

Application Number	Date of Appln	Committee Date	Ward
117851/VO/2017	12th Oct 2017	11th Jan 2018	Didsbury West Ward

Proposal City Council Development for the erection of a part two, part three storey school building with associated external works, car parking, landscaping, boundary treatments and creation of a vehicular access from Wilmslow Road

Location Site of the Former Broomhurst Halls of Residence, 836 Wilmslow Road , Manchester , M20 2RR

Applicant Mr Alistair Burns , Manchester City Council, Capital Programmes and Procurement , Corporate Core Directorate , PO Box 532 Town Hall , Manchester , M60 2LA,

Agent Mr Lovelock Mitchell, Lovelock Mitchell Architects, 3 Stanley Street, Chester, CH1 2LS,

Background

Members may recall that at its meeting held in July 2015 it was minded to grant planning approval (planning reference 108541/OO/2015/S2), subject to the signing of a section 106 agreement - which included the transfer of land for educational purposes, for the redevelopment of the Former Manchester Metropolitan University Didsbury Campus for residential development . This included the conversion of listed buildings on site and the erection of a school building (with a maximum 3,161 sqm of gross internal floorspace) and associated facilities on the site of the Broomhurst Halls of Residence, following the demolition of existing buildings on site, with access from Wilmslow Road. Planning permission was subsequently issued on the 24th November 2011 following the signing of the agreement.

The principle for the provision of educational facilities on the former Broomhurst Halls of residence had been considered through the preparation and approval of the ‘ MMU Didsbury Campus Estate Regeneration Framework’ approved by the Executive of the Council at its meeting on 15 January 2014. In endorsing the Framework the Executive resolved that it was to be taken into account by the Planning and Highways Committee when determining future planning applications relating to this area.

The indicative proposals for the school granted permission in 2015 set out a layout for how a school building and associated external areas, car parking could be accommodated on the site and also included the proposed vehicular access to the site from Wilmslow Road. The proposals for the school had been designed to allow space for up-to a 3 storey building which could accommodate nursery and reception classes. The site also allowed for outdoor space and visitor/staff car-parking. The indicative site plan previously granted approval is set out below.



The previously approved Indicative site layout plan indicating the school building to the left and the new vehicular access onto Wilmslow Road

The planning application subject of this report relates to the detailed and developed proposals for the provision of an educational building on the site of the former Broomhurst Halls of Residence at 836 Wilmslow Road.

Description of site

The application site relates to land at the former Broomhurst Halls of Residence located on Wilmslow Road within the Didsbury West ward of South Manchester. The site is located approximately 7km south of the city centre, close to the centre of Didsbury district centre. To the south is a wooded area with residential properties beyond, to the east on the opposite side of Wilmslow Road is the Didsbury St James redevelopment of the former MMU Didsbury Campus and to the north is the Barlow Medical Centre, to the east is playing fields. The site is also close to areas of other open space and recreational facilities including Fletcher Moss Park and Didsbury Cricket Club.

The site covers an area of approximately 1 hectare and the former halls of residence building on site which was 7 storeys in height has been demolished. The site is currently accessed from Wilmslow Road, with a vehicular access partly shared with the adjoining medical/health centre. The site whilst now cleared contained a number of car parking spaces and is bounded by mature trees to the west and south and there are trees and landscaping to the Wilmslow Road frontage. There is a significant

level change from the application site which then steps down towards the playing fields to the west.

Application proposals

Reports to the Executive and the relevant scrutiny committee have advised of the 'school population forecast' which is currently leading to a high demand for primary school places. As part of a strategy to address this demand, a number of existing primary schools are being extended one of which Beaver Road Primary School. The existing school site is located within the Didsbury East ward and is surrounded on all sides by residential property. The site has constrained space for expansion including provision of additional parking provision.

As a result the current application seeks permission for the erection of a part two, part three storey school building to be used as an extension to Beaver Road Primary School accommodating 2,380 sqm of internal floorspace. It also proposes associated external works, car parking and parent drop off spaces (27 car parking spaces including 2 no. accessible spaces), cycle parking (28 covered spaces), landscaping, boundary treatments and creation of a vehicular access from Wilmslow Road. The school building is proposed to be set back from the road frontage with car parking and parent drop off facility towards the front accessed from the new access to Wilmslow Road. The position of the vehicular access into the site reflects that previously approved under planning approval 108541/OO/2015/S2. . In addition part of the lower level of the western portion of the site is to be utilised for outdoor play space for the school which will be accessed by ramp and steps and securely fenced to tie in with the existing 2.4 metre high weld mesh fencing that bounds the site. This lower level of open space was associated with the former Broomhurst Halls of Residence, information previously provided to the Council (under planning application 108541) for these Playing Fields confirmed that the land was informal outdoor space for the Halls of Residence and were not in formal or active sporting or recreational use.

The proposed school expansion site is approximately 500 metres to the south and west from the existing school site on Beaver Road.

The applicant indicates that the new school building would enable Beaver Road Primary School to expand to a 5 form entry school (1050 pupils and increase from its current pupil population of 716 pupils including nursery) with school years 1, 2 and 3 remaining on the existing site and the older pupils in years 4, 5, 6 occupying the proposed school building, providing accommodation for 450 pupils.



The proposed site layout plan indicating the school building (centre) and the new vehicular access onto Wilmslow Road (right) external pitches are to the left

Consultations

The application was subject of neighbour notification letters, site notice and advertisement within the Manchester Evening News.

In response 46 supporting comments and 23 objections were received.

In summary those in support of the application made the following comments:

- Support the expansion of an outstanding school and is a vital community asset.
- Community integration and cohesion can only be maximised when children from a wide variety of backgrounds and experiences can be educated together. The current situation of not being able to offer places for those over 0.4 of a mile away from the school means that those differing experiences are reduced which disadvantages all of our children.
- Beaver Road primary is our closest non faith primary school. Based on last years intake, my daughter will not get into the school. Our next two closest non faith primary schools (Ladybarn and Green End) are also extremely unlikely to accept her as we are at least half a mile out of their previous intakes.

- The school will provide new places for children in Didsbury, many of whom don't have any other options for school places due to the limited places available in the area.
- I am concerned that the car lobby (discussions about drop off and pick up) is driving the transport agenda.
- Didsbury Road in Stockport has 3 primary schools within a half mile of each other. There are no dropping off spaces but no accidents or serious congestion.
- Whilst some minor congestion may result from the plans this will be for a very short time during the morning.
- If more parking spaces were provided this would only encourage car usage. There are excellent public transport links to the site.
- There are no longer large numbers of university staff entering and leaving the old MMU site opposite by car. The same for students at the site. These numbers would have far outweighed those that now live in St James. So maybe this is just a trade off from the past?
- The school is working on plans to reduce car usage. This should be supported by all including the MCC committee looking at safety issues around schools

The comments submitted objecting to the proposals can be summarised as follows:

- Concerned that there would be overlooking from the building to 1st and 2nd floor private residence. , there appears to have been no due consideration to this aspect. It would be useful to meet with the architects/ landscapers to discuss the current valuable screen of trees which are earmarked for removal and the addition of other specimens to improve the outlook.
- Currently there is historical access from our building onto the playing fields and beyond. I seek confirmation that this will not be affected.
- There is not enough or indeed any consideration provided to the development being in a Conservation Area. i.e. colour of building, design of building, treatment of vegetation/ trees.
- The effect on the Wood immediately beside the development and other vegetation/ tree areas are not considered sufficiently. This is a Conservation Area.
- Inadequate road safety provision for Primary school-aged children walking between the two Beaver Road sites.
- Inadequate consideration of the increased traffic on already congested roads through Didsbury Village.
- School children will be spread across two sites which will make it very difficult for dropping off and collection of children from the same family at different sites. Even if the drop off and collection times are staggered then this would add time to a parents arrangements for dropping off and picking up from school.
- Concern about the proposed walking bus and in particular the health and safety aspects of this in terms of groups of children walking along a busy main road and crossing other roads in all weathers and in the dark.
- Only a school coach to transfer children would come close to addressing the issue of the split site.
- The transport system in this area is already at maximum capacity and this change will result in many parents having to drive rather than walk to school.

This will increase levels of air pollution in the area and make my personal commute (by bicycle) much more dangerous.

- The planning documentation has no reference to pupil projections for the south Manchester area as a whole, or Didsbury in particular a number of local schools have already seen significant investment to secure their growth and increase in pupil admissions. (Broad Oak, Cavendish Road, West Didsbury Free School). This element is not evident in the submission, nor is any assessment of the impact on these or outlying schools in other neighbourhoods
- Impacts on biodiversity on and or adjacent the site which are inaccurately set out within the application submission.
- The extended school will create an oversupply of places in Didsbury which will draw in pupils from outside of Didsbury and increase traffic through the village
- Unfair pressure on primary schools with a more marginal geographic location who will see admissions decline
- It would, of course, be much more sensible to run the two sites as separate schools and therefore ameliorate the problem of travel between disparate sites but this is obviously not possible because the new school would not technically be an 'extension' and the City would not be able to use their basic need funding allocation
- Consultation of stakeholders undertaken by the school and education department regarding the funding route for the school.
- The status of Beaver Road Academy Trust which is legally an independent charitable trust, the planning application makes no mention of the status of the Trust or the arrangements as to title to the site.
- It is hard to believe that Didsbury, which already has a new primary school paid for by central government has a greater need for yet another new primary school than other areas of the City of Manchester.
- The access arrangements for parents dropping off or picking up children will be in adequate.
- Cycling provision the Systra report shows 5.4% of current year 4 to 6 pupils cycle to school, but 9.4% of reception to year 3 cycle. The proposal provides only 28 bicycle spaces, which would appear to be inadequate if the current reception to year 3 cohort were to move to the proposed Junior School site.
- The arrangement of car parking to the front with sport pitches to the rear does appear odd.
- There are criticisms of the submitted transport assessment and assumptions that it makes in respect of the ratio of traffic flows from the north and south to the site and the capacity of the road. It is stated that the full traffic impact of the development has been seriously underestimated.
- The new site is further away from the Didsbury centre and this will almost inevitably lead to a reduction in the number of journeys by walk mode and an increase in the number of car journeys.
- Vehicles arriving from the north will have to make a right turn into the site and will have to wait on the main carriageway of Wilmslow Road for suitable gaps in the peak hour traffic travelling in the opposite direction. This will interfere with the safety and free flow of traffic on Wilmslow Road.

- Wilmslow Road has heavy polluting traffic all day long. The playground behind the Doctors surgery is approx. 70 metres from that road. The playground would be better behind the main School block where the air will be less noxious.
- The proposal for a walking bus is conceptually flawed. It is very unlikely that Beaver Road will be able to complete this operation on a daily basis without children being placed at risk of harm.
- Reduction in parent's ability to connect with school.
- Splitting the site on the basis of age will create disparity of opportunity for extracurricular activities
- Impact on women/working families / impact on economically disadvantaged.
- Younger children will not have the benefit of older role models or siblings.
- Moving the children at year 4 will create an unnecessary transition
- The school is to be placed on a site where new housing is currently being developed. Manchester City Council's Planning and Highways Committee considered the school development as part of the 2015 application. At this point, the school was proposed to be a parallel school managed by Beaver Road Academy Trust building up from nursery and reception. The planning committee did not discuss the idea for a split site and has not considered what the increased impact might now be of parents doing two drop offs / parents potentially travelling from 0.6 miles (direction of Beaver Road) through the village and down to the Broom Hurst Halls site.
- There is no consideration within the application regarding pollution and the damage to health caused by the pollution emanating from traffic in the locality.
- NICE (National Institute for Clinical Excellence)/Public Health England Guidance Note NG70 published after consultation in June 2017 specifically points out that planners of schools, nurseries, care homes or anywhere where 'vulnerable' people e.g. children, the elderly, those with existing health conditions such as asthma will be living, or studying or playing should carefully consider positioning such buildings near areas of high pollution such as main roads and actually should avoid such positioning of new buildings or play areas near any major traffic pollution or air-borne particles. That is exactly the situation on Wilmslow Road beside the proposed new school.
- The Broomhurst site is not a suitable site for a school for a variety of reasons and this planning application should be stopped and the whole position, including the current and future need for it, addressed and investigated again.
- The proposals should include the installation of measures to enhance biodiversity including bird boxes.

Didsbury West Ward Member - Councillor John Leech – Has made comments directly to Highway Services which he has also forward to the local planning authority.

Fixed enforcement cameras need to be a condition of any planning approval, as well as no stopping red lines on Wilmslow Road. This should not be negotiable, given the level of traffic on the road, and the danger that we are putting children in by planning a school at this location.

In addition, it would now appear that the school have recognised that the proposed walking bus from the Beaver Road site to the Wilmslow Road site is not going to be possible - he understands that the Wilmslow Road site will start earlier in the day, so

it would not be practical. As such, any assumptions on cutting down on car journeys needs to take that into consideration.

Adjacent Didsbury East Ward Members – Their comments can be summarised as: Support the application but raise concerns with the level of consultation undertaken; and that there needs to be conditions attached to any approval relating to effective travel planning and management of school children travelling between the two sites.

Didsbury Civic Society - Object to this application. They are concerned that no account has been paid to the conservation area in which the school will be situated. It is not mentioned in the application, nor is any report about it made or referenced. The school's appearance will detract from the conservation area. The application says that the school will not stand out, but the yellow window frames and entryway are garish and bright, in contrast with the bleak, utilitarian look of the school. The rationale for the yellow features is that the school's colours are blue and yellow.

In regard specifically to traffic and parking, we feel that the proposal will cause chaos. There are a multitude of reasons why parents will drive to the school to drop off children or pick them up. These will cause worsened air quality, parking problems for local residents, traffic congestion, and danger for the children. The problem is not limited to quick drop offs in the morning rush hour, but also parents waiting for the evening school run. They have no confidence in the figures that the applicants have used to calculate how many parents will drive to the school and where they will come from. The particular location of the school and the road on which it sits will make these problems worse.

The proposed dropping-off provision will encourage more parents to drop their children off in a woefully inadequate drop-off facility, causing chaos. To improve it, there either needs to be much better provision (which might include widening the road, removing trees, and cutting down the wood that has grown up to the south of the school), or there needs to be none at all to discourage parents from driving to school. In the latter case, there would need to be strict enforcement.

None of the plans or projections take into account the new St. James residential development, which will have the same issues, but affecting traffic in the opposite direction. There are two points in the day when parents will be driving to the school, in the morning when they drop their children off, and in the afternoon when they pick them up. Morning drop off tends to coincide with the rush hour, and helps exacerbate existing traffic and parking problems, whereas the pick-up is just as bad, if not worse, due to the fact that parents often turn up early and leave their cars all over the place, often with the engines idling.

As well as traffic and accessibility issues, many of these parents will be driving large, polluting, diesel vehicles. This already causes problems in the area as a recent study found that the roads around Broadoak primary school have the worst air pollution in the city, and the parking chaos in the area is observable to anybody who goes to that school in the morning or afternoon when children are being picked up or dropped off.

The school is positioned on a narrow stretch of Wilmslow Road where there are already traffic problems. This major trunk road gets congested at rush hour, and if

one of the many buses that use this route stops at either the northbound or southbound bus stop, then traffic will back up behind.

There is a proposal to move the bus stop outside Barlow Medical Centre to improve access and safety, but there is no proposal as to where it will be moved. It can't be moved south as that would place it too close to another stop and there are trees and raised beds in the way. It can't be moved north because the pavement is too narrow.

Finally the fields are to be accessed via a single long and narrow walkway, much of which will be taken up by a stairlift. Such outdoor stairlifts frequently break down, and we wonder if a winding, gently-sloping ramp might be better and more reliable for this as well as less dangerous for the children.

Furthermore, the single ramp will not allow quick access, as at break time – or worse, in the event of an emergency – most of the school pupils will need to quickly get up or down the narrow ramp. This presents serious safety issues. Furthermore the area is on the Didsbury flood plain which will mean the fields are unusable for 6-8 months of the year. If the fields are flooded by the Environment Agency these playing areas will be covered in sewage.

Since there is no vehicular access this will be extremely difficult to clean and maintain. In conclusion although we realise that outline planning permission has been given for the satellite school on this site we find the details of access and design are very poorly thought out and the traffic plan is backed up by what could only be called flimsy evidence. Furthermore considering the building will be situated in a conservation area there is no heritage statement or acknowledgement of the site's context. We respectfully suggest that this application should be refused and the developers asked to come back with a workable solution to all the problems outlined which will provide safety and security for future generations.

The Head teacher of Beaver Road School – Has provided information indicating the process undertaken to agree the expansion of the school. This states:

Manchester Metropolitan University announced in April 2010 that they would be vacating their Didsbury Campus. MMU relocated in April 2014.

Discussions had begun in March 2014 with Manchester City Council on the future of the MMU site and the possibility of land being available to meet the rising demand for school places in Didsbury.

In November 2014 the Governing Body passed a resolution to expand Beaver Road and for Manchester City Council to provide extra accommodation. Discussions continued with the City Council.

In September 2016 a Business Plan, required by statute, for the expansion of Beaver Road was prepared and on 10 October 2016 Governors agreed to begin formal consultation on expansion plans.

On 19 June 2017 the Regional Schools Commissioner informed the School that their Business Plan had been accepted and that the finance for expansion could be released.

Parents want their first choice of primary school and Beaver Road has been consistently over subscribed for many years. For Reception places in September 2017 there were 356 applications for 90 places. For new families wanting a place at Beaver Road the distance criteria was 0.39 miles. The School still has 80 families on its waiting list for Reception places if and when they become available. Didsbury continues to grow as more and more families choose to live in this community. Beaver Road Primary School is the only non-faith primary school serving Didsbury. The alternatives are Cavendish in West Didsbury and Broad Oak in East Didsbury.

Why a split site? The perfect solution would have been one school on one site. The answer is land availability. In Didsbury it is simply not available on that scale or for an affordable price.

Governors and parents wanted the School to remain in the heart of Didsbury. The MMU have handed the former Broomhurst Hall of Residence site over to the City Council on a long term lease, for a school to be built.

The current site does not have adequate open spaces for older (and bigger) children. Although sports thrive at Beaver Road, there are no proper facilities on the current site.

Flood Risk Management Team – Recommend conditions are attached to any approval relating to surface water drainage works and management and maintenance of any sustainable urban drainage system installed.

Environment Agency – Have no objection in principle to the proposed development but would make the following comments: - With reference to the Flood Risk Assessment (FRA) by Scott Hughes (BVR-SHD-00-ZZ-RP-C0001) it is identified that although the proposed buildings are at an elevated level, the proposed playing fields would be at lower level and high risk flood area. It is recommended that the occupants/operators of the school register to receive flood warnings to ensure that the playing fields are not used when flood warnings are issued. The proposed playing fields and pitches are sited with the Didsbury flood storage basin. This is land that is designed to flood and will be periodically inundated by flood water from the River Mersey. After flooding there is likely to be a significant amount of silt and debris deposited on the pitches which can be expensive to remove from playing surfaces particularly artificial ones. The Environment Agency will not undertake clearance of this and the school will be responsible for the clearance and maintenance of the pitches.

United Utilities - Have no objection to the proposed development provided that conditions are attached to any approval relating to foul and surface water drained on separate systems.

GMP Design for Security - The proposed development should be designed and constructed in accordance with the recommendations contained within the submitted

Crime Impact Statement and a planning condition should be added to reflect the physical security specification listed within that document.

GMEU – Have assessed information provided relating to protected species that may be on or adjacent the application site. They have confirmed that they have no objection to the application on wildlife and ecological grounds subject to a number of precautionary measures being adhered to during works. In order to minimise the impacts on badgers and any other protected species, such as hedgehogs, bats and nesting birds, a number of precautionary measures are recommended and these are to be subject of appropriately worded conditions.

GMEU also recommend that all trees along the southern edge of the woodland and those to be retained on the site should be protected from the development to prevent damage to the root system.

They comment that artificial lighting can affect the feeding and commuting behaviour of bats. Bats are likely to use the adjacent woodland to the south of the proposed development and the retained trees on site for foraging/commuting. It is therefore recommend that any lighting (during construction and post development) be directed away from any of the woodland and retained trees. A condition is proposed to be attached to any approval relating to this matter.

Also present on the site was the invasive Himalayan Balsam. It is an offence under the terms of the Wildlife and Countryside Act to allow this plant to grow in the wild. A condition is proposed that a methodology for the control of invasive species be submitted to and agreed by the council.

GMEU also 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

Highway Services – Have carefully reviewed the information submitted with the application and addendum reports prepared since submission.

It is noted that the road markings on Wilmslow Road require renewal. To enhance road safety it is recommended that the applicant renews all road markings adjacent to the site. This should include the bus stop cages, cycle lanes, centre line and the markings associated with the toucan crossing.

To reduce the number of vehicle trips by parents it is stated that there will be a walking bus in operation between the existing and proposed site. The walking bus is considered essential to ensure that the number of vehicle trips between sites is minimised.

It is recommended that a condition detailing the walking bus and management/marshalling of pupil safety along the route is included in any subsequent planning permission.

It is noted that there is more than one route that the proposed walking bus can take between the two sites. To ensure that the routes are safe and suitable for pupils to use it is recommended that a pedestrian route safety audit is undertaken along the 2 main routes. The audit should be undertaken by an independent auditor and mitigation measures proposed as required.

There is an existing vehicular access to the proposed school expansion site, this access also serves Barlow Medical Centre. Vehicle access to the proposed junior school will be via a new access located 35m south from the medical centre access. Pedestrian access will still be maintained from the medical centre. Any modification to existing adopted highway will be subject to a S278 highways agreement. A plan has been provided indicating that visibility to/from the proposed entrance is in line with the standards in the DMRB (Design Manual for Roads and Bridges).

A pupil and staff hands up survey was undertaken at the existing primary school. The survey indicated that circa 63% of pupils travel to school by sustainable means and that the remainder (37%) come by car. It was found that circa 35% of year 4 to 6 pupils travel to school by car. The survey also indicated that circa 66% of staff travel to school by car.

The data has been used to estimate the expected number of vehicle trips to the both the existing site and the proposed site when the schools reach maximum capacity in 2023.

It is likely there will be a notable increase in delays and queuing on the network however it is also recognised that the impacts of school related traffic is relatively short-lived and restricted to peak drop-off/pick-up times. Furthermore the school will have a travel plan in place that will be instrumental in educating pupils and parents regarding sustainable travel options and have targets to reduce the number of school trips by private vehicle.

It is also noted that as there will be a gradual increase in admissions therefore there will be opportunities to address any traffic issues as they arise and that the growth in background traffic also contributes to links operating over capacity.

It is acknowledged that there will be a number of parents who choose to drop off /collect their children by private vehicle. There are No Waiting at Any Time restrictions on Wilmslow Road and it is considered unlikely that parents will stop and drop off pupils from Wilmslow Road. However to discourage parents from dropping off pupils on Wilmslow Road and to maintain highway safety it is proposed to introduce new school entrance markings outside the school on Wilmslow Road.

These restrictions to prohibit stopping would be operational at peak school drop off and pick up times (Monday to Friday 0800 - 1700hours). It is also proposed to introduce flashing school warning signs to highlight the school location/presence of pedestrians to motorists. The warning signs should be supplemented by advisory

20mph speed limit signs. It is recommended that marshalling is used in the car park and on Wilmslow Road if required to ensure that those dropping off pupils are driving and parking lawfully and responsibly.

It is proposed to provide 27 on site staff car parking spaces accessed from Wilmslow Road, this includes 2 (7%) disabled spaces. Based on the trip generation information provided, this should be sufficient to accommodate the predicted 26 staff vehicle trips. It is proposed that visitors through the school day will use the drop off spaces. A drop off facility will be provided for 9 vehicles. The car park layouts are considered acceptable.

The drop off car park shares its entrance with the staff car park. The drop off area will operate as a one-way system. There will be a pupil pedestrian route from the car park through to the school building. The drop off car park will also provide access for servicing vehicles.

The car parks will both be accessed from Wilmslow Road and it is proposed the staff car park will be barrier controlled to prevent unauthorised access. There should be 5m provided between the edge of the circulating carriageway and the barrier to ensure that vehicles waiting to access the car park do not block through vehicles.

Following clarification from the applicant it is recommended that a formal car park management strategy is conditioned as part of any planning approval.

The proposed 28 cycle stands is acceptable for when the school first opens however given the aspirations of the Travel Plan the level of provision should be subject to being regularly reviewed and more stands provided as required – this should be specified within the 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. The Travel Plan should include regular reviews of the requirement for marshalling as parents 'good' habits can slip and may require reinforcement by traffic marshalls.

There are footways along both sides of Wilmslow Road, adjacent to the school the western footway is set back from the edge of carriageway as there is a grass verge.

A Toucan crossing is located immediately to the north of the Barlow Medical Centre access. To minimise linked trips between the two school sites it is proposed that a walking bus will be in place. The walking route will be via Didsbury Park and it is hoped that there will be a number of volunteers along the route who will monitor students and ensure safety. Further detail is required regarding this to be provided with a pedestrian route audit. The applicant has put forward various measures to facilitate access and safe travel to/from the new proposed school site. The key features of the scheme are as follows: School Entrance markings on Wilmslow Road;

Renew road markings on Wilmslow Road; New school access from Wilmslow Road; Introduction of flashing lights on approach to school; Relocation of bus stop (to be agreed with TfGM). The proposals are acceptable in principle subject to review from TfGM and detail design approvals via a S278 agreement.

The existing and proposed schools are located close to good public transport links via bus services on Wilmslow Road. It may be necessary for the southbound bus stop on Wilmslow Road to be relocated to further south along Wilmslow Road

At the proposed (junior school) site, it is expected that coaches will use the on-site drop off spaces. A swept path assessment should be provided demonstrating that a coach can adequately enter and exit the site in a forward gear

A construction phasing plan has been provided by the developer. The information provided is broadly acceptable however, the location and arrangements for Contractor parking should be provided. Further detail should be provided regarding construction traffic estimates and frequencies.

Comments have been made regarding issues relating to construction management these have been forwarded to the applicant and would need to be part of a construction management plan and agreement with the Highway Authority.

Transport for Greater Manchester (Urban Traffic Control) – Have reviewed the submitted transport information to look at impact on the existing Highway. They confirm that the aspiration is for mitigation measures at the Wilmslow Road – Barlow Moor Road – School Lane junction which they acknowledge is already congested and any extra traffic will further increase congestion levels at the junction.

Policy

The National Planning Policy Framework (NPPF)

The NPPF was published on the 27th March 2012 and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise.

The NPPF states that the planning system must contribute to the achievement of sustainable development. These are encapsulated into three categories: economic, social and environmental.

Within paragraph 17 of the NPPF, core land use planning principles are identified. The most relevant principles to this proposal are:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

In addition to the above Section 12 (*Conserving and enhancing the historic environment*) is of relevance:

Section 12, *Conserving and enhancing the historic environment* – Paragraph 131 states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with conservation.
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
- the desirability of new development making a positive contribution to local character and distinctiveness

Paragraph 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given the asset's conservation. The more important the asset, the greater weight it should be.

Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to loss or loss of a grade II listed building, park or garden should be exceptional.

Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term
- through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The report sets out in detail how the proposal is fully in accord with national planning policy.

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 with reference where applicable to why they are relevant in this instance.

Policy SP1 (Spatial Principles) – This policy 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:

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

The application proposals would provide an educational facility and contribute towards additional school places in the local area supporting the creation of neighbourhoods of choice.

Policy EN1 (Design Principles and Strategic Character Areas) – This policy reinforces the seven principles of urban design identified in national planning policy. In relation to the Southern Character Area, which the application site falls within, this policy states that new development needs to retain the identity and focus of activity associated with the historic District Centres and where appropriate development along the radial routes should be commensurate in scale with the prominence of its location.

The application proposals are considered to respond to the context of the site

Policy EN3 (Heritage) – This policy states that new development must be designed to preserve, or where possible, enhance the historic environment, character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

The proposals have been designed and located to enhance the character of the area and the wider St James conservation area.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – This policy sets out the Council’s targets for the reduction of CO2 emissions.

The applicant as provided a BREEAM pre-assessment alongside the application this indicates that the proposed building is seeking to achieve a Very Good Certification which meets the Council’s policy requirements for non-residential buildings.

Policy EN14 (Flood Risk) – This policy 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.

The application site lies within both Flood Zone 1 and Flood Zone 3. The site itself has a bank with a level difference of circa 3.5m that acts as the boundary between Flood Zone 1 to the east and Flood Zone 3 to the west. The site is split into two areas along the embankment with the proposed building and car parking areas located in upper low risk Flood Zone 1 area, i.e. land defined as having less than a 1 in 1000-year annual probability of flooding in any one year (<0.1%) and the sports pitches located in the lower high risk Flood Zone 3 area, i.e. land defined as having a greater than 1 in 100-year annual probability of flooding in any one year (>1%). As the sports pitches are located within a defined flood plain, these are intended to be allowed to flood.

The applicant has submitted a Flood Risk Assessment and drainage strategy for the site, this is generally considered acceptable appropriately worded conditions are to be attached to any approval.

Policy EN15 (Biodiversity and Geological Conservation) - This policy seeks to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:

- sites with international or national designations for their biodiversity value (E.g. Site of Special Scientific Interest (SSI) and Special Area of Conservation (SAC).
- other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs).
- protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- sites that are recognised for their geological importance;
- the Council's objective to protect and conserve the City's existing trees, woodlands and associated biodiversity and the aim for a net increase in trees across the City.

The application has been accompanied by an ecological survey and arboricultural survey. As set out within this report the proposals, subject to attaching appropriately worded conditions, are considered to be consistent with the principles of this policy.

Policy EN16 (Air Quality) – This policy seeks to improve the air quality within Manchester, where 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. 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.

The application site lies adjacent a major arterial road in the City and the applicant has provided an Air Quality Assessment this concludes that impacts from construction activities can be reduced to negligible through mitigation measures .

Policy EN 18 (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 T 2 (Accessible areas) – This policy seeks to take the opportunity and need to 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 application site is well located to the transport network including sustainable modes of travel (bus and Metrolink).

Policy DM1 (Development Management) this policy states all development should have regard to the following specific issues:-

- 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 set out within the issues section of this report below, the application proposals are considered to be in general accordance with policy DM1 of the Core Strategy.

Unitary Development Plan (1995)

The majority of the previous UDP policies have been replaced by the Core Strategy, however there are still saved policies that remain extant. The relevant policies for this application are set out below.

Policy DC18.1 (Conservation Areas) - seeks to preserve and enhance the character of its designated conservation areas. Demolition within a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area.

The application site is located within the Didsbury St James Conservation Area and has been accompanied by a Heritage Statement that asses....

Policy DC19, *Listed Buildings* – Policy DC19.1 states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;

- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Policy DC26.1 indicates that the Council will use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Policy DC26.4 states that where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

The application is supported by a Noise Survey of the background noise environment of the site.

Other Material considerations

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 application proposals are considered to be in general accordance with the principles set out in the Guide, the site layout is considered to have been designed to reflect the sites unique context and relationships with the surrounding area and heritage assets and provides a strong built form. The scale and design of the proposals create a distinct sense of place and provide their own character that preserves and enhances the conservation area in which it is situated

MMU Didsbury Campus Estate Regeneration Framework January 2014

The framework promotes a comprehensive approach across all of the University's assets, responding to the needs of Didsbury, of South Manchester and of the City.

The aim of the Regeneration Framework is to provide the platform for the transformation of the MMU Didsbury estate to facilitate new residential, education, community and sports related development, thereby maximising the opportunity for this site to contribute to the City's growth strategy.

The Framework indicates that the Main Campus provides an opportunity to develop high quality executive homes for which there is a particular need in South Manchester. Much of the site provides an opportunity for new development and should accommodate large, high quality family housing.

It is also acknowledged that as part of a comprehensive Framework for Didsbury, the site also has potential to accommodate a new primary school. The Framework states that a school would help to meet unmet demand for additional school places in Didsbury and South Manchester, demand which will increase with the promotion of the Main Campus for family housing.

The applications proposals have been developed to accord with the principles of the Development Framework. The development will meet the key requirements set out in the Framework to enable the provision of a school building to meet local demands and the demands generated by the residential development.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved

by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle

The principle for the use of the site for the provision of a school building with its own dedicated vehicular access from Wilmslow Road was established through the granting of outline planning approval under application reference 108541/OO/2015/S2. In granting that planning approval a school building with a maximum 3,161sqm of gross internal floorspace of up to 3 storeys in height was considered to be acceptable on the site and accorded with the Strategic Regeneration Framework for the MMU Didsbury Campus redevelopment approved by the Executive Committee as a material planning consideration.

It is also important to note that the land is provided for educational use by virtue of the section 106 legal agreement attached to the outline consent.

It is considered therefore, that the proposed development of a school building on the site is acceptable in principle subject to consideration of other detailed matters set out in the remainder of this report. It is also acknowledged that the proposed access has been established, particularly as this was approved in detail at the outline planning approval stage. The application has been submitted as a full application, however, this is only because the proposed external pitches fall outside of the outline approval application site.

Residential Amenity

Concern has been raised by an objector regarding the potential for overlooking from the proposed school building and residential property.

The site is located on a site that previously contained a 7 storey building of student residential accommodation. The current proposed school is set back from Wilmslow Road by approximately 55 metres and is set in from the northern boundary by 25 metres and 8 metres from the southern boundary with the wooded area to the south. Given these relationships along with the internal layout of the building; and, existing

vegetation in the area it is not considered that the proposed school would give rise to unacceptable impacts on residential amenity in terms of loss of privacy or overlooking.

The school will inevitably result in an increase in activity generated by movements of staff and pupils to and from the site and activity and noise generated by its use as a school. However, given the buildings siting and the location of outdoor play space it is not considered that the impacts would be unduly significant. It is also recognised that the outline consent allows for a school with slightly larger floorspace.

Impact on Didsbury St James Conservation Area

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. In this instance, the application site is located within the Didsbury St James Conservation Area in addition a number of listed buildings are located opposite the site on the former MMU Didsbury Campus site.

The significance of the Didsbury St James Conservation Area derives from its character and appearance as the ancient core of Didsbury village and later development on Wilmslow Road, along with adjoining open spaces and woodland. Its built character is embodied in a variety of buildings and in addition to its historic character, modern development in the form of apartments, offices and houses also has a notable presence. The conservation area contains a number of buildings that are listed and therefore of national importance. Those whose setting is considered to be potentially affected by the proposal are:

- Didsbury Methodist Church of St Paul (Grade II), around 75 metres northeast
- The walls, gates and gatepiers of St Paul (Grade II), around 75 metres northeast
- Former Wesleyan Theological Institute (Grade II*), circa 50 metres east
- Former Wesleyan Chapel (Grade II) approximately 100 metres southeast
- Broome House (Grade II), around 150 metres northeast

Paragraph 128 of the National Planning Policy Framework states local planning authorities should require an applicant to describe the significance of the heritage assets affected, including the contribution made by their setting. In response the applicant has prepared a Heritage Statement to accompany the application which identifies the relevant heritage assets relevant to the application site and proposals and assess the impact of the proposal on designated heritage assets whilst identifying the substantial public benefits that arise from the provision of a new school building. The Heritage Statement is considered to be proportionate to the application proposals prepared by a suitably qualified expert.

The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Buildings, is a key requirement within policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The site is currently vacant following the demolition of the 7 storey building on the site prior to the submission of this application. The former building was a substantial building in the Conservation area, its contribution to the character and appearance of the conservation area was not considered to be a positive one and its demolition was approved under the previous outline consent.

The proposed school building subject of this application is of a lower height than the former Halls of Residence the principle of which was considered to be acceptable in granting outline planning approval (108541). The scale of the building would reflect that seen in the wider street scene on this part of Wilmslow Road which is a mixture of two and three storeys. The school building given its siting back from the Wilmslow Road frontage would have restricted views when travelling north and south along Wilmslow Road although it is acknowledged that it would appear more prominent in western views. Given the siting of the building behind the modern Medical practice building - adjacent and to the north of the site - and the retention of trees at the front of the site the building would have a reduced visual impact when seen from the most public viewpoint on Wilmslow Road.

The proposals seeks to retain and incorporate the mature trees on site although a number are proposed to be removed due to their location on the site or their condition.

It is considered that the siting of the building in the location proposed along with the existence of significant trees around the site and use of materials proposed, would have less than substantial harm to the character and appearance of the Didsbury St James Conservation Area as outlined within paragraph 134 of the NPPF. Further the proposals would deliver substantial public benefits in the form of the provision of a new school building.

Highways

The outline application established the principle of a school on the site as already noted. It also approved in detail the access to the site which is replicated in the current proposal. Although the issues are set out below they were addressed at the earlier stage.

The application itself has been supported by a Transport Statement and Framework Travel Plan, in addition the applicant has provided an addendum Transport Statement. A majority of objectors raise concerns with the proposal in terms of highway matters, in particular there are concerns about safe routes to the school for pupils from the existing school at Beaver Road, increased congestion in the area and Didsbury Village in particular as a result of the proposal and that there are inadequate arrangements for car parking and drop off facilities for the school.

As with the outline application Highway Services and Transport for Greater Manchester (Urban Traffic Control) do not raise fundamental objections to the application on highway and pedestrian safety grounds; they acknowledge that there is potential for some impact on the junction of Wilmslow Road-School Lane and Barlow Moor Road which is indicated as already being congested.

Highway Services consider that there is likely to be a notable increase in delays and queuing on the network, however it is also recognised that the impacts of school related traffic is relatively short-lived and restricted to peak drop-off/pick-up times. Furthermore the school will have a travel plan in place that will be instrumental in educating pupils and parents regarding sustainable travel options and have targets to reduce the number of school trips by private vehicle. The provision of a 'walking bus' or similar arrangement from the existing school to the proposed school building is an important proposal to further reduce vehicle movements to and from the school. It is considered necessary to attach conditions to any approval to ensure that there are adequate arrangements in place by the school to facilitate this.

In addition the school head teacher has confirmed the following to deal with concerns raised with regards to highway impacts:

- There will be differentiated starting times for the existing and proposed school site - Juniors (Y4,Y5,Y6) will open doors at 8.30 am for an 8.40 start. School will finish at 3.00pm First School (R to Y3) will open doors at 8.50 for a 9.00 am start. School will finish at 3.20pm
- Wrap around care - there will be Breakfast Clubs and after School Clubs at both sites
- The school will be encouraging greener travel, encouraging our families and children to walk, or use bikes and scooters to and from school. The school will provide extended security and shelter facilities to accommodate parents and children using bikes and scooters.
- Drop off/pick up facilities for car users - The new site has been designed and to provide a safe car drop off/pick up facility. Parents and carers will be able to pull off Wilmslow Road using a school only gate on the south side of the site and use a dedicated drop off/pick up zone before re-joining traffic on Wilmslow Road
- The school would finance 2 school crossing patrols, one on School Lane and one at the existing toucan crossing on Wilmslow Road to assist marshal school children at the crossing.
- Staff escort of pupils between the Beaver Road site to the Wilmslow Road site in the morning and evening after the end of after school club.

A number of planning conditions are proposed to deal with travel planning and to ensure that the mitigation measures proposed by the school are in place to reduce car trips to and from the site. In this instance it is considered that with these measures and monitoring of their effectiveness in place the proposals are on balance acceptable from a highway capacity point of view.

It is recognised that Didsbury already has road traffic congestion at peak times, and only a proportion of this congestion is associated with school travel. The school head teacher is aware of the issues raised by objectors and parents of the school and has indicated a commitment to ensuring that the school plays an active part in reducing dependency on car travel which is unfortunately prevalent in this area of the city that is in a highly sustainable location served by a variety of public transport networks.

Design

The building is of a simple architectural design utilising a mixture of modern contrasting cladding materials. The front elevation fronting Wilmslow Road and two side elevations would utilise two contrasting rain screen cladding products the first being a timber effect rain screen cladding alongside with a grey cladding panel. In addition to this contrasting yellow coloured panels would identify the school entrance and window reveals reflecting the school colours.



Image of the front elevation of the building facing Wilmslow Road

The rear of the building would be clad in a grey insulated cladding panel again with elements of contrasting yellow cladding to the window areas.



Image of the rear elevation as viewed from the lower level

Given the siting of the building towards the rear of the site and retention of trees it is considered that the materials are acceptable.

An informative is to be attached to any approval to ensure the proposed cladding system approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety.

Air Quality

The applicant has prepared an air quality impact assessment alongside the application, the pollutants modelled as part of the assessment are nitrogen oxides (NOx) and particulate matter (PM10).

The assessment is outside the designated Air Quality Management Area (AQMA) for Manchester, however, the roads immediately adjacent to the proposed development are within the AQMA.

The assessment concludes that the construction impacts from dust can be reduced to negligible through appropriate mitigation measures. In terms of impact of vehicle emissions the assessment indicates that one of the existing receptors identified would experience negligible or moderate impacts depending on the location of the receptor. Given that there are moderate impacts in areas where the air quality objective is approached or exceed within a designated AQMA the submitted assessment indicates that the overall impact is significant. The assessment indicates that mitigation measures could be adopted which might include the provision of electric charging points, travel planning and promotion of car sharing.

The assessment indicates that concentrations of Nitrogen Dioxide (NO₂), PM10 are below relevant air quality objectives across the proposed school development.

In this instance the proposals include the provision of a framework travel plan and it is anticipated that any condition of planning approval would request the submission of a full Travel Plan which would assist in mitigating impacts on Air Quality within the designated AQMA.

Accessibility

The proposed school is designed to comply with Part M of the Building Regulations, the Equality Act (2010) and BS8300 Design of buildings and their approaches to meet the needs of disabled people.

In the car park the 2 number disabled parking bays have been located adjacent to the pavement at the closest point to the building with drop kerb access. The level of provision is acceptable. These bays allow level access to the building's eastern main entrance door and building reception via a route which is free of steps and other dramatic changes in level.

A stair lift fitted to the external stair will make the lower portion of the site containing the sports fields, games and play areas accessible and inclusive.

Sustainability

The applicant has provided a BREEAM pre –assessment alongside the planning application. The BREEAM assessment can be used to assess the environmental life cycle of new non-domestic buildings at the design and construction stages. The submitted pre-assessment indicates how the proposed new building could achieve a score of Very Good to meet the requirements of Core Strategy policy DM1. It is considered that the proposed building can be designed and constructed to improve its sustainability and therefore accords with policy DM1.

Ecology

The application is supported by an Ecological Appraisal which concludes that the site was considered to hold habitats of moderate value to wildlife, these restricted to the trees which had potential to support nesting and foraging birds, and foraging/commuting bats. None of the trees contained features such as woodpecker holes, fissures and exfoliating bark, that provided the potential for bat roosting and/or hibernation. The Greater Manchester Ecology Unit have assessed the submitted information relating to protected species including badgers, they are aware of the site and have previously surveyed it for protected species. On this basis they have requested a number of conditions be attached to any approval particularly relating to precautionary measures required during the construction phase. In addition a further condition is recommended that specific biodiversity enhancements are brought forward on the site.

Trees

The applicant has undertaken a tree survey of the site which identifies a number of trees requiring to be removed as a result of them being already in a poor condition. It also identifies a number of trees requiring removal as a result of the new vehicular access and school building and outdoor space provision. In total 27 trees are shown as being removed from the site including 4 Grade A and 12 Grade B trees. The proposed landscaping scheme incorporates provision for 23 replacement trees although details of the species of trees is proposed no indication of the size of trees proposed has been provided. In this instance and given the loss of a number of higher grade trees on site it is considered necessary to attach an appropriately worded condition to ensure that a fully detailed replacement scheme is implemented on site given its location on a prominent road frontage within Didsbury St James Conservation Area. It is considered that the site is capable of supporting an enhanced level of tree planting and such a replacement scheme would be agreed with the Council's arborists.

Security

The applicant has supplied a Crime Impact Statement prepared by GMP Design for Security alongside the application. No objections or significant concerns are raised within the CIS. A number of recommendations are made in relation to the overall security of the building and wider site and these are to be dealt with through an appropriately worded condition.

Waste Management

The applicant has submitted a waste management strategy alongside the application which details the number of waste bins (including provision for general waste, recycling, waste recycling and food waste and storage area proposed to serve the school). The school management team and caretaker would be responsible for ensuring that bins are moved to the correct position on bin collection day to allow the licensed waste carrier to collect. A refuse vehicle tracking plan has been submitted with the application and Highway Services confirm that this is acceptable.

Flood Risk and Drainage

Part of the application site is located within the flood basin for the River Mersey. As such the Environment Agency were notified of the application proposals but do not raise any objections to the proposals in terms of impact on the flood basin. The advice provided by the EA has been supplied to the applicant who is aware of the recommendations for the school to sign up to the flood warning scheme in place for the River Mersey.

The Council's Flood Risk Management Team have indicated that they do not object to the application subject to the attaching of relevant conditions to any approval relating to the surface water drainage system for the site.

Rights of Way

A resident has indicated that there was an access from their building to the playing fields to the west. The applicant has indicated that the proposals do not impact on any public rights of way.

Construction Management

The proposed school building is to be constructed off site through a modular system, once completed the modular units are delivered to site and are to be craned into position on the previously completed foundation system to produce a suitable classroom block.

Highway Services have requested that a number of matters be covered by condition to mitigate impacts of construction activity given the sites location on a busy arterial road and adjacent properties. It is therefore considered necessary to attach an appropriately worded condition to any approval for the preparation of a detailed construction management plan to ensure appropriate measures are in place to mitigate impacts on the highway network and the ecology of the site and adjacent land.

Other matters

A number of objectors have raised concerns with regards to the need for the additional school places within Didsbury and the funding arrangements in place for the school building.

The funding arrangements for the school are not ones that are material to the planning considerations of the application.

In relation to the need for the school in granting the outline approval for a school building on the site the then Director of Education supported the proposals for additional school places, this was reported to Planning Committee at that time. The Head of Beaver Road Primary School has also responded to a number of the concerns raised with this respect. He has indicated that the business plan for the expansion of Beaver Road Primary School has been agreed by the Regional Schools Commissioner who could have refused permission for the expansion. In addition Manchester City Council has identified the need for additional school places and Government has provided the funds to meet those needs.

Conclusion

The principle of a school on this site was established with the earlier outline consent which included the redevelopment of the former MMU Campus for residential purpose. That consent is also subject to a s106 legal agreement which provides for the transfer of the former Broomhurst Halls of Residence site for educational purposes. This reflects and responds to an identified growing demand and need for school places.

A number of concerns have been raised as a consequence of this current detailed application. The current proposal is for a school with a slightly lower floorspace and with the exception of the additional of the external play pitches at the rear of the site is in accordance with the parameters set out at the outline stage. It is only as a consequence of the external play pitches that the application is not capable of being submitted under a reserved matters application.

The design of the school is simple and functional and due to its siting will not have any adverse impact on the character of the conservation area. Further there will be no issues associated with loss of privacy and technical issues including flood risk, security and air quality have all been addressed in the report.

A key concern that has been raised relates to highway and access. Both matters were considered at outline stage, and the current proposal reflects the access design already approved. The school itself would be marginally smaller in terms of floorspace and whilst it is acknowledged Didsbury can be congested, traffic associated with a school is limited to certain times of the day. It was also acknowledged at outline stage that there would be a net reduction in the peak hour traffic generated by the residential and school developments when compared with the previous University campus use.

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 policies 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner in this instance further information was requested from the applicant with regards to impacts on Heritage Assets, Air Quality Assessment and transport matters. The application has been reported to Committee in a timely manner and within statutory timescales.

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: 117851/VO/2017 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.

Condition(s) to be attached to decision for approval

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 stamped as received

DL-L-6000 Rev 2 'Boundary Plan'; DR-C-0101 REV P1 'Drainage plan'; DR-L-2003 REV 6 'General Arrangement Landscape Plan'; DR-L-5000 REV 2 'Planting Strategy Layout plan'; BREEAM Stage 2 Pre-Assessment Target Report prepared by Scott Hughes ; 'External Lighting Assessment prepared by BCM ref ZZ-RP-MEP-0004'; Environmental Noise Survey ref 17356-R05-A prepared by Sandy Brown; Design and Access Statement prepared by Lovelock Mitchell Architects; Crime Impact Statement prepared by GMP Design for Security; Tree Survey and Arboricultural Implications Assessment and Method Statement prepared by Indigo Surveys Ltd; Preliminary Ecological Appraisal Report prepared by Indigo Surveys Ltd; Flood Risk Assessment

and Outline Drainage Strategy prepared by Scott Hughes; Waste Management Strategy;; all received by the local planning authority on the 12th October 2017

Transport Assessment 10621613 TA Version 1; and, Travel Plan prepared by Systra both received by the local planning authority on the 16th October 2017

DR-A-2100 REV P4 Elevations; DR-A-2000 REV P3 Ground floor plan; DR-A-2001 REV P3 First floor plan; DR-A-2002 REV P3 'second floor plan'; DR-A-2003 REV P3 'roof plan'; all received by the local planning authority on the 5th December 2017

Heritage Assessment received by the local planning authority on the 7th December 2017

Air Quality Impact Assessment prepared by HRS ref: 127873 received by the local planning authority on the 13th December 2017

Transport Assessment Addendum Reference number 10621613 TA Add Version 2 received by the local planning authority on the 20th December 2017

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) Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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) No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

5) 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:

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;

- c) 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 promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG

6) Prior to the commencement of development (including demolition, ground works, vegetation clearance) confirmation shall be submitted to the City Council as local planning authority in the form of dated photographic evidence indicating that the following precautionary measures to minimise impacts on badgers and other protected species have been implemented:

- Should any trenches or excavations be required, an escape route for animals that enter the excavation must be provided, especially if left open overnight. Ramps should be no greater than 45 degrees in angle. Any holes should be securely covered to ensure no animals are trapped during works.
- All excavations left open overnight or longer should be checked prior to the continuation of works or infilling. Back filling should be completed immediately after any excavations, ideally back filling as an ongoing process to the work in hand.
- Contractors should be observant for protected species and should any species be found during works, then works should cease immediately and advice sought from a suitably qualified ecologist.

The above measures shall be subsequently in place for the duration of the construction works.

Reason – In the interests of minimising impacts on badgers and other protected species that may be in close proximity to the development pursuant to the Wildlife and Countryside Act 1981 or as subsequently amended.

7) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Himalayan Balsam on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of invasive non-native species, pursuant to the Wildlife and Countryside Act 1981 or as subsequently amended.

8) Prior to any tree works taking place (including removal, pruning or limb removal) the tree shall be inspected for their potential use by roosting bats. The inspection shall be undertaken by a suitably qualified ecologist and the results of the inspection shall be forwarded to the local planning authority in writing. If during the inspection of trees roosting bats are encountered all works shall stop and a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City

Council as local planning authority before the development commences, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

9) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings, documents and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located 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. Evidence of the installation of fencing shall be supplied in writing to the City Council as local planning authority prior to any works commencing on 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 SP1 and DM1 of the Core Strategy

10) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

11) Prior to the commencement of any 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 and shall include:

- The routing of construction traffic;
- Details of locations, timings and types of any construction lighting ensuring it is directed away from woodland and retained trees
- Details of the location and arrangements for contractor parking;
- 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 including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - In the interest of pedestrian and highway safety, and to ensure that the proposed development is not prejudicial or a nuisance to adjacent dwellings pursuant to policy DM1 of the Core Strategy. Details are required prior to works commencing on site as the impacts of construction works to deliver the development require mitigation.

12) Prior to the commencement of any works in the vicinity of trees to be retained on site and including the installation of any boundary treatment a detailed arboricultural method statement for works within the root protection areas of trees shall be submitted and approved in writing by the city council as local planning authority. The works shall be subsequently carried out in accordance with the agreed details.

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 SP1 and DM1 of the Core Strategy.

13) a) Prior to the commencement of development a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

15) Notwithstanding the approved plans, prior to the installation of any lighting to the building and external areas details of the measures used to ensure that the lighting is directed away from existing woodland and retained trees shall be submitted to and approved in writing by the City Council as local planning authority.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved details and these shall be maintained thereafter.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently

16) Prior to the first use of the hereby approved development a detailed School Travel Plan shall be submitted to and approved in writing by the City Council as local planning authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- ii) a commitment to surveying the travel patterns of staff and pupils during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car including increasing the provision of on site secure covered cycle parking facilities;
- iv) measures for the delivery of specified travel plan services;

- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above 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 development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

17) Within 1 month of the commencement of development the details of a hard and soft landscaping treatment scheme including a tree replacement strategy for the site, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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.

18) In order to secure a reduction in the level of noise emanating from the site any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority and implemented prior to the occupation of the accommodation hereby approved.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

19) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 12th October 2017 and shall remain in situ whilst the development is in operation.

Reason – In the interests of visual and residential amenity, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

20) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of

"Very Good". A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

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.

21) Prior to the first use of the development hereby approved the cycle parking provision as detailed within the approved drawings and documents shall be installed.

Reason – To assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD

22) Fumes, vapours and odours shall be extracted and discharged from the hereby approved building in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

23) The development hereby approved should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (27/09/2017 – URN:2017/0638/CIS/01) and incorporate the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

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.

24) Prior to the first occupation of the development hereby approved details of the methods for transferring pupils from the existing Beaver Road primary school to the hereby approved development and vice versa shall be submitted to and approved in writing to the City Council as local planning authority. The details shall include:

- Identification of the pedestrian route(s) to be utilised as part of transfer of pupils;
- a pedestrian safety audit of the route(s) to be used and identification of any mitigation measures that may be required to improve the safety of the identified route(s);
- the management arrangements in place to facilitate the transfer of pupils;
- arrangements for the provision of school crossing patrols;
- arrangements in place for the transfer of pupils at the start and end of the school day.

Reason – In the interest of pedestrian safety and to assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

25) Prior to the first occupation of the development hereby approved a management plan for the car parking and drop-off area within the development shall be submitted to and approved in writing by the City Council as local planning authority.

The plan shall include:

- Measures to marshal the use of the staff car park and drop off area;
- Measures to discourage use of drop off areas for longer term car parking;
- Measures to be employed to discourage inappropriate drop off of pupils

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

26) Within one month of the commencement of development full details of all highway works required to facilitate the development shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include:

- School Entrance markings on Wilmslow Road.
- Renew road markings on Wilmslow Road.
- New school access from Wilmslow Road.
- Introduction of flashing lights on approach to school.
- Relocation of bus stop if necessary.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

27) Within one month of the commencement of development a scheme to enhance the biodiversity of the site based including the provision of nest boxes, bat boxes on site and a timescale for their installation shall be submitted to and approved in writing by the City Council as local planning authority. The measures shall be subsequently undertaken in accordance with the approved details.

Reason – To enhance the biodiversity of the site pursuant to policy EN9 of the Core Strategy

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

Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
South Neighbourhood Team
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit

Didsbury Civic Society
Environment Agency
Greater Manchester Police
Transport For Greater Manchester
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Didsbury Civic Society

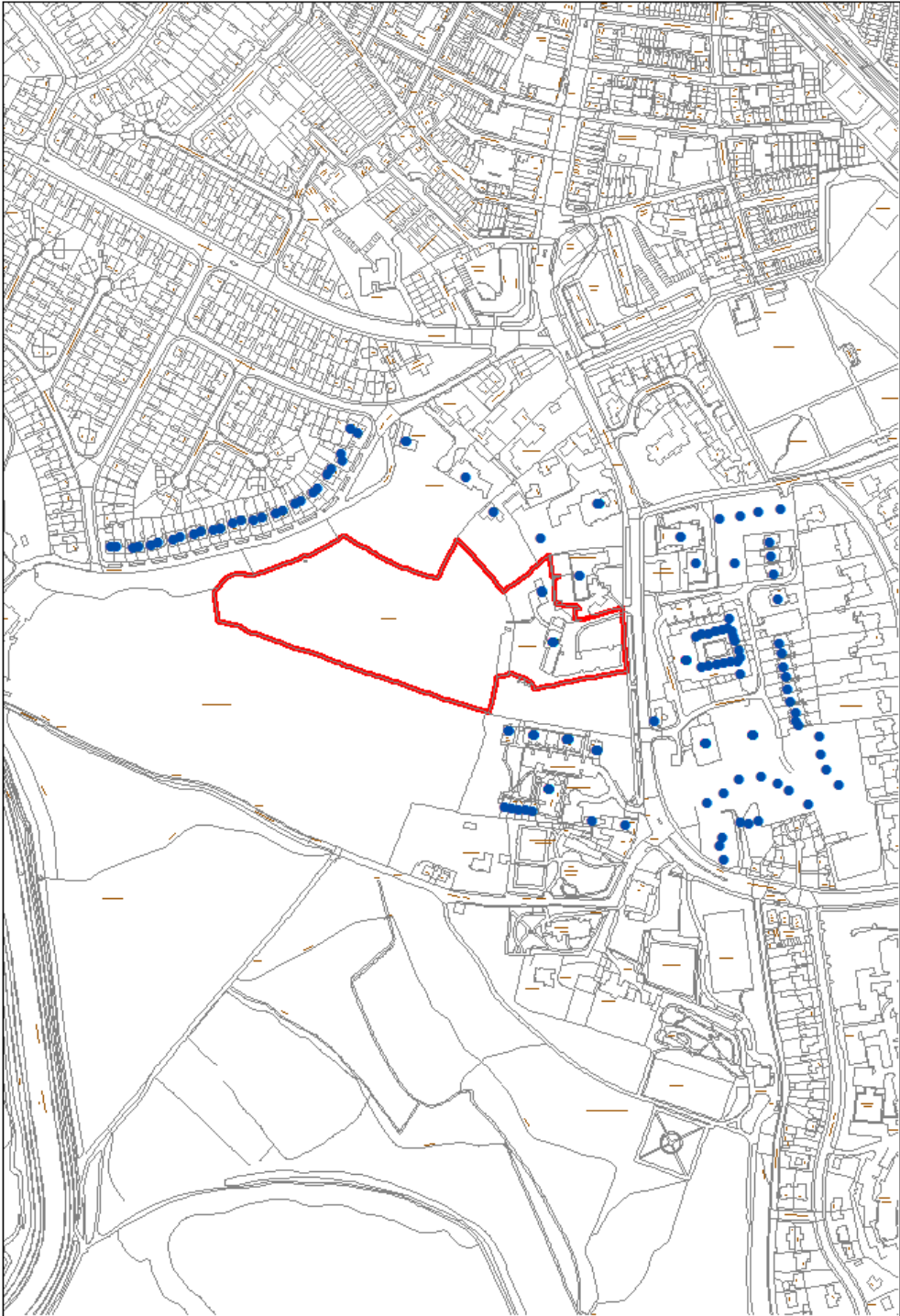
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

18 Willoughby Avenue, Manchester, M20 6AS
30 Lingard Road, Manchester, M22 4EN
1 Hesketh Avenue, Manchester, M20 2QN
St James And Emmanuel Church, Parish Office, 6 Barlow Moor Road, Manchester, M20 6TR
11 Moorland Road, Manchester, M20 6BB
39 Clothorn Road, Manchester, M20 6BP
RSPB Northern England Lancaster Office, 7.3.1 Cameron House White Cross Estate, Lancaster, LA1 4XF
37 Westholme Road, Didsbury, Manchester, M20 3QZ
9 Kingsfield Drive, Manchester, M20 6JA
42 Fog Lane, Didsbury, m20 6al
3 Victoria Avenue, Didsbury, Manchester, Manchester, M20 6SX
4, Marlowe drive, Manchester, M206de
353 Parrswood Road, Manchester, M20 6JF
6 Thurleigh Road, Didsbury, Manchester, M20 2DF
14 Hurstbank Avenue, Manchester, M19 1PN
24 Raynham Avenue, Manchester, M20 6BW
6 Westmorland Road, Didsbury, Manchester, M20 2TA
Rowan House, 827 Wilmslow Rd, Didsbury, M20 2SN
20 Arthog Road, Manchester, M20 6HG
6 Lancaster Road, Didsbury, Manchester, M20 2TY
24 Moorland Road, Manchester, M20 6BD
4 Fordbank Road, Didsbury, Manchester, M20 2TH
27 Fairway View, Audenshaw, Manchester, M34 5YT
1B Copperbeech Close, Manchester, M22 4WP
9 Hayescroft Gardens, Manchester, M20 2AA
37 Westholme Road, Didsbury, M20 3QZ
3 Norgate Street, Manchester, M20 2DG

5 Ford Lodge, Manchester, M20 2RU
19 Dene Park, Didsbury, Manchester, M20 2GF
2J Gillbrook Road Didsbury, Manchester, M20 6WH
20 Moorland Road, MANCHESTER, M20 6BD
47 Parrswood Avenue, Didsbury, Manchester, M20 5NB
14 Marlowe Drive, Didsbury, Manchester, M20 6DE
11 Beaver Road, Didsbury, Manchester, M20 6SR
15 Adria Road, Didsbury, Manchester, M20 6SQ
48 Parrs Wood Avenue, MANCHESTER, M20 5NB
18 Willoughby Avenue, Didsbury, Manchester, M20 6AS
26 Old Lansdown road, West Didsbury, Manchester, M20 2NU
13 Parkville Rd, Manchester, M20 4TX
652, Wimslow road, Manchester, M20 6DG
C/O Broad Oak Primary School, Broad Oak Lane, Manchester, M20 5QB
5 Kings Lynn Close, Manchester, M206wd
52 Brooklawn Drive, Manchester, M20 3GZ
4 Fairfax Avenue, Manchester, M20 6AJ
30 Kingston Road, Manchester, M20 2RZ
27 Fordbank Road, Manchester, M20 2TN
65 Kingsfield Drive, Didsbury, Manchester, M20 6HX
6 Westmorland Road, Didsbury, Manchester, M20 2TA
93 Atwood Road, Didsbury, Manchester, M20 6JW
32 Veronica Rd, Manchester, M20 6SU
37 Austin Drive, Manchester, M20 6FA
Flat 8 Priory Gardens, Clothorn Road, Manchester, M20 6BG
5, Aldwick Avenue, Manchester, M20 6JL
7 Beaver Rd, Manchester, M20 6SR
11 Wingate Drive, Manchester, M20 2RT
2 Pine Road, Manchester, M20 6UY
11 Wingate Drive, Manchester M20 2RT
4 Heritage Gardens, Manchester, M20 5HJ

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



Application site boundary ● Neighbour notification
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