

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
090408/VO/2009/N2	23rd Jun 2009	10 <sup>th</sup> September 2009	Levenshulme Ward

**Proposal** **CITY COUNCIL DEVELOPMENT** Erection of a new part 3, part 2 storey building comprising Primary and High School, associated car parking, landscaping, sports pitches and associated lighting, boundary treatments with pedestrian access only from Crossley Road; following demolition of existing Primary School, part demolition of existing High School building; and, demolition of detached High School buildings (existing detached sports Hall to be retained).

**Location** Acacias Primary School/Levenshulme High School, Alexandra Drive, Crossley Road, Errwood Road, Levenshulme, Manchester, M19 2WW,

**Applicant** Mr John Edwards, MCC Childrens Services, Overseas House

**Agent** Frances Hegarty, Ellis Williams Architects, Wellfield, Chester Road, Preston Brook, WA7 8BA

## **Description**

### **Site**

The application site encompasses Acacias Primary School and Levenshulme High School for Girls, associated buildings and external spaces. The schools are located within the Levenshulme ward of Manchester. The overall site for both schools has been in educational use for between 80 and 100 years.

The total site is approximately 6.14 hectares in size and the predominant surrounding uses to the north, south and west are of a low-rise residential nature, whilst a significant area of open space (Cringles Fields Park) lies beyond Errwood Road to the east of the Levenshulme High School for Girls 'Energy Box' indoor sports hall; there are also some limited commercial shop units front onto Burnage Lane to the west opposite the existing Acacias School.

The current Acacias site has the buildings visible but set back from the Burnage Lane frontage, parking is at the front of the building and accessed via Alexandra Drive, a residential road. The schools playing fields are to the north east of the buildings with hard play areas to the south east and there are a number of existing mature trees mainly to the front and rear of the site. The current Acacias building has an original block dating from the late Victorian Period but with substantial additions from the 1960's onwards. All are single storey and this group of buildings is to be demolished in total as part of the proposal.

The current Levenshulme High School site has the buildings set to the rear of the site with a formal and symmetrical tree lined avenue bounded on both sides by playing fields. This gives the site a very open setting with the existing buildings back from the main road frontages. There are a number of existing mature trees located around the playing field edges with areas of hard play limited to an area of old tennis courts to the west of the main building. There are currently 2 points of vehicular access one from Crossley Road and the second to the rear of the site from Errwood Road. This

second access point also serves the “The Energy Box” sports centre, which has out of hours community use. The northern boundary of the site, which lies to the rear of the existing High School building backs onto residential properties situated on Crompton Road. This boundary also has a line of mature poplar trees along the line of the fence.

The Levenshulme High School for Girls group of buildings comprise of a number of different blocks. The main block dates from the early 1930's but with a series of attached extensions to the rear dating from the 1970's and 80's. The main building is predominantly 3 storey but with the basement at a level half below and half above external ground level. In general all of the later additions are to be demolished as part of this proposal, with the retention of the original 1930's building.

A detached single storey dining block dating approximately from the 1950's/60's, the caretakers bungalow and two detached teaching blocks, one single and one two storey dating from the 1980's and 1970's are also to be demolished as part of these proposals.

The detached sports centre block, “The Energy Box” built within the last 5 years is to be retained unaltered.

### **The proposal**

The application proposes the incorporation of Acacias Primary School and part of the Levenshulme High School for Girls provision into a part two, part three storey building. The two storey element of the new building will provide accommodation for Acacias Primary School, whilst the three storey element will be for the use of the High School. Whilst the two schools are to be co-located in one building each school will, have its own defined entrance, will be separated internally and have separate outdoor dining and play areas. The rationale behind for bringing two schools together in one building is to allow efficiency gains from certain shared facilities and opportunities either now or in the future for overlapping use and collaboration between the schools.

The building is to be located on current areas of hard standing (tennis courts) used for outdoor play and part of the site currently used as playing fields. There are no proposed changes to the existing Indoor Sports Hall - ‘The Energy Box’, approved under planning reference 071977, other than to the landscaping treatment around the building.

The proposals also involve the partial demolition of previous extensions to the rear of the existing Levenshulme High School for Girls 1930s school building. Following demolition the exposed gable ends of the building are to be repaired with matching bricks, coloured render, climbing plants and on the far eastern and western annexes it is proposed to install external escape staircases which will be partially enclosed with metal mesh.

The new building will provide a 2 form entry primary school for Acacias of 480 children including a 120 place foundation unit. Levenshulme High School will remain as a 1000 place single sex high school for girls age 11 to 16, the new building will

provide teaching, dining and staff space. The existing High School building is to undergo some refurbishment and will accommodate teaching space and the main hall for the school.

The proposals incorporate significant landscaping proposals for both the Primary School and High School, this includes external playing pitches, areas of outdoor hard play, outdoor dining areas, a wildlife corridor and orchard, 'a grow your own' area, the removal of approximately 60 trees but with substantial additional tree planting (in excess of 200 new trees), and a new entrance 'plaza' to the High School.

The proposals also include the closure of the current vehicular access from Crossley Road, which leads to the front of the existing High School building. The main point of vehicular access to both schools for cars and servicing will be from the existing Errwood Road entrance with parking for the schools in a new area to the rear of the new building and existing High School building. Parking for sports hall community use will be to the side of the sports hall and there will be a small area for visitor car parking spaces close to the existing Alexandra Drive access for Acacias Primary School. The proposals incorporate a total of 106 cycle parking spaces and 113 car parking spaces (14 of these will be disabled spaces). The existing Energy Box car parking spaces are to remain unaltered.

Pedestrian access to Acacias will be from gates on Burnage Lane whilst Levenshulme High School will have 2 main pedestrian access points. The first is from Errwood Road crossing the front of the sports hall and retained 1930's building to the new entrance plaza, and the second pedestrian access will be from a footpath forming an arc from Crossley Road to the new entrance plaza, crossing the line of the existing tree lined drive. It is proposed to close the existing driveway and grass it over.

The school is being delivered as part of the Building Schools for the Future Programme (BSF) and Manchester Primary Capital Programme. The BSF programme is the biggest government investment programme for improving school buildings. The intention is to rebuild or renew every secondary school in England over the next 10-15 years.

## **Consultations**

Local Residents – Correspondence from 13 residents has been received in connection with the current application, in addition a letter has been received from the Acacias Residents Association. The issues these correspondence raise are as follows:

- Impact of the new building in terms of 'heat-island' effect and whether there are any proposals for green roofs and/or garden. What plans are there for the building to blend in with its surroundings?
- Concerned about the loss of mature trees as a result of the development.
- The potential increase in traffic and inconsiderate car parking in surrounding residential areas as a result of Acacias Primary increasing in size and the closure of Crossley Road entrance to vehicles. Believe drop off areas should be provided around the school.

- The potential for increases in anti-social behaviour as a result of the visitor's car park for Acacias Primary school at the end of Alexandra Drive and how new play areas are to be protected from vandals and other unwelcome visitors.
- The proposed woodland area to the west of the site and the potential for the loss of light and security issues to residential properties on Roseleigh Avenue.
- Impact in terms of noise and air pollution of the new car parking area to the rear of the school on property on Crompton Road.
- Security issues as a result of the opening up of the access to the rear of the school building on property on Crompton Road.
- Loss of enjoyment and value of property as a result of overlooking from the three storey element of the new building.
- Amount of litter carelessly deposited by children and young people.
- Concern about site management during the demolition and building processes and impact of construction activities including noise.
- Do not believe the design of the new building is in keeping with surrounding dwellings.
- Believe the new building should be located to the front of the school where there would be no overlooking.
- Affect of the development on local wildlife.
- Request that litter bins are provided around the school.

Environment & Operations (Trees) - The proposed works and planned replacements are acceptable. All works should be implemented in accordance with BS 3998 Recommendations for Tree works and BS 5837 Trees in relation to Construction 2005.

Environment Agency - Recommend a condition be attached to any approval relating to the implementation of a surface water drainage scheme based upon the submitted Flood Risk Assessment.

Greater Manchester Police - Support the application if those elements set out in the Crime Impact Statement are incorporated into the scheme.

United Utilities Water PLC - No objection to the proposal.

Regulatory and Enforcement Services (Environmental Health) – Recommends appropriate conditions are attached to any approval relating to; refuse storage space, delivery hours, opening hours of the proposed building, hours of use of outdoor pitches, fume extraction details, external building lighting, insulation of external equipment,

Regulatory and Enforcement Services (Contaminated Land Section) – Recommend an appropriate contaminated land condition is attached to any approval.

Greater Manchester Passenger Transport Executive – They note that the application site is well served by public transport with bus stops on Burnage Lane, Errwood Road and Crossley Road all within reasonable walking distance. It is expected that

the current dedicated bus service will continue to serve the new school. They believe the scheme is a lost opportunity to provide on site bus facilities.

Travel Change Team – Recommend an appropriate condition be attached to any approval relating to preparation of School Travel Plans.

Greater Manchester Ecology Unit – Recommend a condition relating to no tree felling and vegetation clearance taking place within the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Sport England – No objections but request a number of conditions be attached to any approval.

Head of Highway Services – The overall access strategy has been to reduce the number of entrances to the site, both making the site more secure and allowing for safer, pedestrian routes to the school buildings.

Pedestrian access is to focus on the Crossley Road and Burnage Lane entrances which are segregated from the vehicular accesses, ensuring safety for pupils accessing the school on foot.

Servicing is to be via Errwood Road entrance with a vehicular turnaround provided at the western end of the car park.

To coincide with the construction of the school, Highway Services have devised a scheme under the 'Safer Routes to School' (SRtS) programme which will enhance pedestrian and cycle access for pupils and will correspond with the new entrances to the site.

Issues associated with parked vehicles dropping-off pupils at the school are already an existing problem which is perceived to be worsened by the reduction in entry points to the school. Council policy is currently to focus on prioritising pedestrian and cycle access to all schools in the city. It is accepted that some parents may wish to drop off their children for a variety of practical, social and cultural reasons. However, this should not be to the detriment to pedestrians/cyclists and residents living close to the school.

Provision for drop-off bays for parents would be contrary to policy, as it prioritises car users above pedestrians and cyclists. It is suggested that strong communication by the school about the benefits of walking and cycling or using public transport will need to be implemented on occupation of the new buildings. This would be allied with the school travel plan. Strong leadership and communication from the school is recommended to be the keystone for the school to reduce the numbers of parents parking either illegally or inconsiderately. Monitoring and consultation with local residents will also help to resolve persistent issues.

Traffic regulation orders have been considered to discourage drop-offs on local residential streets. However, this may also adversely affect residents who have parked on-street during the school's peak drop-off times. There will be some Traffic

Regulation Orders implemented as part of the Safer Routes to School scheme. A resident's parking scheme would be very costly to implement and maintain and would be difficult to resource from the budget available.

It is suggested that as part of the 'Safer Routes to School' programme it would be possible to protect residents driveways on Crompton Road with 'H' bar markings which would act as a visual deterrent to parked vehicles.

The pedestrian access from Burnage Lane should ensure a safe and clear route within the site boundary and is preferred to the existing alleyway to the south of the existing Acacias School building.

The construction phase of the development has a fully planned traffic management strategy in an attempt to minimise disruption to both the residents and parents. Assurance that this will be implemented is required.

### **Environmental Assessment Screening**

The application was subject to a screening opinion in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and circular 2/99 (The regulations). The screening concluded that an Environmental Assessment was not required in this instance.

### **National Policy - Issues**

#### **Planning Policy Statement 1**

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system.

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development. The statement indicates that regeneration of the built environment alone cannot deal with poverty, inequality and social exclusion and that these issues can only be addressed through better integration of all strategies and programmes, partnership working and effective community involvement.

High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned public spaces that bring people together and provide opportunities for physical activity and recreation. It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development.

It is considered the proposal accords with the principles contained within PPS1.

### **Regional Spatial Strategy for the North West to 2021**

Policy DP 1 - Spatial Principles

Other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to these principles. All may be applicable to development management in particular circumstances:

- promote sustainable communities;
- promote sustainable economic development;
- make the best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel, and increase accessibility;
- marry opportunity and need;
- promote environmental quality;
- mainstreaming rural issues;
- reduce emissions and adapt to climate change.

#### Policy DP 2 - Promote Sustainable Communities

- Building sustainable communities – places where people want to live and work - is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.

#### Policy L 1 - Health, Sport, Recreation, Cultural and Education Services Provision

Plans, strategies, proposals and schemes (including those of education, training and health service providers) should ensure that there is provision for all members of the community (including older people, disabled people and the black & minority ethnic population) for:

- the full spectrum of education, training and skills provision, ranging from childcare and pre-school facilities, through schools, to further and higher education and to continuing education facilities and work-related training;
- health facilities ranging from hospitals down to locally based community - health facilities; and
- Sport, recreation and cultural facilities.

They should ensure that accessibility by public transport, walking and cycling is a central consideration.

It is considered the proposal accords with the policies of RSS for Northwest England.

#### **Unitary Development Plan for the City of Manchester**

The application site is located within the Longsight and Levenshulme area of the adopted Unitary Development Plan (UDP). The site is not allocated within the UDP but there are a number of policies set out in the UDP relevant to the application.

In terms of strategic policies these are:

Policy H2.2 sets out that the Council will not allow development, which will have an unacceptable impact on residential areas. It sets out those matters to be considered

in coming to such decisions which include: scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

Policy E1.5 sets out that the Council will encourage high standards of energy efficiency in new development.

Policy E2.6 sets out that the Council will prevent wherever possible the loss of existing trees and in addition, will encourage extensive broadleaved tree planting schemes.

Policy E3.5 of the UDP indicates that the Council will promote measures that lead to a safer environment for all people including:

- Ensuring that the layout of new development is designed with safety in mind.
- Designing landscaping schemes so as to minimise the risk of attack.
- That community facilities are located where they are easy and safe to get to.
- Providing safe places for children to play.
- Improving road safety.

Policy T2.6 of the UDP expects that adequate parking provision is made for disabled people so that they can get easy access both to existing and new facilities.

Policy T3.7 of the UDP indicates that the Council will encourage adequate provision of secure cycle parking facilities at various facilities including educational establishments.

Policy T3.9 sets out the broad road user hierarchy used in assessing schemes which promotes the needs and movements of pedestrians, cyclists and public transport in that order above general traffic.

As will be evidenced in this report, the proposal accords with the relevant Unitary Development Plan policies.

### **Guide to Development in Manchester (adopted 2007)**

Paragraph 2.13 states "It is believed the proposal has been designed to incorporate principles embedded in the Guide to Development.

### **South Manchester Strategic Regeneration Framework**

The Regeneration Framework identifies improving the educational offer in South Manchester as being critical to the aspiration and indicates the Building Schools for the Future programme as an opportunity for new facilities and means of learning.

Acacias Primary school is identified within the Regeneration Framework to be rebuilt and with provision for additional pupil spaces as part of the Levenshulme High School Campus development.

### **Car Parking and Access**

A number of comments received on the application relate to existing vehicular traffic issues and that the current situation will be further worsened by the closure of one current vehicular access point from Crossley Road. Specific comments relate to the level of traffic and the associated inappropriate and inconsiderate parking by vehicles dropping pupils off. It is considered that the overall management of vehicular traffic to the site with one entry and exit point for cars and service vehicles accessing the larger site will be significantly improved as a result of the use of the existing access from Errwood Road. The existing access point from the end of Alexandra Drive is to be retained but will only serve a visitors car park and accessible spaces provided for Acacias Primary School. The Head of Highway Services has confirmed that he believes this revised arrangement to have an overall beneficial impact on the safety of pedestrians and cyclists accessing the site. The prioritisation for pedestrians and cyclists accessing the site also accords with policy T3.9 of the UDP which promotes the needs of pedestrians and cyclists above general traffic.

There will be a significant increase in the provision of cycle parking spaces across the application site to serve both schools, in addition there will be dedicated pedestrian only access points into the site from Burnage Lane, Crossley Road and Errwood Road. These measures are welcomed.

The level of car parking proposed (113 spaces) is considered appropriate to the proposed new school building and that through the implementation of a School Travel Plan and ongoing monitoring of its effectiveness, impacts of vehicular traffic movements associated with the operation of the school can be addressed by the schools in conjunction with the City Councils Travel Change Team. The applicant has introduced further landscaping to the car parks boundary in the form of shrub and hedge planting; this will further mitigate any impact of car movements on the rear gardens of those properties on Crompton Road.

The proposals retain the car parking for the 'Energy Box', with additional spaces being available outside of normal school hours.

### **Design**

The new building has been located on the site to both reflect the existing 1930s High School building setting to the back of the site and to retain the connections of Acacias Primary School with Burnage Lane and with the High School's existing building. This is considered to be a sympathetic approach which maintains the open aspect to the front of the site through to Cringle Fields Park to the east.

The proposed heights of the building with the two storey element to the west for Acacias Primary Schools accommodation and the three storey element for the High School to the western side of the new building are again considered to respect the character of the existing High School building to the east and the more domestic two storey residential properties to the south.

The applicant has demonstrated within their submission that the treatment of the elevations of the new building has been informed by the existing Levenshulme High

School, through the choice of brick as the predominant material and the fenestration being designed to visually link the existing school with the new building.

### **Sustainability**

The application is accompanied by a number of supporting documents outlining the measures to be incorporated into the academy's construction, use and operation in order to reduce environmental impact. It is a requirement of the national funding that the project achieves a BREEAM for Schools score rating of Very Good.

This will be achieved through measures, such as:

- Reducing energy consumption
- Minimising water and waste consumption
- Generating energy onsite from renewable sources, where feasible.

The energy strategy for the new school is a design to minimise carbon dioxide emissions and reduce the reliance on carbon intensive fuels. This is to be carried out through low environmental passive design. Environmental Passive Design, EPD, is a process that maximises the potential for the building form and fabric to be the primary climate moderator.

As part of the proposed development dedicated storage space will be provided for materials that are recycled.

### **Ecology**

The accompanying Ecology report describes the Acacias and Levenshulme School site as being predominantly amenity grassland, species poor neutral grassland, broadleaved plantation and scattered broadleaved trees. No protected habitats or species have been identified on the site in the ecological survey and there are no statutory protected sites on the school grounds. The ecological assessment reports the site as of low ecological value.

The proposed landscape scheme supplements existing retained features and tree planting to create habitat areas and links with the local landscape. New habitat areas are proposed to connect to the adjacent open spaces to establish a network of wildlife corridors. These new areas of biodiversity are designed to be for the benefit of pupils as well as for general improvement to the natural surroundings as they form a valuable learning resource when used as part of the pupils' curricular activities.

### **Overlooking/ Loss of light**

Two residents of Crompton Road have raised issues regarding potential for overlooking and loss of light as a result of the three storey element of the buildings northern elevation.

Whilst the siting of the new building will introduce a built form currently absent on this part of the site, the removal of previous rear extensions to the existing 1930s High School building will reduce the overall physical impact of the school buildings on properties on Crompton Road. The proposed new building will sit slightly further to

the north of the line of the 1930s building following the removal of previous extensions, but a gap of approximately 22 metres will be retained between the new building and boundary to the rear gardens of properties on Crompton Road. In addition the overall landscaping scheme incorporates tree planting to the car park area which will further reduce the visual impact of the new building in this location.

The applicant has submitted a drawing that includes a sunlight assessment and potential shadowing; this assessment demonstrates that the new proposed building will have limited shadowing impact on residential properties to the north on Crompton Road.

It is considered that the proposed siting of the school is acceptable and would not lead to issues of overlooking or loss of light.

### **Trees**

The siting of the new school building has taken into account the significant amount of mature and semi mature trees that border and are within the site. However, as a result of the proposal a number of trees will require removal (approximately 60) to facilitate development. The applicant has indicated that they are to examine further opportunities to retain trees shown for removal. The landscaping scheme proposed for the site incorporates significant proposals for planting in excess of 200 trees on the site. The City Councils Arboricultural Officer has indicated that the proposed works and replacement scheme are acceptable.

Comments have been received from residents in Roseleigh Avenue concerned about the location of the proposed woodland area to the east of the end of the Avenue. The applicant has addressed these concerns by relocating the woodland area further into the site and away from the boundaries with residential properties.

### **Disabled Access**

The proposed new school building has been designed to accord with the requirements of national legislation and the City Council's Design for Access 2 document. The proposal also incorporates ramp provision from the proposed High School entrance plaza into the existing school building providing level access into the building.

### **Secure by Design**

A number of residents have raised concerns regarding the impact of the proposal on security to surrounding residential properties. The application has been submitted with a Crime Impact Statement prepared by Greater Manchester Police Secure by Design Team which identifies the current crime problems within the surrounding area and school site in particular. GMP Secure by Design have also been involved in design discussions with the applicant prior to the submission of the current application and they are satisfied that the proposals can achieve Secure by Design Accreditation. A condition will be attached to any approval to ensure that this accreditation is achieved.

### **Residential Amenity**

The proposed development is considered acceptable in terms of residential amenity. The new school building has been sited and designed so as to minimise any potential impact, the demolition of previous extensions to the existing High School building and proposed landscaping will further minimise any impact on adjacent and surrounding residential properties.

### **Conclusion**

The proposed development will provide enhanced education provision for both Acacias Primary School and Levenshulme High School for Girls within a modern purpose built building. The development has been designed to take into account its surrounding context with the retention of a majority of the trees on site and it is therefore considered to accord with guidance contained within the Guide to Development Supplementary Planning Document. The proposal rationalises access to the site and car parking provision, issues relating to residential impact have been carefully considered in the preparation of the scheme.

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

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

### **Recommendation **APPROVE****

Approve on the basis that the proposed development accords with policies H2.2, E1.5, E2.6, E3.5, T2.6, T3.7 and T3.9 of the Unitary Development Plan for the City of Manchester adopted 1995 and policies DP1, DP2 and L1 of Regional Spatial Strategy for the North West (2008), national policy contained in PPS1 and guidance contained within the Guide to Development in Manchester Supplementary Planning Document (approved April 2007).

#### 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) No development shall take place until samples of the materials to be used for the construction of the development hereby permitted (both to the new building and existing building to be retained) have been submitted to and approved in writing by the local Planning Authority. The development shall only be carried out in accordance with the approved details, 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.

3) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as local planning authority:

Drawing numbers:

AG(0-)A01 Rev D Proposed Basement Floor Plan  
AG(0-)A02 Rev E Proposed Ground Floor Plan  
AG(0-)A03 Rev E Proposed 1st Floor Plan  
AG(0-)A04 Rev A Proposed Elevation 1  
AG(0-)A05 Rev B Proposed Elevation 2 + 6  
AG(0-)A07 Rev B Proposed Elevation 7, 14, 15 + 16  
AG(0-)A08 Rev B Proposed Elevation 8 + 9  
AG(0-)A10 Rev B Proposed Elevation 10 + 13

AG(0-)B01 Rev C Proposed Ground Floor Plan  
AG(0-)B02 Rev C Proposed First Floor Plan  
AG(0-)B03 Rev C Proposed Second Floor Plan  
AG(0-)B04 Rev C Proposed Roof Plan

AE(90)01 Rev C Existing Site Plan  
AG(90)01 A1 1:1000 Demolition Plan  
LS\_SKM\_DR\_G\_68\_AZ\_00\_0000 P1

PL1002.M.103  
PL1002.M.105  
PL1002.M.108

All date stamped as received by the local planning authority on the 19.06.2009

AG(0-)B31 Section AA-BB Rev C  
AG(0-)B61 Elevations 01-02 Rev D  
AG(0-)B62 Elevations 03-04 Rev C  
090812  
LS\_PLA\_DR\_P\_00\_AZ\_NS\_010 Rev A  
LS\_PLA\_DR\_P\_00\_AZ\_NS\_002 Rev C

All date stamped as received by the local planning authority on the 13.08.2009

LS\_PLA\_DR\_P\_00\_AZ\_NS\_001 Rev H - date stamped as received by the local planning authority on the 14.08.2009

LS\_PLA\_DR\_P\_00\_AZ\_NS\_012 Sports provision - additional pitch layouts  
LS\_PLA\_DR\_P\_00\_AZ\_NS\_011 Sports provision  
All date stamped as received by the local planning authority on the 17.08.2009

Documents titled:

Manchester BSF Acacias and Levenshulme Schools Design Statement  
TEP Ecological Assessment Doc Ref: 1179.067  
Crime Impact Statement prepared by GMP Design for Security  
SKM External Lighting Planning Statement 8 June 2009  
SRL Noise Assessment C/05/6W/40278/R12v3/CB/nv  
Levenshulme High School and Acacias Primary School Waste Management Strategy  
Levenshulme High School and Acacias Logistics and Phasing Plans  
SKM Extract of Fumes and Vapours Planning Statement 8 June 2009-08-19 SKM  
Environmental/Energy Statement 8 June 2009  
SKM Transport Statement Final June 2009  
SKM Flood Risk Assessment Final June 2009  
EWA Access Statement 09-06-19: Planning Issue  
Acacias Primary School Travel Plan Mar 2007  
Levenshulme High School Travel Plan Mar 2007  
Community Hub Vision Statement Levenshulme Campus May 2009-08-19  
SKM Acacias and Levenshulme School, Levenshulme, Manchester Supplementary  
Phase II Geo-Environmental Investigation June 2009  
All date stamped as received by the local planning authority 19.06.2009

SKM Sustainability Statement P2 - date stamped as received by the local planning authority 22.06.2009

Levenshulme Acacia Sports Strategy - date stamped as received by the local planning authority on the 17.08.2009

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies H2.2 of the Unitary Development Plan for the City of Manchester.

4) 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, unless otherwise agreed in writing by the City Council as local planning authority. The car park shall then be available at all times whilst the site is occupied and shall not be used thereafter for any other purpose other than the parking of vehicles

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 of the Unitary Development Plan for the City of Manchester.

5) 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 LPA. 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 LPA 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 1 "Delivering Sustainable Development" and The Guide to Development Supplementary Planning Document.

6) Notwithstanding the approved drawings, prior to the commencement of the hereby approved development a hard and soft landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority, the approved scheme; shall be implemented prior to first occupation of the hereby approved buildings. 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.

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 and E3.5; of the Unitary Development Plan for the City of Manchester.

7) Notwithstanding the submitted details, 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 - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted UDP

8) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good'. 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. Unless otherwise agreed in writing by the City Council as local planning authority.

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, and the principles contained within The Guide to Development in Manchester 2 SPD and national Planning Policy Statement 1.

9) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Externally mounted ancillary plant, equipment and servicing shall be acoustically treated in accordance with a scheme designed so as to achieve a noise level of 5db below the existing background (LA90) in each octave band at the nearest noise sensitive location.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

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

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

12) The hereby approved building shall not be open outside the following hours unless otherwise agreed in writing by the City Council as local planning authority.

Monday – Friday: 0800 hrs – 2000 hrs  
Saturdays: 0900 hrs - 1600 hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

13) No activity shall take place on the external sports facilities outside of the following hours, unless otherwise agreed in writing by the City Council as local planning authority:

Monday – Friday: 0900 hrs – 2000 hrs  
Saturdays: 0900 hrs - 1600 hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

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

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

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

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

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

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 E3.1; of the Unitary Development Plan for the City of Manchester.

15) Before the development hereby approved commences, a surface water drainage scheme for the site, based on sustainable drainage principles and the Flood Risk Assessment prepared by SKM reference 'NE12016004FRA Final' dated June 2009, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- details of how the scheme shall be maintained and managed.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy DC21.1 of the Unitary Development Plan for the City of Manchester and national Planning Policy Statement 25.

16) No tree, identified on drawing LS\_PLA\_DR\_P\_00\_AZ\_NS\_002 Rev C (received by the local planning authority on the 13.08.2009) as an 'existing tree to be explored for retention', shall be removed until details of a scheme that has investigated the opportunity for its retention has been submitted to and agreed in writing by the local planning authority.

Reason - In order to fully investigate the retention of trees within the site, which are of important amenity value to the area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

17) 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 E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

18) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site, which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

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

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

21) Notwithstanding the submitted details, no development hereby approved, shall commence until a scheme for the extraction and discharge of fumes, vapours and odours has been submitted to and approved in writing by the local planning authority.

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

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

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

23) No deliveries, servicing and collections, including waste collections shall take place outside of the following hours:

Monday - Saturday 07.30 - 20.00

No deliveries/waste collections on Sunday and Bank Holidays

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

24) The hereby approved building shall not be occupied until the submitted Travel Plans (Acacias School Travel Plan March 2007 and Levenshulme High School Travel Plan March 2007) have been implemented in full and any subsequent reviews shall be submitted to and agreed in writing by the local planning authority. The Travel Plans shall be reviewed within 6 months of occupation of the hereby approved building. The review shall include new targets and a full action plan containing measures to be adopted and implemented and will also identify future monitoring and review procedures. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented unless otherwise agreed in writing by the local planning authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance Note 13.

25) Notwithstanding the approved drawings, details indicating the positions, design, materials and type of all boundary treatment to be erected including those fences within the site shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed within one month of completion of the hereby approved development unless otherwise agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

26) Construction works and activities including vehicles entering and leaving the site shall take place in accordance with the Levenshulme and Acacias Logistics and Phasing Plan date stamped as received by the City Council as local planning authority on the 19/06/2009, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To protect the amenity of the occupiers of adjacent dwellings, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

27) No part of the development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details, unless otherwise agreed with the City Council as the Local Planning Authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

28) Prior to the hereby approved development commencing, full details including proposed elevational treatments of the external plant room and sub station as shown on the approved drawings, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details, unless otherwise agreed with the City Council as the Local Planning Authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

29) Prior to the commencement of the development details of the design and layout of all indoor and outdoor sports facilities, shall be submitted to and approved in writing by the Local Planning Authority. The sports facilities shall be constructed in accordance with the approved design and layout details within a timescale to be first agreed in writing with the Local Planning Authority.

Reason - To ensure provision of an adequate quality games area pursuant to policy L1.2 of the Unitary Development Plan for the City of Manchester and policy L1 of the Regional Spatial Strategy for the North West.

30) Prior to the commencement of the development hereby permitted:

- i. A detailed assessment of ground conditions of the land for the proposed new mini soccer pitch as shown on drawing number LS\_PLA\_DR\_P\_00\_AZ\_NS\_011 shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
- ii. Based on the results of this assessment, a detailed scheme prepared by a specialist sports turf contractor to ensure that the playing field will be provided to an acceptable quality shall be submitted to and approved in writing by the Local Planning Authority

The replacement playing field shall be constructed and made available for use within the first available planting season following the first occupation of the new primary school or within a timescale to be first agreed in writing with the Local Planning Authority.

Reason - To ensure provision of an adequate quality games area pursuant to policy L1.2 of the Unitary Development Plan for the City of Manchester and policy L1 of the Regional Spatial Strategy for the North West.

31) Prior to the occupation of the hereby approved development, a Management and Maintenance Scheme for a period of 15 years to include measures to ensure the sustained quality of the playing field, management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development, unless otherwise agreed in writing by the local planning authority.

Reason - To secure well managed and maintained sports facilities, to ensure benefit to the development of sport pursuant to policies L1.1 and L1.2 of the Unitary Development Plan for the City of Manchester and policy L1 of the Regional Spatial Strategy for the North West.

32) Prior to the commencement of development details for the phasing of development, including the provision of the sports facilities and playing pitches and temporary replacement pitch provision to protect and ensure the continuity of the existing use during the construction period shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that the temporary replacement pitches remain at least as accessible and at least equivalent in terms of size, usefulness, attractiveness and quality and include a timetable for implementation. The development shall be carried out in accordance with the approved details.

Reason - To ensure access to adequate replacement facilities during the construction period for the approved development pursuant to policies L1.1 and L1.2 of the Unitary Development Plan for the City of Manchester and policy L1 of the Regional Spatial Strategy for the North West.

33) Prior to the commencement of the development a Community Use Scheme for the outdoor sports provision shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development unless otherwise agreed in writing by the local planning authority.

Reason - To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport pursuant to policies L1.1 and L1.2 of the Unitary Development Plan for the City of Manchester and policy L1 of the Regional Spatial Strategy for the North West.

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: 090408/VO/2009/N2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Engineering Services  
Corporate Property  
Environmental Health  
Contaminated Land Section  
Environment & Operations (Trees)

Environment & Operations (Highway Authority)  
Environment & Operations (Refuse & Sustainability)  
South Manchester Regeneration  
Travel Change Team  
Environment Agency  
GMPTE  
Greater Manchester Police  
Sport England (NW Region)  
United Utilities Water PLC  
Greater Manchester Ecology Unit  
Levenshulme Civic Society  
Friends Of Levenshulme  
2, 3, 4, 6, 11, 19, 23, 26, 28, 30, 32, 36, 38, 40, 46, 52, Hodgson Court, Burnage Lane, Manchester, M19 2HE  
12, 14, 22, 24, 26, 28, 30, 32, 34, 33, 36, 38, 39, 40, 41, 42, 44, 43, 44a, 74, 76, 78, 80, 82, 84, 86, 87, 104, 106, 93, 95, 96, 97, 98, 99, 100, 101, 103, 108, 110, 143, Burnage Lane, Manchester, M19 2HZ  
1, 3, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 17, Calverley Avenue, Manchester, M19 2JR  
9, 11, 13, 15, 16, 18, 20, 22, 24, Lindsay Road, Manchester, M19 2LB  
2, 4, 6, 17, Brighton Avenue, Manchester, M19 2JQ  
41, 43 Burnage Hall Road, Manchester, M19 2JP  
Flat 1, Flat 2, Flat 3, Flat 4, Burnage Court, Burnage Lane, Manchester, M19 2HX  
S & S Newsagents, 297 Slade Lane, Manchester, M19 2HR  
Taste Masters, 299 Slade Lane, Manchester, M19 2HR  
299a, Slade Lane, Manchester, M19 2HR  
Chow Chinese Take Away, 295 Slade Lane, Manchester, M19 2HR  
Spar Stores, 285-287, Slade Lane, Manchester, M19 2HR  
Tariq & Co Chartered Certified Accountants, 291 Slade Lane, Manchester, M19 2HR  
Levenshulme High School, Crossley Road, Manchester, M19 1FS  
Belle Vue Manchester Ltd, The Travel Centre, Discovery Park Crossley Road, Manchester, SK4 5DZ  
First Step Finance, Discovery House, Crossley Road, Manchester, SK4 5BH  
Polar Ford, Unit 2c, Crossley Park, Crossley Road, Manchester, SK4 5BF  
5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27  
Grangethorpe Drive, Manchester, M19 2LR  
1, 3, 5, 7, Brecon Avenue, Manchester, M19 2NJ  
1, 3 Connaught Avenue, Manchester, M19 2NW  
6, 8, 14, 44 Crossley Road, Manchester, M19 1XS  
1, 3 Moorton Avenue, Manchester, M19 2NQ  
2, 4, 6, 8, 10, 12, 14, 16, 17, 18, 20, Roseleigh Avenue, Manchester, M19 2NP  
47, 49, 51, 53, 59, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 82, 84, 86, 88, 90, 92, 96, 98, Milwain Road, Manchester, M19 2PR  
52, 54, 56, 58, 60, 62, 61, 63, 65, 69, 81, 83, 85, 87, 89, 91, 93, 95, 97, Linden Park, Manchester, M19 2PG  
2, 4, Kempton Road, Manchester, M19 2GJ  
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12 Tirza Avenue, Manchester, M19 2JY  
289a, 291a, Slade Lane, Manchester, M19 2HR  
B & A Properties, 293 Slade Lane, Manchester, M19 2HR  
1, 2, 3, 4, 6, 8, 10, 12, Paignton Avenue, Manchester, M19 2JF  
26 Burnham Drive, Manchester, M19 2JJ

1, 3, 5, 7, 9, 11, 13, 15 Roseleigh Avenue, Manchester, M19 2NP  
Flat 8, York House, 75 Milwain Road, Manchester, M19 2PT  
Apts - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 75 Milwain Road, Manchester, M19 2PT  
5, 7, 34, 37, 39, 45, 47, Hodgson Court, Burnage Lane, Manchester, M19 2HE  
6, 8, 10, Jersey Close, Manchester, M19 2NU  
20, 22, 24, 26, 28, 30, 32, Moorton Avenue, Manchester, M19 2NQ  
1, 2, 3, 4, 5, 7, 9, 11, 15, 17, Jersey Close, Manchester, M19 2NU  
1, 3, 4, 5, 6, 7, 9, Oakleigh Avenue, Manchester, M19 2WP  
1, 2, 3, 4, Main Avenue, Manchester, M19 2WG  
17, 19 North Avenue, Manchester, M19 2WR  
School Bungalow, Crossley Road, Manchester, M19 1FS  
Burnage Foodstore, 85 Burnage Lane, Manchester, M19 2WN  
1, 3, 5, Alexandra Drive, Manchester, M19 2WW  
28, 30 Burnham Drive, Manchester, M19 2JJ  
1, 3, 4, 5 6a, 6, 7, 2, 12 14 25, Lindsay Road, Manchester, M19 2JE  
8, 10, 12, 14, 16, Alexandra Drive, Manchester, M19 2WW  
28, 30, 32, 34, 36, 38, 38a, 40, 42, 44 Grangethorpe Drive, Manchester, M19 2LG  
5, 7, 9, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31,  
Connaught Avenue, Manchester, M19 2NW  
2, 4, 6, 8, 10, 12, 14, Lynton Drive, Manchester, M19 2LQ  
2 Brecon Avenue, Manchester, M19 2NJ  
1, 3, 5, 7, Brighton Avenue, Manchester, M19 2JQ  
1, 3, 5, 9, 7, 11, Lynton Drive, Manchester, M19 2LQ  
19, 21, 23, 25, Hilbre Road, Manchester, M19 2PU  
33, 35, 37, 39, 41, Crompton Road, Manchester, M19 2QJ  
26, 28, 30, 32, Kempton Road, Manchester, M19 2GJ  
28, 30, 32, 34, 36, 38, 40, 42, 46, 48, 50, 54, 52, Crossley Road, Manchester, M19  
1XS  
74, 76, 78, 80, 82, 88, 84, 86, 90, 92, 94, 96, Errwood Road, Manchester, M19 1HR  
14, 16, Blackthorn Avenue, Manchester, M19 1FT  
2, 4, 6, 8, 10, 12, Arbor Avenue, Manchester, M19 1FU  
Baxters, Unit 1, Boundary Court, Manchester, SK4 5GA  
Boxer Design & Manufacturing Ltd, Unit 2, Boundary Court, Manchester, SK4 5GA  
Y R G Manchester Ltd, Unit 3, Boundary Court, Manchester, SK4 5GA  
St. John Ambulance, St. John House, Crossley Road, Manchester, SK4 5BB  
5, 7, 9, 11, Kempton Road, Manchester, M19 2QL  
2, 4, 6, 8, 10, 14, 12, 16, 18, 20, 22, 24, 26, 64, 66, 67, 68, 70, 71, 72, 73, 74, 75, 76,  
77, 79, 78, 80, 82, Linden Park, Manchester, M19 2PP  
12, 16, 25, 35, 41, Hodgson Court, Burnage Lane, Manchester, M19 2HE  
Unit A, Crossley Park, Crossley Road, Manchester, SK4 5BF  
The Furnishing Service Ltd, Crossley Park, Crossley Road, Manchester, M19 2SH  
Crossley Park, Crossley Road, Manchester, M19 2SH  
B 2 B, Unit 2d, Crossley Park, Crossley Road, Manchester, SK4 5BF  
W F E L Ltd, Sir Richard Fairey Road, Manchester, SK4 5DY  
Louvre Lite Ltd, Sir Richard Fairey Road, Manchester, SK4 5DY  
1 Hume Street, Manchester, M19 2SQ  
1, 8, 10, 13, 15, 17, 18, 19, 20, 22, 23, 24, 25, 26, Blackthorn Avenue, Manchester,  
M19 1FT  
Flats 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25,  
Brookfield Court, Burnage Avenue, Manchester, M19 2JB

2, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, Ranford Road, Manchester, M19 2QN  
3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28,  
29, 30, 31, 32 Milwain Road, Manchester, M19 2PS  
22 24 27 29 32 34 Hilbre Road, Manchester, M19 2PU  
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 19, 21, 38, Woodland Road, Manchester, M19 2GW  
3, 5 Davenhill Road, Manchester, M19 2JU  
Northern Butchers Supplies Ltd, Unit 2, Davenhill Road, Manchester, M19 2JU  
1 Davenhill Road, Manchester, M19 2JU  
Impwood Roofing Co, 23 Clare Road, Manchester, M19 2GN  
11, 13, 15, 17, 19, 21, 25, Clare Road, Manchester, M19 2GN  
1, 2, 9, 11, 13, 15, 17, 18, 19, 20, 22, 24, Elton Avenue, Manchester, M19 2PL  
3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17 Carson Road, Manchester, M19 2PJ  
13, 14, 15, 16, North Avenue, Manchester, M19 2WR  
Flat 14, Brookfield Court, Burnage Avenue, Manchester, M19 2JB  
84, 86, 88, 90, 92, 94, 96, 98, Linden Park, Manchester, M19 2PP  
Flat 229, Ferguson Court, 2 Acorn Close, Manchester, M19 2HS  
Flat 253, Flat 250, Flat 233, Flat 255, Flat 261, Flat 248, Flat 246, Flat 235, Flat 240,  
Flat 242, Flat 251, Flat 249, Flat 241, Flat 245, Flat 243, Flat 231, Flat 260, Flat 232,  
Flat 258, Flat 256, Flat 247, Flat 252, Flat 244, Flat 238, Ferguson Court, 2 Acorn  
Close, Manchester, M19 2HS  
281 Slade Lane, Manchester, M19 2HR  
Dental Surgery, 283 Slade Lane, Manchester, M19 2HR  
4, 6, 8, Acorn Close, Manchester, M19 2HS  
Mancunian Community Health N H S Trust, Rodney House, 388 Slade Lane,  
Manchester, M19 2HT  
17, 60, 62, 64, 66, 68, 70, Errwood Road, Manchester, M19 2QH  
2, 4, 6, 8, 10, 12 Crompton Road, Manchester, M19 2GH  
1, 3, 5 Ranford Road, Manchester, M19 2QN  
24, 34, 55, 57, 76, 78, 80, Milwain Road, Manchester, M19 2PS  
1, 3, 5, 11, 13, 17, 19, 25, Linden Park, Manchester, M19 2PQ  
1, 2, 4, 16, 18, 19, 20 Carson Road, Manchester, M19 2PJ  
23 25 27 28, 30 32 34 36 38 40 42 44 46 48 50 52 54 56 58 Errwood Road,  
Manchester, M19 2PH  
Flat 5, Flat 3, Flat 6, Flat 1, Flat 4, Flat 2, Winterley Court 19-21, Errwood Road,  
1, 2 Milwain Road, Manchester, M19 2PX  
1 Errwood Crescent, Manchester, M19 2NX  
3 4 5 6, 7 8 10 12 14 16 Elton Avenue, Manchester, M19 2PL  
3 5 Errwood Crescent, Manchester, M19 2NX  
St. Marys Rc Primary School, Clare Road, Manchester, M19 2QW  
10 12 14 16 18 20 22 24 26 28 30 32 Acorn Close, Manchester, M19 2HS  
27 29 31 33 Lindsay Road, Manchester, M19 2JE  
5 9 Cringle Hall Road, Manchester, M19 2HU  
Cringle Hall Road, Manchester, M19 2HU  
Flat 259, Flat 234, Flat 257, Flat 230, Flat 236, Flat 239, Flat 254, Flat 237,  
Flat 228, Ferguson Court, 2 Acorn Close, Manchester, M19 2HS  
32 34 36 Burnham Drive, Manchester, M19 2JJ  
14 16 18 20 22 24 26 28 30 32 Burnage Hall Road, Manchester, M19 2JD  
1 2 3 4 Hanlith Mews, Manchester, M19 2JS  
88 102 Burnage Lane, Manchester, M19 2NG  
Independent Advice Bureau Ltd, 109 Burnage Lane, Manchester, M19 2WH

12 14 16 18 20 Jersey Close, Manchester, M19 2NU  
Burnage Christ Church, 111 Burnage Lane, Manchester, M19 2WH  
7 9 15 21 23 27 29 31 33 35 Linden Park, Manchester, M19 2PQ  
25 27 28 29 31 30 32 Crompton Road, Manchester, M19 2QJ  
11 Cringle Hall Road, Manchester, M19 2HU  
5 6 7 8 9 Hanlith Mews, Manchester, M19 2JS  
13 25 27 Cringle Hall Road, Manchester, M19 2HU  
8 9 10 11 12 13 14 15 16 18 20 Brighton Avenue, Manchester, M19 2JQ  
16 17 18 Lynton Drive, Manchester, M19 2LQ  
45 47 49 51 53 55 Burnage Hall Road, Manchester, M19 2JP  
2 4 6 8 10 12 Connaught Avenue, Manchester, M19 2NN  
48a 50a, 52 91 54 91a, Burnage Lane, Manchester, M19 2NL  
Tony Wong, 50 Burnage Lane, Manchester, M19 2NL  
R & C Lowe, 48 Burnage Lane, Manchester, M19 2NL  
Post Office, 89 Burnage Lane, Manchester, M19 2WN  
14 15 16 17 18 19 20 21 22 23 24 26 Crompton Road, Manchester, M19 2GH  
28 30 32 34 36 38 40 42 44 46 48 50 Linden Park, Manchester, M19 2PW  
1 3 Kempton Road, Manchester, M19 2QL  
Kempton Road, Manchester, M19 2QL  
33 35 36 37 39 38 40 41 42 43 44 45 46 48 56 58 60 Milwain Road, Manchester,  
M19 2PX  
2a, 15 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 36 38 40 Ranford  
Road, Manchester, M19 2GL  
37 39 43 Linden Park, Manchester, M19 2PQ  
15 19 21 23 Cringle Hall Road, Manchester, M19 2HU  
7 9 11 11a, 15 17 Alexandra Drive, Manchester, M19 2WW  
Baz Carpets, 19 Alexandra Drive, Manchester, M19 2WW  
Acacias Community Primary School, Alexandra Drive, Manchester, M19 2WW  
2 4 6 Alexandra Drive, Manchester, M19 2WW  
41 45 47 49 51 53 55 57 59 Linden Park, Manchester, M19 2PQ  
14 16 18 20 Hilbre Road, Manchester, M19 2PU  
Healthy Snacks, 289 Slade Lane, Manchester, M19 2HR  
Apartment 19, Apartment 16, Apartment 14, Apartment 11, Apartment 21, Apartment  
18, Apartment 17, Apartment 15, 29 Burnage Lane, Manchester, M19 2HZ,  
Apartment 13, 29 Burnage Lane, Manchester, M19 2HZ  
Apartment 12, Apartment 20, 29 Burnage Lane, Manchester, M19 2HZ  
Apartment 27, Apartment 24, Apartment 25, Apartment 28, 31 Burnage Lane,  
Manchester, M19 2HZ  
7 10 12 17 Cringle Hall Road, Manchester, M19 2HU  
1 Acorn Close, Manchester, M19 2HS  
29 31 33 Burnage Hall Road, Manchester, M19 2LD  
51 Hodgson Court, 1 Hodgson Court, 49 Hodgson Court, 31 Hodgson Court,  
50 Hodgson Court, 29 Hodgson Court, 46 Hodgson Court, 18 Hodgson Court,  
44 Hodgson Court, 14 Hodgson Court, 27 Hodgson Court, 24 Hodgson Court,  
22 Hodgson Court, 10 Hodgson Court, 17 Hodgson Court, 43 Hodgson Court,  
21 Hodgson Court, 33 Hodgson Court, 9 Hodgson Court, 42 Hodgson Court,  
15 Hodgson Court, 20 Hodgson Court,  
1 2 3 4 5 6 7 8 9 10 11 12 13 15 17 Hilbre Road, Manchester, M19 2PU  
18 20 22 24 Kempton Road, Manchester, M19 2GJ  
3 Acorn Close, Manchester, M19 2HS

2 4 6 8 10 12 18 20 21 23 25 27 35 37 Burnage Hall Road, Manchester, M19 2LD  
11 Hanlith Mews, Manchester, M19 2JS  
Apartment 30, Apartment 22, Apartment 32,  
Apartment 34, Apartment 31, Apartment 23, Apartment 35, Apartment 26, Apartment  
29, Apartment 33,  
34 36 38 40 42 44 46 48 50 52 54 56 61 62 57 58 59 60 Burnage Hall Road,  
Manchester, M19 2JL  
1 2 3 5 6 8 12 Devon Avenue, Manchester, M19 2JH  
Lindsay Road, Manchester, M19 2JE  
23 32 34 36 38 Lindsay Road, Manchester, M19 2JE  
29 31 39 37 35 33 40 42 44 46 Lindsay Road, Manchester, M19 2JE  
14 16 Cringle Hall Road, Manchester, M19 2HU  
5 7 Acorn Close, Manchester, M19 2HS  
10 14 15 16 17 18 19 21 Devon Avenue, Manchester, M19 2JH  
5 Paignton Avenue, Manchester, M19 2JF  
13 15 Lynton Drive, Manchester, M19 2LQ  
6 8 10 12 14 16 Kempton Road, Manchester, M19 2GJ  
26 28 30 Hilbre Road, Manchester, M19 2PU  
8 48 Hodgson Court, Burnage Lane, Manchester, M19 2HE  
1 3 5 7 9 11 13 Crompton Road, Manchester, M19 2QJ  
72 Errwood Road, Manchester, M19 2QH  
12 14 16 18 20 22 24 26 28 30 13 32 15 34 17 36 23 25 27 29 31 33 35 37 39 40 41  
42 44 43 45 47 49 51 Woodland Road, Manchester, M19 2GW  
7 9 11 Davenhill Road, Manchester, M19 2JU  
10 Hanlith Mews, Manchester, M19 2JS  
1 3 Cringle Hall Road, Manchester, M19 2HU  
390 Slade Lane, Manchester, M19 2HT  
4 7 Devon Avenue, Manchester, M19 2JH  
2 4 6 Calverley Avenue, Manchester, M19 2JR  
17 19 21 26 Lindsay Road, Manchester, M19 2LB  
35 37 39 Burnage Hall Road, Manchester, M19 2LD  
1 10 12 14 3 5 16 Hawthorn Drive, Manchester, M19 1GX  
2 Whitethorn Avenue, Manchester, M19 1EU  
10 Crossley Road, Manchester, M19 1XS  
10 12 14 15 16 17 18 Whitethorn Avenue, Manchester, M19 1EU  
11 10 12 North Avenue, Manchester, M19 2WR  
5 6 7 8 9 North Avenue, Manchester, M19 2WR  
14 16 18 20 22 24 26 East Avenue, Manchester, M19 2NR  
1 3 North Avenue, Manchester, M19 2WR  
31 33 35 37 East Avenue, Manchester, M19 2NR  
5 6 7 8 Main Avenue, Manchester, M19 2WG  
27 29 East Avenue, Manchester, M19 2NR  
19 21 23 25 27 29 31 33 34 Moorton Avenue, Manchester, M19 2NQ  
10 11 13 15 Oakleigh Avenue, Manchester, M19 2WP  
6 8 9 10 Redthorn Avenue, Manchester, M19 1ET  
1a, 3a, 5 5a, 7a, 7 7b, 9 9a, 11 11a, 15 17 Moorton Avenue, Manchester, M19 2NQ  
2 4 9 7 11 13 15 17 19 21 Hawthorn Drive, Manchester, M19 1HQ  
12 16 18 22 20 24 26 Crossley Road, Manchester, M19 1XS  
1 3 5 6 7 9 11 Blackthorn Avenue, Manchester, M19 1FT  
1 3 2 4 5 6 7 8 Redthorn Avenue, Manchester, M19 1ET

8 Whitethorn Avenue, Manchester, M19 1EU  
151 153 Burnage Lane, Manchester, M19 1EE  
Burnage Lane, Manchester, M19 1EE  
2a, 2 8 Oakleigh Avenue, Manchester, M19 2WP  
46 48 49 50 Moorton Avenue, Manchester, M19 2NQ  
2 4 6 8 9 10 12 1 3 5 7 11 13 15 17 19 21 23 25 East Avenue, Manchester, M19 2NR  
14 16 18 20 22 23 27 24 25 26 29 31 33 35 South Avenue, Manchester, M19 2WS  
6 7 8 9 10 11 12 13 14 Moorton Park, Manchester, M19 2NH  
30 32 34 36 Arbor Avenue, Manchester, M19 1EX  
22 27 29 31 41 43 North Avenue, Manchester, M19 2WR  
35 37 39 41 43 45 Grangethorpe Drive, Manchester, M19 2LR  
20 25 33 35 37 39 North Avenue, Manchester, M19 2WR  
2 4 6 South Avenue, Manchester, M19 2WS  
1 5 West Place, Manchester, M19 2NS  
7 West Avenue, Manchester, M19 2NY  
1 3 4 5 6 7 9 11 13 Whitethorn Avenue, Manchester, M19 1EU  
22 24 26 28 Arbor Avenue, Manchester, M19 1EX  
18 20 22 23 24 25 27 29 Hawthorn Drive, Manchester, M19 1GZ  
2 4 12 Blackthorn Avenue, Manchester, M19 1FT  
14 16 18 20 Arbor Avenue, Manchester, M19 1FU  
1 2 3 4 5 35 36 37 38 39 40 42 44 47 41 43 45 Moorton Avenue, Manchester, M19  
2NQ  
124 126 128 130 132 134 138 140 142 Burnage Lane, Manchester, M19 2WQ  
Manchester Tenants Association, 136 Burnage Lane, Manchester, M19 1EF  
136a, 145 147 149 157 155 159 161 163 165 Burnage Lane, Manchester, M19 1EF  
29 31 33 Grangethorpe Drive, Manchester, M19 2LR  
18 21 23 North Avenue, Manchester, M19 2WR  
2 3 4 6 7 8 West Place, Manchester, M19 2NS  
West Avenue, Manchester, M19 2NY  
1 2 3 4 5 6 8 10 12 14 16 West Avenue, Manchester, M19 2NY  
24 26 North Avenue, Manchester, M19 2WR  
1 3 5 7 8 9 10 11 12 13 15 17 19 21 South Avenue, Manchester, M19 2WS  
9 11 West Avenue, Manchester, M19 2NY

Representations were received from the following third parties:

Environment & Operations (Trees)

Environment Agency

Greater Manchester Police

United Utilities Water PLC

Regulatory and Enforcement Service (Environmental Health)

Regulatory and Enforcement Service (Contaminated Land Section)

Greater Manchester Ecology Unit

Greater Manchester Passenger Transport Executive

Sport England

Head of Highway Services

Travel Change Team

9 Blackthorn Avenue, Manchester, M19 1FT

20 Roseleigh Avenue, Manchester, M19 2NP

1 Moorton Avenue, Manchester, M19 2NQ

72 Errwood Road, Manchester, M19 2QH  
15 Alexandra Drive, Manchester, M19  
9 Alexandra Drive, Manchester, M19  
16 Roseleigh Avenue, Manchester, M19  
39 Crompton Road, Manchester, M19  
7 Roseleigh Avenue  
17 Roseleigh Avenue M19 2NP  
8 Crompton Road M19 2GH  
37 Crompton Road, Manchester, M19 2QJ  
16 Alexandra Drive, Manchester, M19 2WW  
7 Alexandra Drive, Manchester, M19

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Email : r.griffin@manchester.gov.uk