal. This has indicated that the proposed building should achieve a 'very good' rating. This satisfies policies E1.5 and E1.6 of the UDP and the Guide to Development in Manchester SPD, which seeks to ensure that new development is designed to be sustainable.

The extensive tree replacement will also add to the biodiversity at the site and provide new habitats.

Designing out Crime – A Crime Impact Statement has been prepared in respect of this planning application and the Greater Manchester Police (GMP) Architectural Liaison Officer has confirmed that the scheme is expected to achieve secure by design.

Some of the measures that have been included in the proposal to make the site more secure is adequate lighting, boundary treatment and secure pedestrian and vehicular gates.

In light of the issues previously discussed, regarding the boundary treatment, conditions are recommended not only that the proposal achieves secure by design accreditation, but that the boundary treatment is revisited to ensure that it is adequate.

Accessibility – The proposal has been designed to comply with the Design for Access 2 document. It is recommended that an informative is placed on any planning permission to ensure that signage and specification of internal equipment etc is to disabled access standards.

Community Use- A community use statement has been submitted in support of the planning application. The school already has a strong community offer and this will be carried through as part of the new Academy.

Lighting Scheme – The applicants have submitted an extensive lighting scheme for the building and the grounds. The lighting scheme will be a mixture of pole and wall mounted lights, restricted to the buildings and the car parking area. There are no residential properties that are in close proximity to be affected by this lighting scheme. However, the scheme will ensure that crucial areas are well lit, particularly in the evenings when the building and car parking is in community use.

Engineering Services are still currently considering the lighting scheme. Until this has been agreed, it is recommended that a condition be imposed on any planning approval.

Environmental Health considerations – A refuse management plan has been submitted with the application which outlines the procedures that will be in place to appropriately dispose of the waste generated by the school. The Head of Environmental Health has, however, requested further information in respect of the number of bins that will be in place at the site.

A flue/vapours and noise statement have been submitted with the application. This is to the satisfaction of the Head of Environmental Health who has assessed the information.

The Head of Environmental Health has, however, requested conditions be imposed on any planning permission relating to deliveries and noise and that the sports pitches are operated during the hours outlined in the noise report.

In conclusion, it is considered that the creation of the new Academy on this site, will mark one of the key regeneration proposals for this part of Wythenshawe. The existing school has struggled for a number of years with pupil retention and performance, and the creation of an Academy at the site would mark a new chapter in education provision and delivery for the local community it serves.

The Academy building and the space around it has been designed with imagination in order to utilise the space and the relationship with Moor Road

following the loss of the frontage with Altrincham Road. The scale and shape of the building coupled with the careful choice of materials will create a vibrant public building. The landscaping will consist of planting substantial amount of trees and shrubs creating a very green garden city feel that will make moving around the site pleasurable and warm. Students will have new and exciting outside areas to utilise, particularly the internal courtyard with its viewing mound and stage, ideal for outside teaching.

In terms of sports provision, the current level of facilities will be maintained and enhanced with the new rugby union pitch. Whilst there is concern that car parking will encroach onto the playfields, this has been considered necessary to ensure the health and safety of the students, staff and visitors. As noted above, the amount of space around the new Academy would actually increase opportunities for informal play coupled with the more formal game activities. The sports provision, coupled with the new building and library will all be open to the community to help inspire wider learning, sport and activity access and deliver an overwhelming community benefit and regeneration objective.

Travel planning, designing out crime and the overall sustainability of the site have also been considered to be satisfactory.

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

MINDED TO APPROVE subject to the referral of the application to the Secretary of State for determination due to the objection from a statutory consultee

Reason for recommendation

The application site currently compromises Brookway High School. This application seeks to redevelop the site for a 600 place academy, plus 120 place sixth form and community library. This will involve the partial demolition and redevelopment of the site and the

erection of a part three storey, part two storey Academy building.

The building will mark one of the key regeneration proposals for this part of West Wythenshawe through the creation of a high quality building. Materials and landscaping will be of high quality and will allow this public building to make a statement in the local area.

Other matters such as highway, travel planning, designing out crime and the sustainability of the site have been thoroughly considered to the satisfaction of the City Council.

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:

DRAWINGS

BW_EW_DR_P_91_AZ_00_0910, BW_EW_DR_P_00_AZ_00_0001,
BW_EW_DR_P_00_AZ_00_0004, BW_EW_DR_P_09_AZ_00_0091,
BW_EW_DR_P_04_AZ_00_0040, BW_EW_DR_P_005_AZ_NS_0050,
BW_EW_DR_P_06_AZ_NS_0060, BW_EW_DR_P_91_AZ_00_0911,
BW_EW_DR_P_04_AZ_01_0041, BW_EW_DR_P_09_AZ_NS_0092,
BW_EW_DR_P_04_AZ_02_0042, BW_EW_DR_P_04_AZ_RF_0043,
BW_EW_DR_P_09_AZ_NS_0095, BW_EW_DR_P_09_AZ_NS_0096,
BW_EW_DR_P_04_AZ_00_0048, BW_EW_DR_P_04_AZ_00_0049,
BW_EW_DR_P_06_AZ_NS_1060, PL 925.M.101, PL 925.D.101, PL
925.M.102, PL 925.D.102, PL 925.D.103, PL 925.M.103, PL 925.M.104, PL
925.M.105, PL 925.M.106, PL 925.M.107, BW_SKM_DR_G_51_AZ_NS_5012,
BW_SKM_DR_G_51_AZ_NS_5011, AP(06)A10 and PL926.M.108, stamped as
received by the City Council, as Local Planning Authority, on the 21st November
2008

BW_PLA_DR_G_94_AZ_NS_6102, BW_PLA_DR_C_94_AZ_NS_6100,
BW_PLA_DR_G_94_AZ_NS_6101, stamped as received by the City Council,
as Local Planning Authority, on the 27th January 2009.

SUPPORTING INFORMATION

Extracts of Fumes and Vapours Planning Statement by SKM stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Community Hub Vision Statement (BW_MCC_WI_039) stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

BREEAM Pre-assessment by Ramboll Whitbybird stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Sustainability Statement by SKM stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Transport Statement by SKM stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Crime Impact Statement stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Design Statement stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Waste Management Statement stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Noise Assessment 'Technical Report' (C/06/6W/40540/R07/CB/pvcs) stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Landscape Maintenance stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Bat Survey TEP (1335.01.005) stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Ecology Assessment TEP (1335.01.004) stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Flood Risk Assessment (NE12085fin-rep-FRA) stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Access Statement stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Phase II Supplementary Geo-Environmental Investigation by SKM stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

Phase II Supplementary Geo-Environmental Investigation by SKM stamped as received by the City Council, as Local Planning Authority, on the 15th January 2009.

Brookway 'Draft Travel Plan' 352 4285 stamped as received by the City Council, as Local Planning Authority, on the 27th February 2009.

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) 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 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) Notwithstanding drawing number PL 925.M.104 stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008, prior to the commencement of the development details of the boundary treatment (including type and colour) shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The scheme shall then implemented in accordance with the approved details and remain in use for as long as the development is in use.

Reason - To ensure an appropriate appearance for the boundary treatment, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (1995).

5) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the following drawings and supporting information:

PL 925.M.101, PL 925.D.101, PL 925.M.102, PL 925.D.102, PL 925.D.103, PL 925.M.103, PL 925.M.104, PL 925.M.105, PL 925.M.106, PL 925.M.107, BW_SKM_DR_G_51_AZ_NS_5012, BW_SKM_DR_G_51_AZ_NS_5011 and PL926.M.108, stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

BW_PLA_DR_G_94_AZ_NS_6102, BW_PLA_DR_C_94_AZ_NS_6100, BW_PLA_DR_G_94_AZ_NS_6101, stamped as received by the City Council, as Local Planning Authority, on the 27th January 2009.

Landscape Maintenance stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

shall be implemented not later than 12 months from the date of commencement of works. 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 agreed in writing by the City Council as local planning authority.

Notwithstanding drawing number BW_PLA_DC_C_94AZ_NS_6102, details shall be provided to the City Council, as Local Planning Authority, as to how trees will be protected during the construction process.

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

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

7) 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.

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.

8) 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 H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

9) Details of a Travel Plan with the objective of reducing the dependence on the car; 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 within 6 months of occupation; 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 - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies T1.1 and T3.4 of the Unitary Development Plan for the City of Manchester, the Guide to Development in Manchester SPD and PPG13.

10) 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.

11) 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".

12) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least '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, the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

13) Prior to the commencement of works on site, a strategy for the management of construction traffic, including information regarding site approach routes, hours of deliveries and directional signage shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - To safeguard the amenities of nearby residents, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (1995).

14) No clearance of vegetation or trees from the site should be carried out in the bird nesting season (March to July). If clearance during the nesting season is unavoidable then a survey for nesting birds must be undertaken prior to work commencing and submitted to and approved in writing by the City Council as Local Planning Authority. If nesting birds are found by the survey and are likely to be disturbed by clearance works then clearance should be delayed until after the young have fledged.

Reason - To protect existing habitats, pursuant PPS9.

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

Monday to Friday 07:00 to 22:00

Saturday 08:00 to 19:00

Sunday and Bank Holidays 08:00 to 16:00

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.

16) Notwithstanding the details submitted in the Phase II Supplementary Geo-environmental Investigation reports submitted on the 21st November 2008 and 15th January 2009, by the City Council, as Local Planning Authority,

a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment 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.

17) Notwithstanding drawing number BW_SKM_DR_G_63_AZ_00_3400 REV P3 and the External Lighting Planning Statement by SKM, stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008, prior to the commencement of the development hereby approved, a building site lighting scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the development. The lighting scheme shall remain in place for as long as the development remains in use.

Reason - To ensure an appropriate lighting scheme is installed, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (Adopted 1995).

18) The sports pitches indicated on drawing number PL 925.M.101 shall not be used outside of the following hours unless otherwise agreed in writing with the City Council, as Local Planning Authority.

Monday to Sunday (Including Bank Holidays) 09:00 to 21:00

Reason - In the 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.

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

07:30 to 20:00 Monday to Saturday

No deliveries/waste collections on Sunday/Bank Holidays

Reason - In the interest of the amenities of occupiers of nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester (1995).

20) All weatherboards, roof material, tiles and works to trees should be carried out with due care and attention. Should the presence of bats be found, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant should undertake a survey of the site and buildings and report and finding to the City Council and methods of mitigation agreed.

Reason – To ensure that there is no presence of bats at the site pursuant to PPS9.

21) Prior to the first use of the site, details of potential new roosting for bats and birds should be submitted to and agreed in writing with the City Council, as Local Planning Authority.

Any agreed roostings should be then be implemented at the site and remain in situ for as long as the development is in use.

Reason – To improve and make available habitats for bats and birds and at the site and improve the overall biodiversity of the new Academy, pursuant to the objectives outlined within PPS9.

22) Prior to the commencement of the development, a scheme for the improvement to the surface water storage system shall be submitted to and approved in writing to the City Council, as Local Planning Authority.

The approved scheme shall then be implemented and maintained in accordance with the approved scheme.

Reason – To prevent flooding and ensure satisfactory storage of/disposal of surface water at the site, pursuant to PPS25.

23) Prior to the commencement of the development hereby approved, the limits of deviation for the proposed Metrolink route shall be defined and agreed at the site with the City Council, as Local Planning Authority. The limits shall then be marked out on site and remain in situ for the as long as the development is use.

No landscaping or planting (hard or soft) shall be undertaken within the lines of deviation unless other than those expressly identified on drawing numbers PL 925.M.101, PL 925.D.101, PL 925.M.102, PL 925.D.102, PL 925.D.103, PL 925.M.103, PL 925.M.104, PL 925.M.105, PL 925.M.106, PL 925.M.107, BW_SKM_DR_G_51_AZ_NS_5012, BW_SKM_DR_G_51_AZ_NS_5011, AP(06)A10 and PL926.M.108, stamped as received by the City Council, as Local Planning Authority, on the 21st November 2008

BW_PLA_DR_G_94_AZ_NS_6102, BW_PLA_DR_C_94_AZ_NS_6100, BW_PLA_DR_G_94_AZ_NS_6101, stamped as received by the City Council, as Local Planning Authority, on the 27th January 2009.

unless otherwise agreed in writing with the City Council, as Local Planning Authority.

Reason – To safeguard the Metrolink corridor pursuant to policy T1.8 of the Unitary Development Plan for the City of Manchester (1995).

24) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details 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 - To safeguard public health, pursuant to policy H2.2 of the Unitary Development plan for the City of Manchester (1995).

25) Should any flues or external equipment need to be installed at the premises, details area required to be submitted and agreed in writing with the City Council, as Local Planning Authority.

The agreed scheme shall then be implemented and remain in situ for as long as the development is in use.

Reason – To safeguard public health, pursuant to policy H2.2 of the Unitary Development plan for the City of Manchester (1995).

INFORMATIVE

Consultation should be held with the City Councils Access Officer throughout the course of the development to ensure the standards outlined within the access statement are adhered to.

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: 088309/VO/2008/S2 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:

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Contaminated Land Section
Environment & Operations (Trees)
Environment & Operations (Refuse & Sustainability)
Wythenshawe Regeneration Team
Environment Agency
GMPTE
Greater Manchester Police
Steve Hobson, Crime Reduction Officer

Greater Manchester Ecology Unit

Travel Change Team

Sport England (NW Region)

North West Regional Assembly

Apartment 2, 4 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 1, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 16 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 10 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 4 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 12 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 7, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 2, 12 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 16 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 4 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 16 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 8, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 12 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 7, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 10 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 2 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 10 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 10 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 3 Lawnhurst Avenue, Manchester, M23 9RW
4 Withenfield Road, Manchester, M23 9BS
2 Withenfield Road, Manchester, M23 9BS
3 Withenfield Road, Manchester, M23 9BT
1 Withenfield Road, Manchester, M23 9BT
14 Fawborough Road, Manchester, M23 9BU
12 Fawborough Road, Manchester, M23 9BU
10 Fawborough Road, Manchester, M23 9BU
8 Fawborough Road, Manchester, M23 9BU
6 Fawborough Road, Manchester, M23 9BU
15 Fawborough Road, Manchester, M23 9BU
13 Fawborough Road, Manchester, M23 9BU
11 Fawborough Road, Manchester, M23 9BU
219 Wythenshawe Road, Manchester, M23 9DB
217 Wythenshawe Road, Manchester, M23 9DB
13 Moor Road, Manchester, M23 9BQ
15 Moor Road, Manchester, M23 9BQ
17 Moor Road, Manchester, M23 9BQ
19 Moor Road, Manchester, M23 9BQ
1 Newlands Road, Manchester, M23 9BJ
3 Newlands Road, Manchester, M23 9BJ
5 Newlands Road, Manchester, M23 9BJ
7 Newlands Road, Manchester, M23 9BJ
9 Newlands Road, Manchester, M23 9BJ
11 Newlands Road, Manchester, M23 9BJ
8 Withenfield Road, Manchester, M23 9BS
10 Withenfield Road, Manchester, M23 9BS

12 Withenfield Road, Manchester, M23 9BS
14 Withenfield Road, Manchester, M23 9BS
16 Withenfield Road, Manchester, M23 9BS
18 Withenfield Road, Manchester, M23 9BS
18a, Withenfield Road, Manchester, M23 9BS
23 Withenfield Road, Manchester, M23 9BT
22 Moor Road, Manchester, M23 9BG
24 Moor Road, Manchester, M23 9BG
16 Moor Road, Manchester, M23 9BG
14 Moor Road, Manchester, M23 9BG
26 Moor Road, Manchester, M23 9BG
28 Moor Road, Manchester, M23 9BG
12 Moor Road, Manchester, M23 9BG
10 Moor Road, Manchester, M23 9BG
30 Moor Road, Manchester, M23 9BG
32 Moor Road, Manchester, M23 9BG
9 Moor Road, Manchester, M23 9BQ
1 Falterley Road, Manchester, M23 9BR
11 Moor Road, Manchester, M23 9BQ
3 Falterley Road, Manchester, M23 9BR
2 Falterley Road, Manchester, M23 9BR
5 Falterley Road, Manchester, M23 9BR
4 Falterley Road, Manchester, M23 9BR
6 Falterley Road, Manchester, M23 9BR
8 Falterley Road, Manchester, M23 9BR
7 Falterley Road, Manchester, M23 9BR
10 Falterley Road, Manchester, M23 9BR
9 Falterley Road, Manchester, M23 9BR
12 Falterley Road, Manchester, M23 9BR
14 Falterley Road, Manchester, M23 9BR
7 Moor Road, Manchester, M23 9BQ
A J R Dust Engineering, Moorfields, 8 Moor Road, Manchester, M23 9BG
5 Moor Road, Manchester, M23 9BQ
Glenmorag, 6 Moor Road, Manchester, M23 9BG
16 Fawborough Road, Manchester, M23 9BU
3 Moor Road, Manchester, M23 9BQ
17 Fawborough Road, Manchester, M23 9BU
4 Moor Road, Manchester, M23 9BG
1 Moor Road, Manchester, M23 9BQ
227a, Wythenshawe Road, Manchester, M23 9DB
227 Wythenshawe Road, Manchester, M23 9DB
225a, Wythenshawe Road, Manchester, M23 9DB
225 Wythenshawe Road, Manchester, M23 9DB
223a, Wythenshawe Road, Manchester, M23 9DB
223 Wythenshawe Road, Manchester, M23 9DB
221 Wythenshawe Road, Manchester, M23 9DB
Apartment 10, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 12, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 15, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 14, 248 Lawnhurst Avenue, Manchester, M23 9SB
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Apartment 13, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 17, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 16, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 4, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 16 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 14 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 10 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 10 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 6 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 5, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 2, 2 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 12 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 6 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 4 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 6 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 240 Lawnhurst Avenue, Manchester, M23 9SB
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Apartment 4, 240 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 3, 240 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 8, 240 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 1, 240 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 7, 240 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 6, 240 Lawnhurst Avenue, Manchester, M23 9SB
College House, Moor Road, Manchester, M23 9BQ
Apartment 1, 6 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 4 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 6 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 12 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 4 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 16 Lawnhurst Avenue, Manchester, M23 9RY
16 Longfield Road, Manchester, M23 0GH
14 Longfield Road, Manchester, M23 0GH
18 Longfield Road, Manchester, M23 0GH
7a, Bideford Drive, Manchester, M23 0QH
5a, Bideford Drive, Manchester, M23 0QH
5 Bideford Drive, Manchester, M23 0QH
7 Bideford Drive, Manchester, M23 0QH
9 Bideford Drive, Manchester, M23 0QH
9a, Bideford Drive, Manchester, M23 0QH
11a, Bideford Drive, Manchester, M23 0QH
11 Bideford Drive, Manchester, M23 0QH
26 Lawnhurst Avenue, Manchester, M23 9RY
24 Lawnhurst Avenue, Manchester, M23 9RY
28 Lawnhurst Avenue, Manchester, M23 9RY
22 Lawnhurst Avenue, Manchester, M23 9RY
20 Lawnhurst Avenue, Manchester, M23 9RY
18 Lawnhurst Avenue, Manchester, M23 9RY
2 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 246 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 15, 246 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 14, 246 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 9, 246 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 6, 246 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 13, 246 Lawnhurst Avenue, Manchester, M23 9SB
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Apartment 12, 246 Lawnhurst Avenue, Manchester, M23 9SB
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Apartment 11, 246 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 2, 246 Lawnhurst Avenue, Manchester, M23 9SB
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Apartment 5, 246 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 8, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 1, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 2, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 4, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 7, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 6, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 5, 248 Lawnhurst Avenue, Manchester, M23 9SB
Apartment 3, 248 Lawnhurst Avenue, Manchester, M23 9SB
71 Gateacre Walk, Manchester, M23 9BA
89 Gateacre Walk, Manchester, M23 9BA
91 Gateacre Walk, Manchester, M23 9BA
83 Gateacre Walk, Manchester, M23 9BA
87 Gateacre Walk, Manchester, M23 9BA
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77 Gateacre Walk, Manchester, M23 9BA
75 Gateacre Walk, Manchester, M23 9BA
73 Gateacre Walk, Manchester, M23 9BA
69 Gateacre Walk, Manchester, M23 9BA
67 Gateacre Walk, Manchester, M23 9BA
Wickes Building Supplies Ltd, 456 Altrincham Road, Manchester, M23 9BL
Pets At Home, 454 Altrincham Road, Manchester, M23 9BL
Matalan Retail Ltd, 452 Altrincham Road, Manchester, M23 9BL
J J B Sports Plc, 450 Altrincham Road, Manchester, M23 9BL
Brookway High School & Sports College, Moor Road, Manchester, M23 9BP
Brookway High School House, Moor Road, Manchester, M23 9BP
24 Longfield Road, Manchester, M23 0GH
26 Longfield Road, Manchester, M23 0GH
28 Longfield Road, Manchester, M23 0GH
41 Longfield Road, Manchester, M23 0GH
39 Longfield Road, Manchester, M23 0GH
35 Longfield Road, Manchester, M23 0GH
37 Longfield Road, Manchester, M23 0GH
33 Longfield Road, Manchester, M23 0GH
31 Longfield Road, Manchester, M23 0GH
5 Parklands Road, Manchester, M23 0GB
7 Parklands Road, Manchester, M23 0GB
311 Wythenshawe Road, Manchester, M23 9BB
307 Wythenshawe Road, Manchester, M23 9BB
313 Wythenshawe Road, Manchester, M23 9BB
317 Wythenshawe Road, Manchester, M23 9BB

Tepnel Life Sciences Plc, Heron House, 6 The Oaks Business Park Crewe Road, Manchester, M23 9HZ

Apartment 15, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 8, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 16, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 7, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 4, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 10, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 12, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 14, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 5, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 2, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 9, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 11, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 13, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 3, 244 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 6, 244 Lawnhurst Avenue, Manchester, M23 9SB

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Apartment 9, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 4, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 7, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 10, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 5, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 2, 242 Lawnhurst Avenue, Manchester, M23 9SB

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Apartment 3, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 11, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 8, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 13, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 6, 242 Lawnhurst Avenue, Manchester, M23 9SB

Apartment 12, 242 Lawnhurst Avenue, Manchester, M23 9SB

49 Gateacre Walk, Manchester, M23 9BA

22 Longfield Road, Manchester, M23 0GH

32c, Gateacre Walk, Manchester, M23 9BA

32b, Gateacre Walk, Manchester, M23 9BA

47 Gateacre Walk, Manchester, M23 9BA

32a, Gateacre Walk, Manchester, M23 9BA

20 Longfield Road, Manchester, M23 0GH

32 Gateacre Walk, Manchester, M23 9BA

45 Gateacre Walk, Manchester, M23 9BA

43 Gateacre Walk, Manchester, M23 9BA

30 Gateacre Walk, Manchester, M23 9BA

41 Gateacre Walk, Manchester, M23 9BA

28 Gateacre Walk, Manchester, M23 9BA

39 Gateacre Walk, Manchester, M23 9BA

37 Gateacre Walk, Manchester, M23 9BA

26 Gateacre Walk, Manchester, M23 9BA

1a, Bideford Drive, Manchester, M23 0QH

1 Bideford Drive, Manchester, M23 0QH

3a, Bideford Drive, Manchester, M23 0QH

3 Bideford Drive, Manchester, M23 0QH

35 Gateacre Walk, Manchester, M23 9BA

34 Gateacre Walk, Manchester, M23 9BA

36 Gateacre Walk, Manchester, M23 9BA
44 Gateacre Walk, Manchester, M23 9BA
38 Gateacre Walk, Manchester, M23 9BA
42 Gateacre Walk, Manchester, M23 9BA
40 Gateacre Walk, Manchester, M23 9BA
32f, Gateacre Walk, Manchester, M23 9BA
32e, Gateacre Walk, Manchester, M23 9BA
32d, Gateacre Walk, Manchester, M23 9BA
57 Gateacre Walk, Manchester, M23 9BA
55 Gateacre Walk, Manchester, M23 9BA
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23 Gateacre Walk, Manchester, M23 9BA
21 Gateacre Walk, Manchester, M23 9BA
17 Gateacre Walk, Manchester, M23 9BA
299 Wythenshawe Road, Manchester, M23 9BB
297 Wythenshawe Road, Manchester, M23 9BB
303 Wythenshawe Road, Manchester, M23 9BB
305 Wythenshawe Road, Manchester, M23 9BB
301 Wythenshawe Road, Manchester, M23 9BB
295 Wythenshawe Road, Manchester, M23 9BB
Review Radio, Innovation House, Crewe Road, Manchester, M23 9QR
Hellman Worldwide Logistics, Innovation House, Crewe Road, Manchester,
M23 9QR
Intercytex, Innovation House, Crewe Road, Manchester, M23 9QR
H T X Ltd, Crewe Road, Manchester, M23 9BE
G V Instruments, Crewe Road, Manchester, M23 9BE
Analytical Precision Products Ltd, Crewe Road, Manchester, M23 9BE
339 Wythenshawe Road, Manchester, M23 9BB
1 Gateacre Walk, Manchester, M23 9BA
337 Wythenshawe Road, Manchester, M23 9BB
335 Wythenshawe Road, Manchester, M23 9BB
3 Gateacre Walk, Manchester, M23 9BA
333 Wythenshawe Road, Manchester, M23 9BB

331 Wythenshawe Road, Manchester, M23 9BB
2 Barnham Walk, Manchester, M23 9TH
5 Gateacre Walk, Manchester, M23 9BA
7 Gateacre Walk, Manchester, M23 9BA
4 Barnham Walk, Manchester, M23 9TH
9 Gateacre Walk, Manchester, M23 9BA
6 Barnham Walk, Manchester, M23 9TH
11 Gateacre Walk, Manchester, M23 9BA
Ultra Electronics Airport Systems, The Oaks Business Park Crewe Road,
Manchester, M23 9SS
T D G Uk Ltd, The Oaks Business Park Crewe Road, Manchester, M23 9BN
Waterside, Crewe Road, Manchester, M23 9BE
Acuma Solutions Ltd, Waterside Court, 1 Crewe Road, Manchester, M23 9BE
Mancos Computers Ltd, Waterside Court, 1 Crewe Road, Manchester, M23
9BE
101 Gateacre Walk, Manchester, M23 9BA
68 Gateacre Walk, Manchester, M23 9BA
66 Gateacre Walk, Manchester, M23 9BA
99 Gateacre Walk, Manchester, M23 9BA
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95 Gateacre Walk, Manchester, M23 9BA
93 Gateacre Walk, Manchester, M23 9BA
62 Gateacre Walk, Manchester, M23 9BA
60 Gateacre Walk, Manchester, M23 9BA
58 Gateacre Walk, Manchester, M23 9BA
56 Gateacre Walk, Manchester, M23 9BA
54 Gateacre Walk, Manchester, M23 9BA
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50 Gateacre Walk, Manchester, M23 9BA
48 Gateacre Walk, Manchester, M23 9BA
46 Gateacre Walk, Manchester, M23 9BA
323 Wythenshawe Road, Manchester, M23 9BB
319 Wythenshawe Road, Manchester, M23 9BB
325 Wythenshawe Road, Manchester, M23 9BB
321 Wythenshawe Road, Manchester, M23 9BB
327 Wythenshawe Road, Manchester, M23 9BB
329 Wythenshawe Road, Manchester, M23 9BB
315 Wythenshawe Road, Manchester, M23 9BB
309 Wythenshawe Road, Manchester, M23 9BB
Tesco Stores Ltd, Altrincham Road, Manchester, M23 9TJ
Altrincham Road Service Station, Altrincham Road, Manchester, M23 9LD
21 Withenfield Road, Manchester, M23 9BT
19 Withenfield Road, Manchester, M23 9BT
17 Withenfield Road, Manchester, M23 9BT
15 Withenfield Road, Manchester, M23 9BT
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9 Withenfield Road, Manchester, M23 9BT
7 Withenfield Road, Manchester, M23 9BT
5 Withenfield Road, Manchester, M23 9BT
Apartment 3, 9 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 3, 11 Lawnhurst Avenue, Manchester, M23 9RW

Apartment 1, 11 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 2, 9 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 6, 11 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 4, 9 Lawnhurst Avenue, Manchester, M23 9RW
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Apartment 5, 11 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 6, 9 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 4, 11 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 1, 9 Lawnhurst Avenue, Manchester, M23 9RW
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62 Lawnhurst Avenue, Manchester, M23 9SA
64 Lawnhurst Avenue, Manchester, M23 9SA
12 Rookwood Avenue, Manchester, M23 0GJ
2 Parklands Road, Manchester, M23 0GB
4 Parklands Road, Manchester, M23 0GB
10 Rookwood Avenue, Manchester, M23 0GJ
1 Parklands Road, Manchester, M23 0GB
3 Parklands Road, Manchester, M23 0GB
29 Longfield Road, Manchester, M23 0GH
20 Rookwood Avenue, Manchester, M23 0GJ
14 Rookwood Avenue, Manchester, M23 0GJ
16 Rookwood Avenue, Manchester, M23 0GJ
18 Rookwood Avenue, Manchester, M23 0GJ
21 Rookwood Avenue, Manchester, M23 0GJ
6 Withenfield Road, Manchester, M23 9BS
Shepherd Construction Ltd, Shepherd House, Southmoor Road, Manchester,
M23 9GH
18 Moor Road, Manchester, M23 9BG
20 Moor Road, Manchester, M23 9BG
245 Wythenshawe Road, Manchester, M23 9DE
243 Wythenshawe Road, Manchester, M23 9DE
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239 Wythenshawe Road, Manchester, M23 9DE
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233d, Wythenshawe Road, Manchester, M23 9DE
233b, Wythenshawe Road, Manchester, M23 9DE
233a, Wythenshawe Road, Manchester, M23 9DE
2 Moor Road, Manchester, M23 9BG
233 Wythenshawe Road, Manchester, M23 9DE

229a, Wythenshawe Road, Manchester, M23 9DE
229 Wythenshawe Road, Manchester, M23 9DE
231 Wythenshawe Road, Manchester, M23 9DE
227b, Wythenshawe Road, Manchester, M23 9DB
259 Wythenshawe Road, Manchester, M23 9DE
257 Wythenshawe Road, Manchester, M23 9DE
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255 Wythenshawe Road, Manchester, M23 9DE
251 Wythenshawe Road, Manchester, M23 9DE
249 Wythenshawe Road, Manchester, M23 9DE
247 Wythenshawe Road, Manchester, M23 9DE
271a, Wythenshawe Road, Manchester, M23 9DE
271 Wythenshawe Road, Manchester, M23 9DE
269 Wythenshawe Road, Manchester, M23 9DE
267 Wythenshawe Road, Manchester, M23 9DE
265 Wythenshawe Road, Manchester, M23 9DE
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Apartment 4, 7 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 7, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 5, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment H, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 6, 7 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 2, 7 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 3, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 5, 7 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 3, 7 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 1, 7 Lawnhurst Avenue, Manchester, M23 9RW
Apartment G, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment F, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment A, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 4, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 1, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 6, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment C, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 2, 5 Lawnhurst Avenue, Manchester, M23 9RW
Apartment B, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment E, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment D, 3 Lawnhurst Avenue, Manchester, M23 9RW
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218 Lawnhurst Avenue, Manchester, M23 9RQ
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208 Lawnhurst Avenue, Manchester, M23 9RQ
204 Lawnhurst Avenue, Manchester, M23 9RQ
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Apartment 1, 40 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 5, 42 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 42 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 6, 42 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 42 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 40 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 40 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 3, 42 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 42 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 40 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 16 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 2, 6 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 1, 3 Lawnhurst Avenue, Manchester, M23 9RW
Apartment 3, 2 Lawnhurst Avenue, Manchester, M23 9RY
Apartment 4, 12 Lawnhurst Avenue, Manchester, M23 9RY

Representations were received from the following third parties:

None

Relevant Contact Officer : Jennifer Atkinson
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Email : j.atkinson@manchester.gov.uk