

List No. 1

Charlestown Ward	Application Number	Date of Appln	Committee Date
	081667/VO/2006/N1	22nd Dec 2006	15th Feb 2007

Proposal CITY COUNCIL DEVELOPMENT Redevelopment of school site, involving demolition of the existing main school buildings and school bungalow, and erection of a part three, part four storey building to form a new high school, and erection of an extension to the existing sports hall, with associated landscaping, play areas, setting out of sports pitches, and parking for 90 cars, with vehicle and pedestrian access from Nuthurst Road

Location St Matthews RC High School, Nuthurst Road, Moston, Manchester, M40 0EW,

Applicant Manchester City Council Town Hall, Manchester, M60 3NY

Agent Aedas Architects Ltd Parsonage Chambers, 3 The Parsonage, Manchester, M3 2HW

Description

St. Matthew's RC High School is a 110 place, 11-16 school with a specialism in technology. The school occupies a site of 3.76 ha with a narrow frontage to Nuthurst Road, which forms the vehicular and pedestrian access and parking area. St. Mary's Church and Rectory and two, two-storey pairs of flats are situated on one side of the entrance and a row of bungalows to the other. The school buildings, including the caretaker's bungalow, are clustered in the southern half of the site, to the rear of properties on Enderby Road and Blandford Drive and the playing fields are located to the north. The site is almost completely surrounded by housing, predominantly two-storey semi-detached properties, but the site of the former Moston Mill to the north is currently being developed with a mix of two and three storey houses and flats.

The existing school was constructed in the 1960's, but has a number of extensions and additions. The buildings range in height from one to four storeys. Newer additions to the site include: the sports hall and open learning centre to the rear of the main school building, the city learning centre and performing arts teaching centre, attached to the front of the school. The recently constructed, free standing Mancat building and associated parking access from Linford Avenue is not part of the application site.

The site is significantly undersized and the school has developed through a series of ad hoc extensions. This has resulted in the school having very defined blocks and limited departmental interaction and flexibility.

The proposal itself involves the demolition of most of the existing school buildings and the school bungalow, with the recent additions, the sports hall, open learning centre and city learning centre, being retained. The new school building would be sited within the footprint of the existing and would comprise a part three, part four storey block with a central glazed link. The City Learning Centre would knit into the new building, adjacent to the entrance. Two parallel blocks of teaching accommodation would sit either side of a central hall. There would also be a bridge link between the new building and the Open Learning

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Centre, which is also to have some internal alterations to improve its function as SEN accommodation, and a small extension is proposed to the sports hall to form a multi activity space and changing facilities.

The main hall and social space would be expressed through the provision of large module clear glazing to the entrance, allowing views to the heart of the building. The remainder of the building would be brick and cladding with glazing arranged to permit internal reconfiguration.

Combined staff and visitor parking would be located to the front of the site, with access from Nuthurst Road. This comprises 90 spaces, including nine spaces allocated for disabled drivers near to the entrance of the school. A total of 40 pupil cycling bays would also be provided.

Pedestrian access would also be from Nuthurst Road and would be clearly defined by the choice of hard surface and landscaping/trees either side leading to the entrance plaza.

The proposal additionally includes redesigned external areas, playing fields, formal games areas and a habitat area. In terms of playing fields, one large pitch, one small pitch, grass training areas and hard surfaced courts would be provided to the rear of the school.

Informal social and recreational areas including break out spaces (to extend teaching outdoors) would exist around the school buildings and an area to the west of the main building would be laid out as a terrace with a play area including benches and tree planting.

Consultations

Local Residents - Four letters have been received from residents of Ashlands Avenue, Enderby Road and Wigsby Avenue. These request that:

All deliveries and pedestrian access should be from Nuthurst Road;
The gates at Ashlands Avenue should be bricked up;
There should be no deliveries or transporting of materials on Enderby Road or Wigsby Avenue whilst redevelopment is in progress;
The area backing onto 8 Enderby Road and 2 Ashlands Avenue where pupils may sit etc should be replaced with a garden;
Pupils should not be allowed to wander about Enderby Road, Ashlands Avenue, Wigsby Avenue and Linford Avenue any time especially during school hours;
They also raise concerns about dust, dirt and rats.

A pre-application public consultation event was held just before Christmas and three written responses were given to the applicant from residents of Blandford Drive, Blueberry Avenue and West Avenue. The following issues were raised:

Concerns that the entrance on to Blandford Drive shown as fire access only is not used as a general access as this would increase traffic problems on Blandford Drive.

At present parents dropping off make it difficult to get onto Nuthurst Road from Blandford Drive - will there be any restrictions placed on Blandford Drive to prevent this?

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Higher railings are needed to stop vandals.

Buses should go in to the school to stop congestion on the main road.

Head of Engineering Services - Any comments will be reported to Committee.

Head of Environmental Health - Has recommended standard conditions be attached to any approval covering: extraction of fumes and odours, acoustic attenuation of the building and storage and disposal of refuse. It is also recommended that the hours of operation of the building are limited to 7.00 a.m. to 8.00 p.m. Monday to Saturday; that the pitch activity be limited to 9.00 a.m. to 9.00 p.m. Monday to Saturday and 10.00 a.m. to 8.00 p.m. Sunday; and that deliveries, servicing and collections be limited to 7.30 a.m. to 8.00 p.m. Monday to Saturday with none on Sunday or Bank Holidays.

Head of Environmental Health (Contaminated Land) - Any comments will be reported to Committee.

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

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

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

Sport England - The current proposal is concentrated on the footprint of the built curtilage, with only minor encroachment onto the playing field area. It has been the subject of pre-application discussions. The package includes refurbishment of the sports hall and extension to provide additional changing facilities. Existing hard courts are retained. Sport England is satisfied that the planning application proposal affecting the playing field is able to meet one of the specific circumstances (exception E5) in that the proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields. This being the case, Sport England does not wish to raise an objection to this application. However, it is requested that further consideration be given to the following:

The area of playing pitches and training area fall well short of that recommended for a school of this scale. Although loss of playing field area is marginal, consideration should be given to increasing the carrying capacity of the playing field for sport use, with inclusion of an STP. This would improve the ability of the new school to meet the sport needs of pupils and the community as well as reduce the recognised deficiency.

The availability of the site for community use to 9.00 p.m. Monday to Saturday and 8.00 p.m. on Sundays appears restrictive and could be extended through the community use programme; entering a community access agreement could assist.

The application should be tied with planning application 081766 re restoration of the playing field. It should also be ensured that the applicants confirm that

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Broadhurst Park will be available during the construction period for supervised pupil sport usage.

The design to the entrance to the changing room extension proposes passage for both indoor and outdoor use groups in its lobby area. Separation of the two should be considered. Guidance can be found in Sport England Publications on 'Sports Halls' and 'Pavillions'.

Greater Manchester Ecology Unit - The conclusions of the ecological assessment submitted with the application agree with the unit's own assessment of the site, that is, that the site is generally of low ecological value. It is noted that efforts have been made to retain most of the trees on site worthy of retention, and that new landscape planning is proposed to create new 'habitat areas'. These proposals are welcomed. Japanese Knotweed has been found on or immediately adjacent to the development site. A method statement should be prepared outlining a programme of control and/or eradication measures for this plant prior to work commencing on site. Once agreed, this method statement should be implemented in full. There is no objection to the development on nature conservation grounds.

Greater Manchester Police Architectural Liaison Unit - Has commented that the proposals were the subject of pre-planning consultations and no problems are anticipated.

Issues

Development Plan - There are no specific policies relating to the site, however, the following Part 1 policies of the Unitary Development Plan are relevant to the proposal.

Policy H2.2 advises that the Council will not allow development which has an unacceptable impact on residential areas, including in terms of scale and appearance, noise and traffic generation. Policies E1.4 and DC26.1 also seek to protect residential areas from noisy developments. In this instance it is recognised that the school sits within a constrained site and there is a relationship to both existing and new housing. However, the site layout and the new build elements have been designed to minimise impact. By compacting the form of development the distance between school buildings and the neighbouring residential properties has increased. This together with the high quality of the design of the new build and enhanced external areas is considered to represent an improvement in terms of impact on residents.

Policy E1.1 seeks a substantial reduction in the levels of air pollution caused by traffic fumes. The BSF team have been working with Greater Manchester Transportation Unit to develop a Travel plan which will not only improve safety but will also look to reduce car use on journeys to and from the school.

Policies E1.5 and E1.6 indicate that the Council aims to contribute towards energy conservation by ensuring, where practicable, that major new development is located where it can be easily served by public transport and encourages high standards of energy efficiency in new developments (for example in the use of environmentally friendly building materials). A

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sustainability report has been submitted with the application and this demonstrates a commitment to sustainability and energy efficiency. The scheme has also been registered with BRE under the BREEAM 2006 assessment procedures with a target of 'very good'.

Policy E2.3 advises that the Council will protect important wildlife habitats and Policy E2.4 states that the effects upon wildlife are taken fully into account when considering development proposals. Furthermore, should development be allowed, the Council will seek to protect existing features of ecological value, such as ponds and hedges, by requiring them to be incorporated into the development wherever this is possible. The applicant has submitted reports covering the ecological value of the site. In particular, surveys were undertaken to establish any presence of great crested newts, a protected species. It is recommended that a condition be imposed regarding the Japanese Knotweed found on the site.

Policy E3.5 indicates that the Council will promote measures that lead to a safer environment for all people living in and using the city, including ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas and locating community facilities where they can be easily and safely accessed. Greater Manchester Police Architectural Liaison Unit has been consulted throughout the development of the proposals and security recommendations have been incorporated into the design and layout. The Police Architectural Liaison Unit has indicated that it has no concerns about the proposal and it is anticipated that it can achieve Secure by Design accreditation.

Policy T1.1 seeks to improve public transport access to educational facilities (amongst others). Policy T3.4 seeks to develop safer routes to schools and T3.6 seeks to promote cycling and the development of a safe network of routes, particularly to educational facilities. Policy T3.7 encourages the inclusion of secure cycle parking facilities. The arrivals at the school will be predominantly by public bus service, foot and by cycle. Clearly defined pedestrian routes are incorporated into the access proposals. A car park for 90 vehicles will be provided, the number of spaces a slight increase on the existing.

Policy T2.4 states that outside the City Centre, the City Council will expect development to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environmental capacity of the site both in terms of the appearance of the car park and its effect on neighbouring activities and the ability of the local road network to accommodate the traffic generated by the development. The car park can accommodate 90 vehicles, including 9 spaces for disabled drivers. The comments of the Head of Engineering are important in this respect.

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

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Regional Planning Guidance (Regional Spatial Strategy for the north West)

RPG13 - The main aim of the RSS is to provide a broad development framework for the North West region concentrating on social, economic and environmental issues, the principle of the development is believed to be fully consistent with this aim. Policy DP3 (Quality in New Development) states that new development must demonstrate good design and respect for its setting. The proposal has also been considered in the context of National Planning Guidance.

Planning Policy Statement 1 (PPS1) - Planning for Sustainable Development. This document sets out the government's vision for the planning system. It is considered that the proposal would generally accord with the aims of PPS1 through the creation of a modern education facility of contemporary design incorporating playing pitches and activity areas. This will result in an aesthetically pleasing development and a safer environment both in educational terms and for the benefit of the wider community.

Planning Policy Statement 9 (PPS9) - Biodiversity and Geological Conservation. This document advises that the Government's objectives includes the promotion of sustainable development by ensuring biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, and the conservation, enhancement and restoration of the diversity of England's wildlife and geology. Furthermore, local authorities should take measures to protect the habitats of protected species from further decline and local planning authorities should ensure that these species are protected from the adverse effects of development. The document also advises that development proposals may provide opportunities for building-in beneficial biodiversity features as part of good design. The applicant has submitted ecology surveys in support of the application indicating that there are no great crested newts present on the site and natural habitat areas would be included within the development site. A condition requiring the submission of a Japanese Knotweed management strategy is recommended.

Environmental Impact Assessment - The application has been screened to assess whether an Environmental Impact Assessment was necessary under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. Given the pre-application discussions held between the applicant and relevant consultees, together with the submission of supporting information, which clearly demonstrated that the proposal would not have any undue harm on the locality and that the provision of adequate mitigation measures would reduce impacts on the environment and local residents' amenities, it has been considered that an Environmental Impact Assessment is not required in this instance.

Design and External Appearance - The new school building would comprise a part three, part four storey block which would be connected by a full height glazed link which would provide emphasis to the school's main entrance. Due to the irregular shape of the site, the school will be set back from the Nuthurst Road frontage, however, the height, shape and use of materials are designed to give the school presence whilst giving due regard and respect to adjoining developments. The palette of materials, a buff brick, aluminium double glazed curtain walling and cladding system (colour yet to be finalised) are considered

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appropriate for a modern school building. The small extension to the sports hall would be fully in keeping with that existing structure.

Siting - The new build elements of the proposal have been designed to allow for a more compact form of development. This has the advantage of site optimisation but also allows for an improved relationship with neighbouring developments. Although the new school building is part 3 and part 4 storeys in height, the lower block would be 37m from the properties on Ashlands Avenue the higher block would be 39m from the nearest properties on Blandford Drive. The car park is located to the front of the school building and allows for a rationalisation of the car parking areas on site. The 90 spaces is a slight increase on the existing but in part responds to what is believed to be a current under provision. However, there is no additional space in terms of community provision as it is considered the site layout allows for shared space (and there should be no overlap with school staff).

Landscape and Boundary Treatment - the proposal allows for the retention of some existing fencing (the fencing to the bulk of the site to the playing field area has recently been replaced and is in a good condition) however, the existing fencing to the front of the school will be completely replaced, the final details have yet to be designed and it is recommended this be subject to a condition. The one aspect of the boundary treatment that appears to be of concern to residents relates to an existing gate onto Ashlands Avenue. It would appear the gate is permanently locked, however, the concern is that if opened it would have the potential for significant impact on amenity. It is recommended that the gate's replacement by fencing be covered by condition.

In terms of trees, it is proposed to remove 5 of the existing 30 trees from within the site. However, 80 new trees would be planted as part of the landscaping scheme.

Disabled Access - An access specialist has been appointed who has recommended measures to ensure compliance with DFA2 and DDA. The proposal has been designed to ensure access and inclusion.

Security and Safety Issues - A further advantage of the compact form of the development is that it is capable of improving security on site. Additionally, the proposal has been the subject of discussion between officers and GMP (Architectural Liaison Officer) to establish both generic principles and local factors which need to inform a design to meet Secured by Design accreditation.

Sustainability - The applicant has confirmed that the Government's target is for all new BSF new-build and refurbishment projects to achieve a 'very good' BREEAM rating or better and it is the intention that St. Matthew's will achieve this specification.

There is an unresolved matter about on-site renewable energy sources although options in this regard have been identified. These include wind power, solar power and groundwater cooling.

The proposal also includes a waste management strategy which has been submitted and covers all aspects of waste including green waste.

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Lighting - Lighting within the site has been designed to ensure minimum impact on the residential amenities of nearby occupiers and has arisen additionally out of consultation with the Secured by Design advisors.

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)/objectors/residents 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 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

It is considered that the proposal will generally accord with the policies contained within the Development Plan, specifically the Unitary Development, in that the development would improve the quality of Educational facilities and will promote the use of open spaces, recreational facilities and leisure uses; there would not be any significant impacts on the residential amenities of adjoining occupiers, modern community facilities would be located within an easily accessible and safe location, additional sports facilities would be provided and generally the proposal would provide a high quality facility within the area to the benefit of the wider surrounding community allowing the continuing regeneration of the locality.

Conditions and/or Reasons

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

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

2) The development hereby approved shall be carried out in accordance with the drawings numbered SK01, AL_(00)_001 P7, AL_(00)_002 P7, AL_(00)_003 P7, AL_(00)_004 P7, AL_(00)_005, AL_(00)_009A, AE_(00)_001 P1, AE_(00)_002, AE_(00)_003 P2, AL_(00))010, AL_(00)_011, AL_(00)_12, SM_PLI_OR_003, SM_PLI_OR_004, SM_PLI_DR_G_91_AZ_NS_6001 B, SM_PLI_DR_G_91_AZ_NS_6002 A, SM_PLI_DR_G_91_AZ_NS_6004 C, SM_PLI_DR_G_91_AZ_NS_6006, SM_PLI_DR_G_91_AZ_NS_6007, SM_PLI_DR_G_91_AZ_NS_6008, SM_WB_DR_G_65_AZ_NS_30761 P01,

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and supporting information: Aedas Design Statement December 06, Sustainability Statement ref 3683 Nov 2006, Community Hub Vision Statement 14-11-06, Community Use Statement, Access Statement 2006.0677, Waste Management Statement, and Ecological Assessment Ref 1186.007, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans.

3) The car parking, including cycle parking areas, 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 and cycle parking areas shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car 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.

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

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

5) No development that is hereby approved by this permission shall not take place until samples and specifications of the 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 and E1.6 of the Unitary Development Plan for the City of Manchester.

6) The development hereby approved shall not be occupied unless a Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of Very Good has been awarded by an assessor licensed by the Building Research Establishment in respect of all buildings comprised in the development.

Reason - In the interests of minimising the environmental impact of the development pursuant to the Unitary Development Plan for the City of Manchester policies E16 and ER13 of RSS and the guidance in PPS1.

7) The development shall not be occupied unless accreditation, confirming achievement of the Secure by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by the City Council as Local Planning Authority.

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

8) 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 interest of amenity, crime reduction and the personal safety of those using the 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.

9) No development shall take place until there has been submitted to and approved in writing by the local planning authority, a plan indicating the positions, design, materials and type of boundary treatment to be erected, including the replacement of the gate to Ashlands Avenue. The boundary treatment shall be completed before the buildings are occupied. Development shall be carried in accordance with the approved details.

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, pursuant to policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

10) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details 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 to ensure a suitable development in accordance with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) All trees, shrubs and hedges within the site and/or trees whose root structure may extend within the site, which are to be retained as shown on the approved plan ref. SM_PLI_DR_G_91_AZ_NS_6002 A shall be fenced off before any building or other operation approved by this permission is carried out within the vicinity in accordance with British Standard BS 5837:2005. Thereafter, no excavation or other building or engineering operations shall take place and no plant, machinery or materials (including excavated material) shall be placed, deposited, stored or stacked within any such fence during the construction period.

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Reason - In order avoid damage to trees/shrubs adjacent to and within the site, which are of important amenity value to the area pursuant to Policy E2.6 of the Unitary Development Plan for the City of Manchester.

12) The landscaping scheme as shown on the approved drawings, shall be implemented not later than 12 months from the date of commencement of works. Any trees or shrubs removed dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

13) The details of an emergency telephone contact number for the contractor shall be displayed in a publicly accessible location on the site from the commencement of development and shall remain so displayed 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.

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

Reason - In the interests of pedestrian and highway safety.

15) Prior to the commencement of any development, full details of a scheme for the management, destruction and/or disposal of Japanese Knotweed to be carried out shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall include a timetable for implementation of the scheme. Should a delay of more than one year occur between the date of approval of the management scheme, or the date of development commencing, a further site survey must be undertaken and submitted to the City Council as local planning authority for approval, in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese Knotweed, pursuant to H2.1 of the Unitary Development Plan for the City of Manchester.

16) The hours of operation of the school and associated facilities, and the hours of servicing of the site, are to be agreed in writing by the City Council as local planning authority prior to occupation.

Reason - To safeguard the amenities of nearby residents, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

17) Prior to the commencement of works on site, a strategy for the management of construction traffic, including information regarding site approach routes,

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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, in accordance with policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 081667/VO/2006/N1 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 all held by the Planning Division.

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

Chief Executive's Landscape Practice Group
Engineering Services
Environmental Health
Contaminated Land Section
Environment & Operations (Trees)
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
Access Officer
North Manchester Partnership
Travel Change
GMPTE
Greater Manchester Police
Sport England (NW Region)
Greater Manchester Ecology Unit
Environment Agency

314 - 390 Lightbowne Road
Top flat 360 Lightbowne Road
25 - 43 Nuthurst Road
45, 47, 69 - 75 Nuthurst Road
90 - 116 Nuthurst Road
St Matthew's School Bungalow,
Nuthurst Road
1 - 25 Enderby Road
2 - 26 Enderby Road
11A Enderby Road
2 Blandford Drive
1 - 21 Blandford Drive
23 - 63 Blandford Drive
50 - 62 Blandford Drive
2 - 14 Abberley Drive
1 - 33 Wigsby Avenue
2 - 26 Wigsby Avenue
2 - 16 Enstone Drive

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1 - 13 Enstone Drive
2 - 16 Rainton Walk
1 - 21 Rainton Walk
1 - 13 Millfield Walk
2 - 8 Ancaster Walk
1 - 9 Woolton Close
2 - 8 Woolton Close
1 - 5 Scorton Walk
1 - 5 Shafton Walk
1 - 5 Shilton Walk
1 - 5 Standon Walk
1 and 2 Ashlands Avenue
2 - 14 Edenham Walk
61 - 67 Linford Avenue
74 - 82 Linford Ave
2 - 12 Girton Walk
1 - 5 Glanton Walk
2 - 8 Ramsbury Drive
1 - 11 Torpoint Walk
1 - 5 Athos Walk
1 - 5 Snowden Walk
2 - 8 Rockland Walk
2 - 10 Ampport Walk
2 - 8 Barney Walk
1 - 123 Blueberry Avenue
2 - 20 Blueberry Avenue
Flats 1-12 No2 Blueberry Ave
Flats 1-12 No6 Blueberry Ave
Flats 1-12 No12 Blueberry Ave
Flats 1-12 No16 Blueberry Ave
1 - 45 Rushberry Avenue
2 - 26 Rushberry Avenue
402 - 436 St Mary's Road
Murco Service Station
St Mary's Road
St John Vianney Presbytery
Poynter Street

Representations were received from the following third parties:

Sport England (NW Region)
Greater Manchester Ecology Unit
8 Enderby Road, Manchester, M40 0EN
2 Ashlands Avenue, Manchester, M40 0EE
26 Wigsby Avenue, Manchester, M40 0FL
1 Wigsby Avenue Manchester

Relevant Contact Officer: : Paula McGovern
Telephone No. : (0161) 234 4547
Email : p.mcGovern@manchester.gov.uk