

Application Number	Date of Appln	Committee Date	Ward
111974/FO/2016/S1	10th May 2016	28th Jul 2016	Rusholme Ward

Proposal Erection of a three storey building plus roof plant to form new secondary school with access from Lytham Road, parking and circulation areas, formation of outdoor sports facilities, including 3G all weather pitch and 3 multi use games areas, landscaping and associated works.

Location Land North Of Lytham Road, Rusholme, Manchester, M14 6PL

Applicant Manchester City Council, Education & Skills Department, PO Box 532, Manchester, M60 2LA

Agent Miss Olivia Carr, Turley, 1 New York Street, Manchester, M1 4HD.

Description

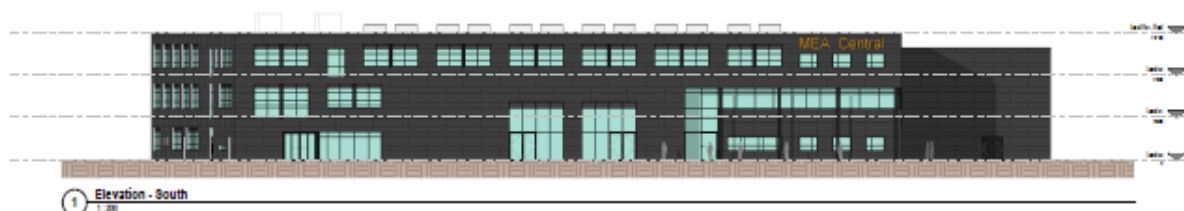
The application site measuring 3.5 hectares was formerly used by the University of Manchester as a sports facility. The site comprises an area of grass which accommodated a number of playing fields and the slab of a clubhouse / pavilion which has not been used for more than 10 years.

The site is bounded to the north by residential property in 'The Groves' (Handforth, Skelton, Tabley and Hardon) which lead off Old Hall Lane. There is no access to the new school via 'The Groves' as part of this planning application.

To the easternmost boundary there is a telecommunications installation (to be retained), which lies adjacent to the main Manchester to Crewe railway line. On the other side of the railway line lies residential property stretching towards Kingsway.

To the west, the site backs onto properties fronting Birchfield Road, beyond which lies the Manchester University Playing fields and Manchester Grammar School.

To the south, on the opposite side of Lytham Road, is Birchfield Primary School, which has 724 pupils (aged 3-11). All access to the school is proposed from the Lytham Road frontage. Further to the south is the Fallowfield shopping centre, the site lies in Rusholme Ward.



The secondary school proposed would eventually cater to 1050 pupils, aged 11-16, by the academic year 2021/2022, being taught by 234 full time members of staff in a part two, part three storey new build facility.

The applicant states that a number of options have been considered in order to meet the identified need and a strategy of increasing capacity through the extension of existing schools and the provision of new schools is already being deployed. The provision of a new school at Lytham Road is integral to this strategy, endorsed by Executive Committee, and will secure much needed secondary school capacity in a part of the city where a need has been identified. The school is programmed to be available from September 2017.

The school building would be setback from the back of footpath by 14m at the nearest point. When viewed in its entirety the width of the building proposed at its widest point is 87m.

The building is arranged around a courtyard, with a maximum building depth of 65.5m.

The building itself would have a height of 12m above ground floor level, with roof plant taking the building to a height of 13.8m.

The school would benefit from an all weather pitch and three multi use games areas which it is envisaged will be available for community use during the evenings and at weekends (as would the Sports Hall). No floodlighting forms part of this submission and would require separate consent in the future.

Car parking would be accommodated on site for 79 staff car parking spaces (including 1 disability space), 19 visitor spaces (with 4 additional disability spaces) (102 total) and 3 spaces for coach parking.

The planning statement refers to 63 Sheffield stands being proposed which comprises a capacity of 126 cycle parking spaces. It also states that 5 motorcycle parking spaces are to be provided.



Lytham Road would be made one way from under the railway bridge to the junction with Birchfields Road. Lytham Road would remain two way to the east of the railway line towards Kingsway.

A dedicated drop off facility with an in and out onto Lytham Road would be provided.

A servicing access would utilise an existing dropped kerb to provide a service area with external energy centre.

Alterations would be made to existing traffic calming measures to Lytham Road and new measures would be introduced. The Lytham Road exit to Birchfields Road would be two lane, to provide a dedicated left turn lane to reduce queuing on Lytham Road.

A new puffin crossing would be introduced to the north of the junction of Lytham Road and Birchfields Road on Birchfield Road, which is proposed for safe crossing and to provide breaks in traffic flow to allow egress from Lytham Road during peak traffic flows.

The site lies within Flood Zone 1. A Flood Risk Assessment has been submitted and assessed.

Consultations

The proposal has been advertised in the local press as a major development and a site notice was displayed at the application site. Notification letters have been sent to an extensive area of local residents and businesses.

32 letters of objection have been received from 27 addresses. One resident did not specify his address other than to say he lived on Lytham Road.

17 of the objections received were from residents of Hardon Grove and two properties on Old Hall Lane on the basis that pedestrian access was being taken from Hardon Grove to the proposed school.

No such proposals form part of the application submission. The objections seem to have been triggered by correspondence sent separately to the application process on behalf of Manchester City Council to residents at No.'s 15 and 16 Hardon Grove who live at the end of the Grove abutting the site boundary, investigating future access options.

As set out further in this report a condition is recommended to be imposed on any consent granted stating that any further means of access to the school would require the express consent of the local planning authority.

The same objections criticise that the application is not explicit in its detailing of access. Plan Access and Circulation 0338_PLI_L_90_006 Revision P03 is explicit that no access is to be taken from 'The Groves' to the north. A pedestrian footpath on the drawing does lead northwards towards the end of the multi use games area enclosure, to the south of the end of Tabley Grove.

With regards to other comments received all but one supported the principle of the introduction of the school in terms of meeting demand, objections were on the grounds that:

- The site is not sufficiently large to accommodate the numbers of children (1050) and staff (234)
- Questions as to whether or not the measures set out in the Transport Assessment and set out on the Highways drawings are sufficient to deal with the management of traffic
- Lytham Road and Birchfields Road already suffer from congestion due to the existing 420 space Birchfields Primary School and commuter traffic. It is difficult to make a right turn out of Lytham Road onto Birchfields Road.
- Birchfields Road suffers from inconsiderate parent drop off at present.
- Measures set out to manage traffic will only be effective if policed (some residents were of the opinion that even if policed the measures would not sufficiently address traffic issues)
- Lack of a plan to promote walking and cycling
- Impact on house values
- Shortage of parking spaces on site for staff will lead to off site parking placing pressure on neighbouring residential streets.
- Air pollution
- Loss of open space and lack of justification
- Loss of openness,
- Loss of quiet peace and enjoyment to the local residents due to additional noise from pupils, vehicles (including those using the service access adjacent to residential property) and anticipated anti-social behaviour (including littering and damage to property). Particularly having regard to the location of the proposal opposite the existing primary school, leading to 1800 children in one location.
- Community use of sports facilities will mean that there is no respite from disturbance to residents in school holidays.
- The one way system will mean residents would have to travel further just to get to their homes.
- The mix of the one way and two way traffic on Lytham Road will cause a road safety issue. Alternatives were suggested by residents at pre-application consultation meetings, such as: Make the whole of Lytham Road one way (not decided in which direction the traffic would flow); Blocking Lytham Road to vehicular traffic from the railway bridge and; giving access to the school from 'The Groves' to the north.
- No traffic warden proposed to the school crossing
- Concern about further expansion of numbers of pupils at the school. The site will want to accommodate a sixth form.
- Residents concerns expressed at two pre-application consultation meetings have not been addressed.
- Better sites available such as the old B&Q site off the Kingsway dual carriageway.
- Stagger school opening times to avoid traffic congestion, the hours of 8am or 9.45am were suggested to avoid peak traffic hours.
- There is inadequate evidence to justify a new school in this location. A more suitable site would be one not surrounded by residential property or in such close proximity to an existing school.
- Seven individual trees, two tree groups and part of three further tree groups require removal to facilitate the development proposals. The application submission itself

recognises that two of these are high value, prominent street trees. Their loss would not be adequately mitigated by the minimal replacement planting proposed. The proposal would be contrary to Policy EN9 of the Manchester Core Strategy, which seeks to protect existing street trees and promote new planting to enhance green links in the urban area, and with Policy DM1 (in respect of trees and landscaping).

The substantive objections raised above will be addressed in the main Issues section of this report.

One objector conducted a survey finding that 6 residents for the development and 28 residents against.

Concern was expressed by one resident about the future of Birchfields Road and the creation of two lanes of traffic in either direction at the expense of front gardens to properties on Birchfields Road. No such proposals form part of the application submission.

One resident questions the proximity of the Primary and Secondary School to each other with regards to the health of the children. It is often the case that Primary and Secondary Schools are co-located.

Highways (Local Highway Authority and Transport for Greater Manchester)

Context - There is an existing primary school also located and accessed via Lytham Road. There are school entrance markings on the south side of Lytham Road adjacent to the primary school entrance; these are operational Monday – Friday 8am to 5pm.

Adopted highway extends to the back of footway along both sides of Lytham Road.

Lytham Road is subject to a 20mph speed limit. This is supported by vertical traffic calming measures. There is a Traffic Regulation Order applicable to Lytham Road where vehicles are not permitted to enter Lytham Road from Birchfields Road between 08:30 to 09:30 and 15:00 to 16:00.

There are a number of build outs on the north side of Lytham Road. These protect indented parking bays. The bays are unrestricted and it has been noted that some all day car parking occurs in these bays.

The area is well served by public transport via bus services on Birchfields Road.

Proposed Scheme - The applicant has put forward a highway scheme to facilitate access and safe travel to/from the new proposed school site. The key features of the scheme are as follows:

- Lytham Road one-way westbound between the railway bridge and Birchfields Road
- Narrowing of Lytham Road carriageway to circa 4m via the introduction of buildouts / raised tables.

- Rationalising on street car parking on Lytham Road and introducing limited waiting restrictions to prevent long stay parking and various changes to TROs to manage car parking and maintain highway safety.
- Introduction of a signalised pedestrian crossing facility across Birchfields Road.
- Keep Clear markings on Birchfields Road at the junction of Lytham Road / Birchfields Road.

The scheme presented has been developed with discussion from MCC Highways officers. The proposals are acceptable in principle subject to detailed design approvals via a S278 agreement.

School Hours - No detail has been provided regarding the proposed school core hours or any details regarding before or after school clubs. The Birchfields primary school core hours are 0855 to 1530. It is highly recommended that to minimise impacts on the highway of secondary and primary school children travelling at the same time that the start and end times of the two schools are staggered.

Highway Safety / Accidents - A review of the recorded personal injury accidents over the last 5 year period has been included in the TA. The accident summary concludes that there are no existing underlying road safety issues relating to the immediate local highway network. Two collisions occurred in 2014 on Lytham Road involving child pedestrians not looking and stepping out in front of vehicles.

During site visits the agent has observed that the prohibition of driving order is regularly contravened by motorists including parents collecting and dropping off children. The narrowing of Lytham Road and the introduction of 1-way from the railway bridge to Birchfields Road is expected to significantly reduce the number of motorists entering Lytham Road from Birchfields Road.

Trip Generation - As the school is a new development there is no confirmed catchment although informally Highways have been advised that the catchment is likely to be quite small circa 1km. Subsequently the agent has reviewed the transport assessment for the soon to be opened Dean Trust Academy located circa 2km from the site on Stockport Road.

There is agreement with the methodology followed in the transport assessment in relation to the trip generation / distribution and highway impact and they state that the forecast flows in the transport assessment figures are generally robust.

Traffic Modelling - The transport assessment includes existing and proposed scenario modelling of the following junctions that would be affected by school traffic:

- Lytham Road / Birchfields Road
- Lytham Road / Slade Lane
- Birchfields Road / Old Hall Lane
- Birchfields Road / Fallowfield Retail Park
- New crossing across Birchfields Road.

The extent of the modelling was agreed in advance and this has been reviewed.

An overview of the junctions modelling indicates some high (80%- 90%) degrees of saturation for some movements, and some significant delays; this is particularly the case under the sensitivity-tests conditions where 11%+ of pupils trips are assumed to be by car. However, the transport assessment highlights that:

-For some movements, forecast congestion is associated with growth in background traffic, not just traffic due to the proposed new school development.

- It is intended that pupil numbers will build over several years to the 1050 pupil maximum, allowing a better understanding of actual travel to the site prior to the school operating at full capacity and time to address traffic issues.

- Good travel demand management and the implementation of robust Travel Plan measures targeted to promote walking and cycling will be required from the outset of the school opening, in order to maintain a low percentage of pupil car-based journeys.

It is suggested that a crossing is required to assist primary and future secondary school pupils cross Birchfields Road, however it is advised that by 2022 there is expected to be additional delays to traffic and queuing on Birchfields Road and Lytham Road as a result of the additional school traffic and the introduction of a pedestrian crossing.

If Lytham Road was 2 lanes at the junction with Birchfields Road the delay to left turners out of Lytham Road would be reduced. The narrowing of Lytham Road at Birchfields Road was promoted so that the 1-way order on Lytham Road would be self-enforcing and it would also reduce the exposed crossing distance for pedestrians. On balance reducing the level of queuing and delays on Lytham Road by providing a 2 lane exit at Birchfields Road would also contribute to improving road safety therefore it is recommended that 2 lanes are provided on Lytham Road at Birchfields Road.

Off Site Parking – Drop Off / Pick Up - The existing primary school and the proposed new secondary main vehicle and pedestrian school entrances are located from Lytham Road. The agent has undertaken a number of site surveys in the vicinity of the proposed school that have confirmed that there are a number of pre-existing highway/traffic issues that occur in the school morning and afternoon peak periods on both Lytham Road and Birchfields Road. The main issues identified relate to pupil pick up and drop off at the primary school including illegal and obstructive car parking and contravention of the prohibition of driving order. Although frustrating and inconvenient this type of driver behaviour is not unusual around many schools. Also it is important to note that there is no significant recorded accident history (over the last 5 years) to suggest that there is any specific road safety issue in the area.

The agent has also observed that the majority of school traffic related issues are relatively short lived and that the issues that occur in the afternoon school peak period do not coincide with peak period for general traffic.

The primary school benefits from an arrangement with the owners of the Fallowfield retail park where 8 car parking spaces are marked for use by parents and children

using the internal ramp from the car park to the school. These 'park and stride' spaces are well used and take some of the school trips away from Lytham Road and Birchfields Road. It is likely that more of the car park is used for these trips as trips to school are linked with trips to the retail park.

On-site parking – Drop Off / Pick Up - Presently at Birchfields School there is on site staff car parking for 35 vehicles and visitor car parking for 5 vehicles. The staff car park was observed as being full at 0930 hours. No detail has been provided regarding staff numbers or staff travel modes to Birchfields Primary School so it is not clear how much overspill car parking there is related to the primary school.

Some anecdotal evidence suggests that due to the primary school car park being locked through the school day some teachers choose to park all day on Lytham Road. The introduction of limited waiting on Lytham Road will prevent teachers from parking all day on Lytham Road. It is also recommended that if possible the primary school car park gating arrangement and car park layout be reviewed and improved to further encourage staff to park off street.

At the secondary school on-site car parking is provided via a new internal 102 space car park. The car park includes 2 staff disabled spaces and a further 4 disabled spaces in the drop off area. This allocation is considered acceptable in principle. It appears that the car park will be split to provide staff car parking (79 spaces) and visitor parking (19 spaces). It is not clear how the car parking will be managed to restrict use to staff or visitors. The Greater Manchester car parking standards recommend a maximum of 1.5 spaces per classroom and based on 50 classrooms the provision of 75 staff spaces would be considered appropriate (79 are provided).

The car park will be accessed via Lytham Road and it is proposed to be gated to prevent unauthorised access. No detail has been provided regarding the method of control (keypad, fob etc). The car park layout appears acceptable in principle subject to bays being 2.4m wide x 4.8m length, the disabled bay should be 3.6m wide by 6.0m length.

It is recommended that any boundary treatment is visually permeable upwards of 600mm to allow for adequate pedestrian/vehicle intervisibility. It is also recommended that as per the site plan all gated accesses be inward opening to ensure that they do not impact on the adjacent highway or footway.

A drop off area is proposed within the school site accessed from Lytham Road. Within the drop off area there are spaces marked for circa 5 vehicles, 3 buses and 4 disabled bays. It is expected that when the bus bays are not in use these will also be utilised for pupil drop offs. So there could be up to 12 bays available for pupil drop off.

The Agent has prepared a note (appended to the TA) demonstrating the expected capacity of the drop off facility and the extent of vehicles queuing to get into the drop off area. The note indicates that the drop off area could accommodate between 50 and 180 vehicles during the peak 15 minute drop off time, depending on dwell time and layout.

Based on this throughput, vehicles waiting to enter the drop off are not expected to extend further back than Allandale Road.

Cycle Parking - It is proposed that sheltered cycle parking will be provided for circa 126 bicycles. This allocation is acceptable in principle. The cycle parking facility appears to be located within the school playground to the rear, there appears to be access afforded to the cycle storage area along the eastern boundary of the school building. It is recommended that all routes are a minimum 2.0m.

Travel Plan - A framework Travel Plan has been submitted as part of the application, which is acceptable in principle. The Travel Plan is central to the school reducing vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network. It is recommended that the framework travel plan is extended and developed to a full travel plan within the first six months of the school becoming occupied. A suitable planning condition setting out this requirement is therefore recommended.

Pedestrian Access - To promote safe pedestrian travel to and from the school, raised tables are proposed on Lytham Road, these are located in close proximity of the pedestrian access points to the primary school and secondary school. The proposed tables will improve intervisibility between motorists and pedestrians. The proposed one-way will simplify traffic movements and reduce conflicts as vehicles are not attempting multiple point turns to exit Lytham Road via Slade Lane.

Dropped kerbs and tactile paving should be provided at the pedestrian crossing points, vehicle accesses and across Lytham Road at Birchfields Road.

There are sections of existing guardrail on Lytham Road. It is proposed that the extent of guardrail will be amended to tie in with the proposed parking bay configuration. Further discussion will be required in due course to agree the extents of guardrail, it is likely that as a minimum 3 no. 2m panels may be required adjacent to the primary school entrance to ensure that younger children do not run straight onto the carriageway.

A new signalised pedestrian (puffin) crossing is proposed across Birchfields Road. The cost of the crossing is to be met by the applicant. The proposed crossing is 4m wide to accommodate pupil numbers and to enable the crossing to be converted to a toucan in the future if required. The crossing will assist the wider community in crossing Birchfields Road including pupils travelling to school by bus. The position of the crossing is restricted by the property driveways along Birchfields Road. Any proposed traffic signal installation will require discussion and approval from TfGM.

Initial comments on the design of the proposed crossing are summarised as follows:

The proposed position of the crossing is satisfactory, provided that the tree on the west-side footway, to the south of the crossing, is removed.

To prevent vehicles on Birchfields Road obstructing vehicles exiting from Lytham Road it is proposed to introduce Keep Clear markings at the junction of Birchfields

Road and Lytham Road. A further advantage of the proposed crossing is that the associated zig-zag markings are likely to discourage drop off activity on Birchfields Road. It should be noted that at peak times the crossing is likely to be called every cycle. This will create gaps in platoons of traffic in which vehicles can exit Lytham Road.

All works affecting the adopted highway, including the introduction of TROs will be at the applicants cost and subject to a S278 agreement, to be conditioned as part of any planning approval.

Public Transport - The school is located close to good public transport links via bus services on Birchfields Road. The south bound bus stop is located south of Lytham Road and there is a bus shelter at this stop. The northbound stop is located to the north of Lytham Road and appears to have no shelter. Given the expected increase in use a bus shelter should be considered at this location. Any bus stop changes/improvements require discussion and agreement with TfGM.

Waste Management - A separate waste store and service access is provided within the school site at the western end of the development. A waste management plan has been provided which is acceptable in principle.

Construction - A Construction Management Plan is to be provided by the developer prior to the start of any construction works. The document should consider impacts on Birchfields Primary School traffic, contractor and worker car parking, construction vehicle permitted routes, traffic estimates, frequency and working hours. Details of any proposed temporary road closures, hoarding licenses, streetworks and highway occupation licenses will need to be obtained and agreed with MCC Network Resilience Officers. Any crane over-sail licenses during the construction phases will also need to be obtained. It is recommended that the above will be agreed with Manchester City Council prior to any construction works starting and it is recommended that this is included as a condition as part of any planning approval.

Environmental Health

Recommend conditions relating to hours of deliveries / servicing / waste collection, fume extraction, construction management plan, hours of opening, lighting, acoustic insulation, externally mounted equipment, hours of use of pitch / field / court and refuse in accordance with details submitted. These conditions have been appended.

Environmental Health have assessed the Air Quality Assessment by Ramboll Environ, report ref UK18-22935 dated April 2016, and can advise that the conclusions of this report are accepted; the proposed development would not result in a significant effect on air quality. However, as per IAQM/EPUK guidance, good practice principles should be applied to all developments that have not been screened out using criteria in that guidance. It is therefore recommended that a request be made to the developer to submit proposals for good practice measures as per the guidance. Construction phase impacts are identified and a condition regarding a Construction Environmental Management Plan is recommended.

Contaminated Land

The applicant has submitted full and detailed information to the Contaminated Land section to negate the need for a Contaminated Land Condition. Any comments received will be reported to committee.

Neighbourhood Team Leader (Arboriculture)

Any comments received will be reported to Committee.

MCC Flood Risk Management

Providing that United Utilities agreed with the proposed drainage connection of the surface water runoff from the site into the combined public sewer, Flood Risk Management suggest the following drainage conditions to be attached to this planning application:

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

In order to avoid/dischage the above drainage condition the following additional information has to be provided:

- Surface water drainage
 - Opportunity to use green SuDS solutions should be maximised;
 - Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
 - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
 - Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
 - Hydraulic calculation of the existing and proposed drainage system;
 - Long and cross sections for the proposed drainage system and finished floor levels.
 - Construction details of flow control and SuDS elements.
- Proposal of surface water management during construction period.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, Flood Risk Management suggest the following construction and maintenance condition to be considered by the LPA:

Condition 2: No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme

shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Greater Manchester Police

The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the attached Crime Impact Statement dated (18/03/2016 – URN: 2016/0162/CIS/01 Version A) and a planning condition (Secured By Design Accreditation) should be added to reflect the physical security specification listed within section 4 of the submitted Crime Impact Statement.

United Utilities

United Utilities have no objection to the proposed development subject to the attachment of conditions relating to Foul Water and Surface Water. The local planning authority cannot condition Foul Water drainage, however, a condition has been recommended by the Flood Risk Management team with regards to Surface Water Drainage and management of Sustainable Drainage Systems.

The applicant has been forwarded information disclosed with regards to the presence of a public sewer across the site and connections to water supply.

Greater Manchester Ecology Unit

Bats - Bats roost in cracks, crevices, cavities and hollows within trees. The trees on site were assessed for their suitability to support roosting bats and whilst no trees were noted as having particular features which could support a bat roost, trees are extremely difficult to assess. Bats can and do turn up in the most unlikely places, if bats are found at any time during tree works, then work should cease immediately and advice sought from a suitably qualified bat worker. GMEU would suggest that an informative to this effect be placed on any permission.

Birds - Several trees are due to be removed as part of the proposed development. The trees and scrub on site have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). GMEU would therefore recommend that works to trees, including pruning and any scrub removal should not be undertaken in the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent, by a suitably qualified person. GMEU would therefore suggest that a condition to this effect be placed on any permission, if granted, in order to protect wild birds.

Trees - All trees to be retained on the site should be protected from the development to prevent damage to the root system. Protection should follow guidelines presented within BS 5837:2012 'Trees in relation to design, demolition & construction'. We would therefore recommend a condition to this effect should be placed on any permission.

Biodiversity Enhancement - In line with Section 11 of the NPPF, GMEU would recommend that opportunities for biodiversity enhancement be incorporated into the new development. These should include: Bat bricks and/or tubes within the new development; Bat boxes; Bird boxes; Native tree and shrub planting (mature trees should be replaced on a 3:1 basis)

In conclusion GMEU are satisfied that the application can be forwarded for determination and that any permission if granted is supported by the conditions/informative above.

Network Rail

Have requested that the applicant enters into a Basic Asset Protection Agreement due to their interest as a neighbour, the request has been provided to the applicant, the terms of which do not relate to the planning application.

Sport England

The site forms part of, or constitutes land last used as playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595).

However, as the playing field has not been used for at least five years, the consultation with Sport England is not a statutory requirement.

Notwithstanding the non-statutory nature of the consultation, Sport England has considered the application in the light of the National Planning Policy Framework (particularly Para 74) and Sport England's policy on planning applications affecting playing fields 'A Sporting Future for the Playing Fields of England.'

Sport England's policy is applied to any land in use as playing field or last used as playing field, irrespective of whether that use ceased more than five years ago.

Lack of use should not be seen as necessarily indicating an absence of need for playing fields in the locality. Such land can retain the potential to provide playing pitches to meet current or future needs.

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field or land last used as such, unless one or more of the five exceptions stated in its policy apply.

The Proposal and Impact on Playing Field

The majority of the playing fields will be lost through this development.

Assessment against Sport England Policy

Sports England note that part of the application is for a 3 Court Multi Use Games Area (MUGA), a 3G Artificial Grass Pitch (AGP) World Rugby – Regulation 22, and a 4 court sports hall.

Sports England have assessed the loss of the playing field area against their planning policy exception 5 which states: The proposed development is for an indoor/outdoor sports facility of sufficient benefit to sport to outweigh the detriment caused by the loss of playing field.

They have advised that the AGP is designed to the correct guidance, which can be conditioned.

The proposal for a 4 – court sports hall could be used by community groups. The detailed design should be conditioned to meet design guidance for sports halls.

Details on the construction of the MUGAs should be conditioned.

Ensuring that the proposed sports facilities meet the relevant technical guidance, would also mean that it could meet Sports England's E5 planning policy exception in part. However they would require a community use agreement to be conditioned as well in order for their planning policy exception E5 to be met in this instance.

Conclusion - Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet exception E5 of the above policy. The absence of an objection is subject to condition(s) and an informative being attached to the decision notice should the local planning authority be minded to approve the application.

Central Neighbourhood Team

Any comments received will be reported to committee.

Land Interest - The City Council has a land interest in the site. Members are reminded that in considering this matter they are discharging their responsibility as Local Planning Authority and must disregard the City Councils land interest.

Environmental Impact Assessment - EIA Screening - The proposal is not Schedule 1 development. However, the proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations. The site area of 3.5 hectares is above the threshold set out within the 2011 Regulations of 0.5 hectares and also above those set out within the 2015 Regulations. The proposal is not located within a sensitive area and as set out in this report and the consideration of the proposals, taken either on its own or cumulatively, is not considered likely to give rise to significant environmental effects. The proposed development is not EIA development requiring the submission of an Environmental Statement.

Policy

The following local and national policies and documents are considered relevant in the determination of the application proposals.

Manchester Core Strategy

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- o creating well designed places,
- o making a positive contribution to health, safety and well-being,
- o considering the needs of all members of the community, and
- o protecting and enhancing the built and natural environment.

This is an overarching policy which sets the context for this application.

Policy H1 - Housing - This policy prioritises residential development on previously developed land. Proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The aim is to support growth on previously developed sites in sustainable locations, taking into account the availability of developable sites.

Policy H2 - Strategic Housing Location - This policy identifies an area encompassing the application site and residential areas to the north as being within a key location for new residential development throughout the plan period. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

The current application proposals are to provide the infrastructure to support the increase in population of this part of the city and the projected increase in population envisaged through policy H1 and H2 and is therefore considered to support the housing policies.

Policy EN 10 - Safeguarding Open Space, Sport and Recreation Facilities - This policy indicates that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of

existing open spaces, increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people.

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

As set out within the issues section of this report it is considered that improved sporting facilities will be provided on site through the Multi Use Games Area that broaden the range of sports and activities available to the public. On this basis the proposals are therefore considered to be compliant with the principles of EN10 of the Core Strategy.

Policy EN12 - Area priorities for Open Space, Sport and Recreation -

The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-

Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City.

Policy EN16 states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN 18 relates to Contaminated Land and Ground Stability. This policy identifies the priority to develop on previously developed land and that this may include developing sites with historic industrial or other land uses that may have left a legacy of contamination.

Policy T1 seeks to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, in particular the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.

Policy T2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

The report sets out compliance with the aforementioned policies.

Policy DM1 of the Core Strategy states:

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.

- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.

The proposed development is considered to have been designed to reflect the sites context and relationships with the surrounding area to provide a strong built form and therefore accords with the general principles of the Guide to Development SPD.

The National Planning Policy Framework

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraph 72 states The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools.

Paragraph 74 states existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals will create a new educational facility in a sustainable location, there is no objection from Sport England to the proposal in terms of the loss of outdoor play pitch and as set out in this report is considered to accord with the Core Strategy Development Plan Document, and therefore with the main principles of the National Planning Policy Framework.

Issues

Principle of use - The proposed educational buildings are considered to be suitable for the application site, which has no designation or site allocation. The proposal will allow a new secondary school to commence from September 2017 to accommodate the increased requirement for additional secondary school places to serve the City. The demand for the provision of the new Secondary School is evidenced and substantiated in the Planning Statement submitted by the agent on behalf of the applicant. On this basis the principle of the use in this location is considered to be acceptable subject to the further consideration of the matters set out below.

Traffic, Car parking and Sustainable Transport – It is recognised that this has been a challenge for this site and representations from the local community reflect concerns in this regard. The proposed use will generate peak traffic movements at the start and end of the usual school day and will increase the amount of on street parking. The applicant has submitted a transport statement assessing the impacts of the development proposed upon key junctions.

Highways Services and Transport for Greater Manchester have reviewed the transport assessment and are satisfied, subject to conditions being imposed.

It is considered that there is overprovision of car parking in relation to the standards set out in the Core Strategy. The site is well located in relation to public transport. Necessary alterations to the highway are proposed as part of Section 278, which include:

- Lytham Road one-way westbound between the railway bridge and Birchfields Road

- Narrowing of Lytham Road carriageway to circa 4m via the introduction of buildouts / raised tables.
- Rationalising on street car parking on Lytham Road and introducing limited waiting restrictions to prevent long stay parking and various changes to TROs to manage car parking and maintain highway safety.
- Introduction of a signalised pedestrian crossing facility across Birchfields Road.
- Keep Clear markings on Birchfields Road at the junction of Lytham Road / Birchfields Road, to mitigate impacts.

A condition is recommended to ensure that the school fulfil their obligation to encourage pupils to travel to school utilising sustainable methods of transport as set out in the Framework Travel Plan. A further condition is recommended to show additional details of the 126 cycle parking spaces proposed.

It is considered that the applicant has provided a proportionate level of information relating to transport and car parking. They have confirmed agreement to the necessary Section 278 works and it is not considered that the proposals raises significant enough concerns to warrant refusal of the application on highway or pedestrian safety grounds.

Residential Amenity - The proposed building to be located to the south west corner of the site is three storeys in height with a maximum height rising to 13.8 metres. The site is bounded to the north and west by two storey residential dwellings. The railway line to the east provides a barrier to residential property on this side of the site. Birchfields Primary School sits to the south.

The nearest residential property (62 Lytham Road) is approximately 23.5 metres from the proposed school building. The servicing area for the school will be immediately adjacent to the boundary.

The gable elevation of this residential property has two small first floor windows two ground floor windows and a door. Given the separation distance provided to the proposed school building it is not considered that the development would give rise to unacceptable impacts on residential amenity in terms of loss of light, overshadowing or overlooking. The servicing area is to be screened from view with hedge planting and it is not considered that the noise created by the servicing of the school would be sufficient reason to withhold consent, subject to the imposition of appropriate conditions controlling hours or servicing and deliveries.

The proposed school building would be 24-26m from the rear boundaries of properties at 179 to 169 Birchfield Road (50-52m from the rear elevation of the properties). The year 7/8 hard play and informal seating area would be located adjacent to this boundary.

There is substantial tree planting to this boundary serving as a screen. By virtue of the presence of this screen and the distances involved it is not considered that there would be any harmful impact upon residential amenity in this location by virtue of loss of light, overshadowing, overlooking or noise generation.

167 to 155 Birchfield Road also benefit from the existing screening in place and would overlook part of the site to be retained as open landscaped area.

To the north properties on 'The Groves' present their gable to the site boundary. The school building proposed would be 67.5m from property on 'The Groves' at the nearest point. The main school building would therefore have little to no discernible impact upon the residential amenities of these properties.

As referred to earlier in this report, no pedestrian access is to be provided via 'The Groves,' a condition has been recommended removing the ability to create any further accesses without express consent to allow full consideration of this if this was proposed at a future point.

The multi-use games area and artificial pitch would be c. 2-4 m from the site boundary with properties on Tabley Grove. The pitches have been set an angle to 'The Groves' to the north to minimise the extent of development adjacent to the shared boundary.

Subject to a suitable condition controlling the hours of use, it is not considered that the proposal would give rise to unacceptable impacts in terms of residential amenity. Although it is acknowledged that activity relating to these pitches will be audible from neighbouring houses.

The proposal by its nature will increase comings and goings from the site as a result from both initially the 1050 pupils being picked up and dropped off as well as the 234 full time members of staff arriving and leaving the building. This may result in increased pressures for car parking in nearby residential streets for limited times both in the morning and afternoon associated with the normal school day although as set out elsewhere in this report the levels of parking proposed are considered acceptable for the proposal. Whilst this would be a noticeable change in the immediate area it is not considered to be so significant to warrant refusal of the application.

Other issues

A number of residents have referred to the impact of the proposal upon house values, this cannot be taken into consideration.

The creation of a one way system may entail that some residents may have to travel further to arrive at their destination. This would not cause such harm to residential amenity as would warrant the refusal of planning consent.

Highways are satisfied with the legibility of the scheme designed, with regards to comments received about possible confusion in relation to the meeting of the one way and two way system at the railway bridge on Lytham Road.

With regards to suggestions that the school staggers its opening times with Birchfields Primary School, the Travel Plan will allow this issue relating to be considered as part of the future management.

Visual Amenity – It is inevitable that any building on this site will result in a visual change in the locality given it is a grassed area of land. In addition existing fencing is to be replaced and additional fencing is to be installed. It is proposed to have a continuous 1.8m high railing to the Lytham Road frontage, 2.4m high weldmesh fencing to other external boundaries and 3m high sports rebound weldmesh fencing surrounding multi use games area and all weather pitch.

The proposed school has, however, been designed to respond to the general character of the area.

The proposed building is of a modern design (utilising rainscreen cladding, insulated composite metal panels, curtain wall glazing and aluminium framed windows) and is constructed off site prior to being installed.

It is a type of construction that is widely used and in terms of its design and appearance is considered to be acceptable in visual terms in this location.

The site is well screened from properties on Birchfield Road by trees to be retained and the development is some distance from properties to the north on 'The Groves' as detailed in the residential amenity section above.

Open Space - It is acknowledged that the proposals will result in the loss of a grassed area. However, this grassed area has not been used for in excess of ten years. The proposed installation of the multi use games area and artificial pitch would increase the number of opportunities for outdoor recreation which will be available for multi sport community use beyond the school day that would support increases in local participation.

There is an objection relating to the loss of green space as a result of the application proposals. The application site is fenced off and is not readily accessible. It is considered that the loss is acceptable in the context of the net gains and benefits of the overall proposal.

It is recommended that the provision of a new modern multi use games area facility available to the Community is secured through an appropriately worded condition to ensure the provision of improved and enhanced replacement sport and recreation facilities to the local area. The proposal is therefore consider to accord with policies EN10 and EN12 of the Manchester Core Strategy.

Trees – 2 prominent street trees are to be retained to the Lytham Road frontage. 2 prominent category A street trees are shown as being removed, 6 replacement street trees would be planted, equating to a 3:1 replacement ratio, in line with the Tree Replacement Strategy and in accordance with policy EN9 which refers to replacement tree planting.

5 further individual trees categories B and C, two tree groups and part of three further tree groups require removal to facilitate the development proposals.

These would be replaced by 10 trees across the site (in the car park, in the courtyard and in the outside curricular space).

The replacement scheme is considered to be acceptable and it is recommended this be subject to a condition of any approval along with a condition relating to the retained trees being protected on site during construction works.

The trees to the western boundary to the rear of properties on Birchfield Road are shown on the landscape drawing as being retained where possible but some removal of trees may be undertaken in order to permit the erection of perimeter boundary. These trees provide screening of the site from Birchfield Road, as referred to in the residential amenity section above and must be retained. For this reason a further condition is suggested to agree a further landscaping scheme.

Air Quality - The information submitted with the application has been reviewed by the City Councils Environmental Health team and no concerns have been raised with regards to the adequacy of the submitted information.

It is considered that the proposals would not give rise to unacceptable impacts in terms of Air Quality and therefore accords with policy EN16 of the Core Strategy.

Crime - The application has been supported by a Crime Impact Statement prepared by Greater Manchester Police. This outlines the particular crime issues in the locality and vulnerabilities of existing buildings and the proposed development. The CIS makes recommendations relating to secure boundary treatments and with regards to the control of access into and around the building / site when it is to be used by the community out of hours but concludes that the proposed school has been well designed from a security perspective. Conditions are recommended that the development achieves Secure by Design accreditation and a suitable worded condition is proposed.

It is considered that the proposed development has been designed to reduce the risk of crime and therefore accords with policy DM1 of the Core Strategy.

Ecology - The applicant has prepared an Ecological Impact Assessment alongside the application. Greater Manchester Ecology Unit have raised no significant ecological concerns regarding the site or proposals, subject to the imposition of appropriate conditions and informatives.

Sustainability - The applicant has provided a BREEAM pre-assessment which indicates that the development can achieve a Very Good score, an appropriately worded condition is proposed in relation to this matter. The development would also provide on site renewables in the form of roof mounted Solar Photovoltaic Panels.

Waste – A detailed Waste Management Report was submitted to accompany the planning application. This has been assessed by Environmental Health, who are satisfied, subject to a condition requiring compliance with the strategy submitted.

The proposed school will have a secured bin storage area accessed from the service area to be provided off Lytham Road (to include a turning head for a HGV).

The bins that would be housed in this area are:

General Waste: 6 x 1100 litre bins (2 collections each week)
Pulpable Recycling: paper waste: 2 x 1100 litre bins (2 collections each week)
Mixed Recycling: 1 x 1100 litre bin (2 collections each week)
Food Waste: 4 x 250 litre bins (2 collections each week)

Garden waste will be removed from site by the schools Grounds Maintenance Contractor.

Inclusive Design - The new building would be fully accessible. A lift would take users from the ground to the first floor and second floor.

Conclusion - The application proposals relates to the provision a new secondary school in Rusholme which is an essential facility to serve the local community. It is considered, as set out within this report, that the proposals will not result in any unacceptable harmful effects and is compliant with all development plan and national policies.

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 Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing 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. She 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

Article 35 Declaration

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Appropriate conditions have been attached to the approval.

Reason for recommendation

Conditions to be attached to the decision

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

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

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings:

Site Red Line Plan 0338_PLI_L_90_001 Revision P01
Site Plan 0338_PLI_L_90_002 Revision P05
Area Analysis 0338_PLI_L_90_003 Revision P01
Fencing and Boundary Treatments 0338_PLI_L_90_004 Revision P06
Hard Landscaping Materials/Fence Types 0338_PLI_L_90_005 Revision P04
Access and Circulation 0338_PLI_L_90_006 Revision P04
Site Sections 0338_PLI_L_90_007 Revision P01
Outline Levels 0338_PLI_L_90_008 Revision P03
Trees to Lytham Road Frontage/Tree Pit Details 0338_PLI_L_90_009 Revision P03
Proposed Elevations AP(05)02 Revision B
Proposed Ground Floor Plan AG(04)A01 Revision B
Proposed First Floor Plan AG(04)A02 Revision B
Proposed Second Floor Plan AG(04)A03 Revision B
Proposed Roof Plan AG(04)A04 Revision B
Proposed Sections AP(06)01 Revision B
Exploded Plans AG(0-)A01 Revision B
Proposed Isometric Views AP(0-)02 Rev A
Gross Internal Floor Area Plans AG(04)A05 Revision B
Outline Highway Proposals MMD-365252-H-DR-00-XX-0001 Revision P4

Documents:

Crime Impact Statement dated 18/03/2016 – URN: 2016/0162/CIS/01 Version A
Design and Access Statement prepared by Ellis Williams Architects
Planning Statement by Turley
Sustainability Statement prepared by Turley
Statement of Community Involvement prepared by Turley
Ecological Assessment prepared by TEP
Arboricultural Impact Assessment prepared by TEP
Air Quality Assessment prepared by Ramboll
Extraction statement prepared by Mott MacDonald
Flood Risk Assessment prepared by Ramboll
Ground Contamination Interpretative Report prepared by Ramboll
Transport Assessment prepared by Mott MacDonald
Waste Management Statement prepared by Ellis Williams Architects
Community Use Statement – email 12/04/2016 from Gillian Ramsbottom
Framework Travel Plan prepared by Mott MacDonald

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3. Prior to the commencement of above ground works of the hereby approved building, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed 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, as specified in policies SP1 and DM1 of the Core Strategy.

4. Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the school shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

5. No further accesses to the school, either vehicular or pedestrian further to those indicated on plan Access and Circulation 0338_PLI_L_90_006 Revision P04 shall be created without the express consent of the local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.
No creation of further accesses without the express consent of the local planning authority.

6. The Sports Hall hereby permitted shall not be constructed other than substantially in accordance with Sport England Technical Guidance Note: Sports Halls Design and Layouts 2012.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy EN10 of the Core Strategy.

7. The Multi Use Games Areas hereby permitted shall not be constructed other than substantially in accordance with Sport England Technical Guidance Note: Artificial Surfaces for outdoor Use 2013.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy EN10 of the Core Strategy.

8. The Artificial Grass Pitch hereby permitted shall not be constructed other than substantially in accordance with the Rugby Football Union's Facilities Guidance Note Number 7: Artificial Rugby Turf 2013 or as amended.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy EN10 of the Core Strategy.

9. Within 12 months of the date of this planning permission, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to all sports facilities forming part of the development and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason - To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport pursuant to policy EN10 of the Core Strategy.

10. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

11. The car parking indicated on drawing Site Plan 0338_PLI_L_90_002 Revision P04 shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the school is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

12. Notwithstanding the plans submitted, no part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be agreed in writing by the local planning authority. These 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 transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

13. The development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, to 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 nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

14. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the agreed Construction Management Plan. The Plan shall include:

- The routing of construction traffic;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned;
- Specify the working hours for the site;
- Identify advisory routes to and from the site for staff and HGVs;
- Dust management statement;
- Noise management statement.

Reason - In the interest of pedestrian and highway safety, and to ensure that construction works are not prejudicial or a nuisance to adjacent dwellings and properties pursuant to policy DM1 of the Core Strategy.

15. The premises shall not be open outside hours to be agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

16. No activity on the pitch / field / court outside hours to be agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

17. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

18. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

19. Before the use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

20. Before first occupation of the development, the buildings, 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.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

21. The approved scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

22. 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 within 6 months of the building hereby approved being first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy.

23. No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

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 EN17 of the Core Strategy.

24. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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 EN17 of the Core Strategy.

25. No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

26. Notwithstanding the plans submitted, no above ground works shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. This shall include details of those existing trees to be removed and those existing trees that are to be retained, and details of replacement tree planting to be provided in line with the Manchester Tree Strategy. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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 policies SP1, EN9 and DM1 of the Core Strategy.

27. 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 EN9 and EN15 of the Core Strategy.

28. 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 EN9 and EN15 of the Core Strategy.

29. The full technical details and timescale for the implementation of all highways works, traffic regulation orders set out within the application documents; and, including the implementation of the signalised crossing on Birchfields Road, shall be submitted to and approved in writing by the City Council as local planning authority. The approved highways works shall be implemented in accordance with the agreed details, prior to the school being brought into use. The proposed works to the highway will be required to be undertaken through a s278 highway agreement, pursuant to the Highway Act 1980 and carried out at the developer's expense.

Reason – In the interest of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

30. Notwithstanding the supporting documentation submitted, no above ground works shall commence until an amended scheme for external lighting has been submitted to and approved in writing by the City Council as local planning authority.

The approved scheme shall be implemented in full before the development is first occupied 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 the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Informative: As per IAQM/EPUK guidance, good practice principles should be applied.

Informative: If bats are found at any time during tree works, then work should cease immediately and advice sought from a suitably qualified bat worker

Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org

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: 111974/FO/2016/S1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC
Greater Manchester Ecology Unit
Network Rail
Sport England
Central Neighbourhood Team

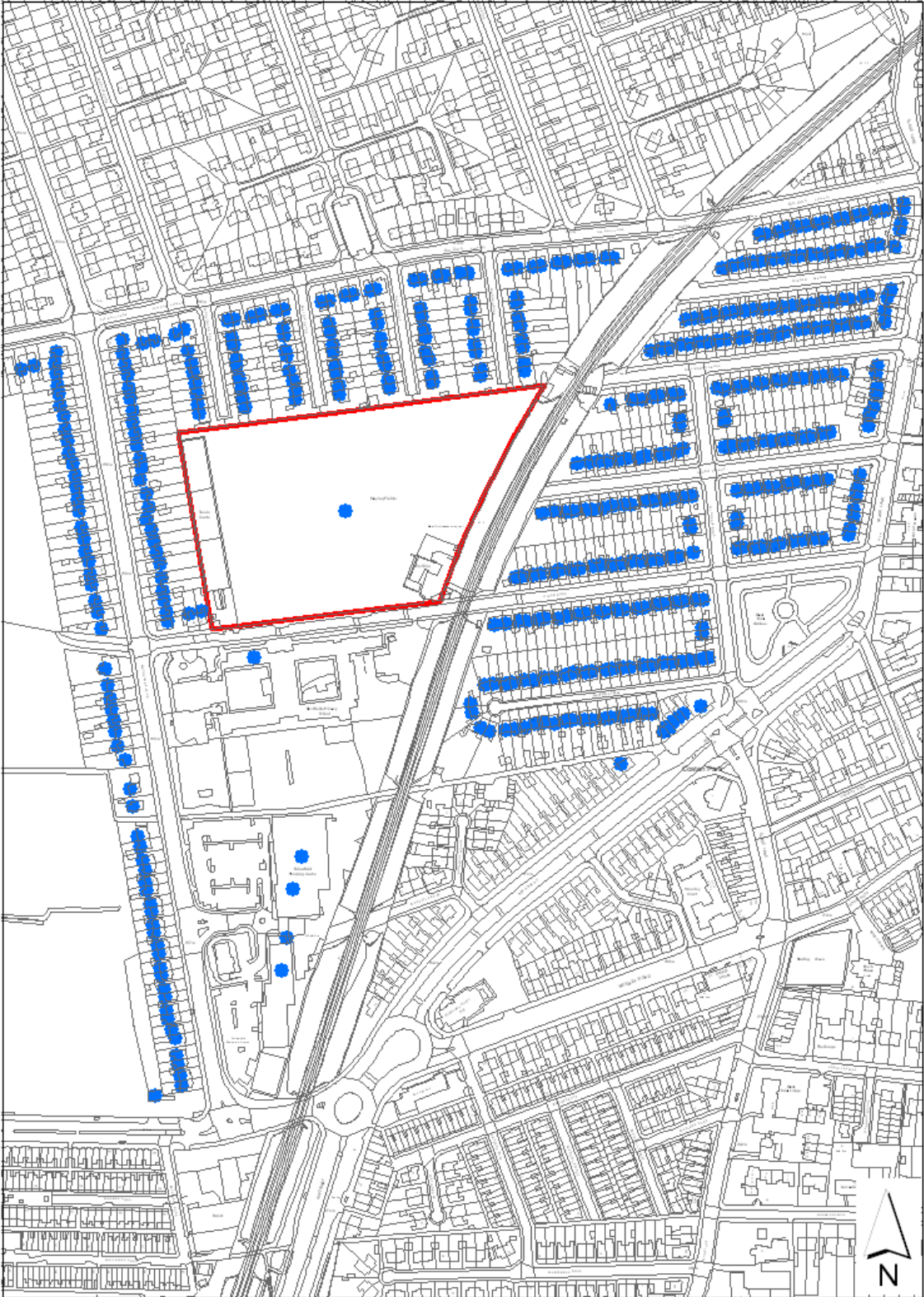
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 Hardon Grove, Manchester, M13 0TX
22, 40, 46 Lytham Road, Manchester, M19 2AS
15 Fairview Avenue, Manchester, M19 2AN
100, 162 Birchfields Road, Fallowfield, Manchester, M14 6PH, 6PE
13, 18, 53 Lindsay Ave, Manchester, M19 2AR &S
47, 49 Old Hall Lane, Manchester, M13 0TX

10 Allandale Road, Manchester, M19 2BF

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



Application site boundary ● Neighbour notification
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