

Application Number	Date of Appln	Committee Date	Ward
118539/FO/2017	18th Dec 2017	8 th March 2018	Chorlton Park Ward

Proposal Erection of a part two, part three and part four storey school building with associated sports facilities, landscaping, boundary treatments, car parking and associated external works

Location Land At The Avenue, Bounded By Princess Road, Paupers Wood, Clearwater Drive And The Boulevard, Manchester, M20 2ED

Applicant Julie Crawford , Education Skills and Funding Agency, Department For Education, 4th Floor Sanctuary Buildings, 20 Great Smith Street , London, SW1P 3BT,

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Site Description

The application site is located within the wider site of the former Withington Community Hospital in the Chorlton Park ward of south Manchester, approximately 8 km south of Manchester city centre.

The application site itself is approximately 2.13 hectares in size and is bounded by residential properties to the east (Clearwater Drive), commercial offices in One Didsbury Point to the north and Princess Road (A5103) dual carriageway to the west. To the south, the site is immediately bounded by Paupers Wood, a small area of private woodland which is subject to a Woodland Tree Preservation Order (Paupers Wood, Nell Lane, Chorlton Park) TPO 2005). Beyond Paupers Wood, Nell Lane runs to the north-west joining with Princess Road. The wider area is predominately residential in use, with commercial properties on Princess Road. To the south-east of the site, on The Boulevard, there is also a small group of commercial uses at Albert Place (comprising a café and a gym).

The site was historically part of the former Withington Hospital complex of buildings prior to their closure and subsequent demolition of buildings, the application site is now overgrown but has a number of trees within it subject to a Tree Preservation Order (The Boulevard, Paupers Wood, Nell Lane, Princess Road and Clearwater Drive, Manchester TPO 2006). The access road from The Boulevard enters the site and was to act as a spine road for the approved commercial developments on the site.

Outline planning permission was secured for a mixed-use development comprising residential, employment and a hotel (planning reference 060302/OO/SOUTH2/00). The application site has previous planning approvals for 2 number commercial office buildings of 4/5 storeys in height (planning reference 088196/MO/2008/S1) and also a Hospital building (planning reference 097203/FO/2011/S1). The proposed site layouts for those developments are set out below under the planning history section

of this report. These proposals were never implemented and the site has remained largely vacant save for the construction of the standalone five storey office space at One Didsbury Point which fronts Princess Road and The Boulevard.

Application proposals

The proposal is for the erection of a four-storey school building which is linked to a sports hall with a gross internal floorspace of 10,115 sq.m on the existing 2.13 hectare site.

The school would cater for 1,350 students, made up of a 7 form entry Secondary School (1,050 places) and a 300 place Sixth Form. The application documents indicate that the school would employ 90 members of staff.

The linked sports hall would accommodate four badminton courts with additional markings for netball and basketball and provide space for table tennis, football and trampolines, along with a fitness & dance studio. The sports hall will also be used for exams.

In addition to the sports hall, an external grass pitch and multi-use games area (MUGA) is proposed.

The main access to the site is proposed via the Avenue, an existing vehicular access onto the site off the Boulevard at the north of the site. The applicant indicates that pavements would be provided along the Avenue to facilitate pedestrian access on foot and the existing pedestrian crossings at the Princess Road and Nell Lane junction would be improved. A secondary pedestrian access is also proposed off Highmarsh Crescent to the east of the site, close to Paupers Wood. It has been established that improvement works are required to the pedestrian crossing facilities at the Nell Lane/Princess Road junction to support the school. These improvement works would be funded and delivered as part of the development and secured through a Section 278 Agreement.

A 90 space car park is included on the site which includes seven accessible bays, eight visitor bays and pupil drop off/pick up facilities. In addition 144 secure and sheltered cycle spaces for pupils and staff are to be provided in order to encourage the use of sustainable transport means.

The application has been subject of amendments since it was originally submitted these relate to the layout of the external areas and sports pitch and multi use games area in order to provide a greater ecological buffer to existing woodland around the site. A further period of neighbour notification was undertaken on these amendments and further information supplied by the applicant.



Visualisation of proposed school looking west across the site towards the school and Princess Road beyond.



Visualisation of proposed school as viewed from Princess Road looking north and east.

Relevant planning history of the site:

097203/FO/2011/S1 - Erection of part 3, part 4 storey building to form 10,687 sqm hospital (Class C2) with associated car parking, infrastructure and landscaping – Approved 24th November 2011. (site layout of approved hospital building is set out below)

082649/MO/2007/S1 Reserved matters application - Erection of a part 4, part 5 storey office block (Class B1) and associated car parking, including undercroft parking and landscaping arising out of outline planning permission reference 073290/JO/2004/S1 Approved 13th July 2007

080352/MO/2006/S1 Reserved matters application - Erection of a 3 storey office building (Class B1) Refused 18 January 2007 due to impacts on residential amenity, overlooking and perceived loss of privacy, loss of TPO trees and impacts on the setting of others; lack of details of design and materials.

060302/OO/SOUTH2/00 - Outline application for offices, housing, a 150 bed hotel together with associated car parking and access following demolition of the existing buildings. Approved 14th December 2001.

Consultations

The application was subject to a site notice posted at the site, advertisement placed in the Manchester Evening News and notification letter sent to over 800 properties in the local area. As a result of amendments to the layout of external areas a shorter period of re-notification was undertaken of residents and consultees. In response to these notifications 37 comments were received, 30 of these were objections to the application.

Chorlton Park Ward Members -

Members believe that far greater provision must be made for safe walking and cycling routes on Princess Rd, most particularly at the key junctions which are with Nell Lane, opposite Hough End Leisure Centre, at the Boulevard itself, and even with Merseybank Avenue, all of which crossings may be used by students. The current cycle paths, shared with pedestrians, are of substandard and outdated quality and require very significant upgrade. We would contest the statement that this is an acceptable walking and cycling environment that parents are likely to be willing to allow their young people to use independently, in early secondary years, without significant improvements being made to the walking and cycling environment. It is essential for safety reasons that there is significant investment in the walking and cycling routes on Princess Rd.

Informal readings taken recently indicate pollution levels consistently at or near to legal limits on this road, potentially as is well documented giving rise to significant health risks particularly to young people. This is a matter of enormous concern to us, and we believe that the provision of clean air internally in the building should be made a planning condition to protect the students while they are indoors. Maximum use should be made of screening with trees and native hedges along the boundary with Princess Rd to minimise pollution levels which will affect outdoor activity.

Members have read the very detailed comments in the WDRA submission they are sympathetic to their view and wish to support their recommendations, related to the minimisation of the removal of trees and protection of wildlife. Residents have raised the issue of light and noise pollution, both with affect both neighbours and wildlife.

There is a pre-existing parking problem, most likely caused by workers from the offices on Didsbury Point. The Boulevard, less than half a km from Withington tram stop, may be used as an unofficial park and ride scheme now. This difficulty has attracted a number of complaints to us as local councillors from local residents in the last year, who can't park on coming home from work. The current proposal for 75 cars is entirely inadequate. It is essential that the presence of the school does not make the existing local problem worse and fully caters for all parking needs on site. All associated vehicular traffic must be accommodated on site, even if this means through an undercroft, and we would like to see this stipulated as a planning condition. However there is a further point which is that the level of on-street parking, together with the nature of the road will make parental drop-offs very difficult even perhaps hazardous, and we foresee that this may cause real disruption to residents in exiting the estate.

Therefore local ward members would wish to see legally enforceable appropriate parking restrictions on the Boulevard, and on surrounding areas. They are also keen to see significant improvements made to the walking and cycling environment, on Princess Rd as above, but also on Cavendish Rd and Nell Lane, significantly improved, so that more students can make their way independently to school on foot or by bike.

West Didsbury Residents Association - Acknowledge the need for additional school provision but there is strongly held concern as to the impact a school this size would have on local infrastructure, especially the existing traffic and parking situation.

All adjoining Clearwater houses would suffer some loss of outlook. Some houses would abut an outdoor grass football pitch with potential issues of participant noise and referee whistles. There may also be balls coming over the fence into gardens.

Three houses abut a proposed staff parking area. Noise of circulating and reversing vehicles may be audible in rear gardens, balconies and terraces, and vehicle exhaust fumes could pollute gardens and terraces. Evening car park use could increase potential disturbance from vehicle headlights, engine and gear noise. Houses are all at risk of some loss of amenity from the proposed car park lighting which is proposed for "column mounting 6–8m".

There is potential for visual and aural intrusion on Pauper Woods users due to the extent of proposed site tree and shrub clearance and proximity of the MUGA

WDAR raise concerns with regards to the traffic impact of the proposals, the clustering of vehicles arriving at the school at start time and consequential impacts on The Boulevard, Highmarsh Crescent and traffic flows.

WDRA raise queries with regards to evening community use of indoor sports facilities until 10pm and whether staff parking spaces would be available for evening users of the sports facilities, or whether on-site parking would remain limited to visitor parking spaces.

WDRA remain less than convinced that the existing vehicle movements and parking on other nearby West Didsbury roads has been sufficiently accounted for in particular

The Boulevard, Clearwater Drive, Cavendish Rd, Lapwing Lane, Nell Lane, Highmarsh Crescent, and Burton Rd. Following the introduction of right turn restrictions at Cavendish Rd / Princess Rd junction The Boulevard has become a busy thoroughfare linking the local Burton Rd centre with the arterial Princess Rd.

High levels of on-street parking regularly make sections of the Boulevard only passable one way at a time. Residents know that further residential population increases are in the pipeline - from housing developments on Cavendish Rd (74 units) and Nell Lane (95 units). Both of these developments are likely to be occupied before DHS attains full pupil numbers but no allowance for additional traffic movements from these new estates appears to have been factored into the submitted Transport Assessment.

WDRA believe proposed site car parking provision to be insufficient and fear that as a full pupil roll is approached this will markedly intensify congestion and existing demand for Boulevard and Highmarsh Crescent street parking. We also anticipate sharply increased demand for evening street parking arising from community use of facilities, parents' evenings, and school concerts plays etc.

WDRA request that best practice be followed in choice of plant and times of operation such as to minimise disruption to the lives of neighbours, including those at Paupers Wood, especially if piled foundations were a chosen method. We ask that production and full implementation of a Construction Management Plan be a condition of any consent and that such plan adhere to recommendations of the CLO 52 Mace Ecology Bat Survey, and Arboricultural Impact Assessment.

WDRA appreciate that fire protection is properly a Building Regulations matter. Nevertheless in view of recent fire tragedies we request that planning officers take all necessary steps to satisfy themselves that the proposed school would be a safe place.

The addition of a 7 m wide buffer, hedgerow plantings and wooden fence with hedgehog access points around Paupers Wood goes some way towards mitigating overlooking, loss of habitat and noise in the woodland however this alteration is insufficient to benefit, or mitigate for, loss of biodiversity across the wider site. The proposed landscaping fails to comply with Manchester's own Supplementary Planning Guidance of 2007 which requires that tree cover and biodiversity should be increased by 10% on all development sites.

WDRA are extremely concerned about the scale and extent of proposed tree removal, especially of category A and B trees and of TPOs. Only one group of 8 mature trees is being retained in the South East corner of the site. Other retained trees comprise the mixed hedge H1 and some recent planting along the Princess road perimeter and the row of trees backing Clearwater Drive. New tree planting still fails to fully mitigate losses of mature tree cover on the site. No tree protection plan has been submitted showing site specific location of protective fencing around retained trees. While WDRA recognise that tree loss is probably unavoidable they contend that felling on such a scale is unsustainable and fails to create "a harmonious and sustainable situation in which trees and built structures can co-exist"

The fence strategy needs to accommodate permeability for wildlife movement on all flanks of the site, not just next to Paupers Wood. WDRA therefore request for hedgehog gaps to be indicated on the fencing plan on all flanks of site, particularly backing Clearwater Drive.

WDRA is concerned that wildflower rich grassland, including orchids, on the site was never surveyed at the correct time of year (either in the phase 1 Habitat survey or in follow up ecological surveys of 2017).

The proposed stripping out of all mature trees and woodland screening adjacent to the Paupers Wood Forest School would have a severe negative effect on the peace, enjoyment, ecology and air quality of the school which lies close to Princess Rd.

The applicant has not addressed the issue of disturbing and excavating remnant areas of burial ground highly likely to be present beneath these older TPO trees. WDRA objects to the removal of these trees but if permission to fell is granted we ask for burial ground remnants be dealt with respectfully and lawfully.

WDRA suggests all existing site fencing be left in place for the duration of development works. The proposal to construct a pedestrian access footpath under the canopy of the 8 trees set to be retained in the South east corner (Ts, 21,22,23,24,17a,18,19,20) has potential to damage the root system of these trees (see arboricultural Assessment section 4.1). A full and proper method statement for avoidance of potential damage needs to be submitted. WDRA requests a “no-dig” path made from geo-grid in order to avoid excavation within the Root protection area of this group.

WDRA request that hedgehogs on this site should receive far more thorough consideration, protection and mitigation. Of particular concern is the potential to kill hedgehogs when closing down disused fox earths where hedgehogs may be hibernating.

WDRA contend that a more substantial area of undisturbed natural habitat needs to be retained for hedgehogs and that the proposal for hedgehog boxes in the narrow strip of trees behind Clearwater Drive is not sufficient or appropriate mitigation due to the area being so narrow and subject to disturbance.

The bat survey effort cannot be considered thorough or comprehensive and was carried out too late in the year to give a true and full representation of bat activity on the site. We are of the view that the level of BAP Priority woodland habitat proposed for removal would be detrimental to bats using this site.

While WDRA welcome swift/bird boxes in the fabric of the school building, they maintain that this location is likely to be unsuitable for bat boxes if the building and surrounding area is illuminated at night. Lighting is known to delay bat emergence times from a roost and to disrupt foraging activity. WDRA maintain that a suitable number of bat boxes should be positioned only in a natural, undisturbed and unlit woodland environment close to/ among mature tree lines. WDRA request that the number and ongoing future professional maintenance regime of bat boxes as well as various bird boxes be finalised as a binding condition of planning consent. WDRA

further request a planning condition that no illumination or artificial lighting whatsoever shall shine after dusk on grass sports pitches abutting the tree line (G22) to the rear of Clearwater Drive. WDRA's bat surveys indicate a bat roost is highly likely to be present in the rear elevation of Clearwater Drive houses abutting tree line (G22). Artificial lighting of the sports pitches could cause the bats to abandon this roost site and therefore may constitute an offence. Netting proposed to go on top of the 4 m high ball stop fencing backing Clearwater Drive may also have potential to impact on bat activity near a roost.

Residents

A majority of concerns raised reflect those set out from West Didsbury Residents Association, a summary of comments made is set out below:

- Inadequate space for drop off of children travelling by car
- Congestion on surrounding streets because of car parking already taking place on The Boulevard
- Increase in noise associated with external play areas and areas for car parking including into the evening
- Loss of TPO trees on the site
- All of the Clearwater Drive properties that back onto the proposed school site have first and second floor balconies and/or terraces overlooking the proposed pitches and parking, which will lose the ability to be enjoyed with the potential out-of-school-hours community use of the school up to 10pm and the proposed location and specification of the sports pitches and car parking.
- Criticism of the Transport Assessment undertaken to support the application and including the assumptions it makes including on modal split.
- The inadequate assessment of the impact on ecology.
- The application proposes sports pitches on the boundary with the rear gardens of Clearwater Drive, which include a Ball Stop Fence, the 4 metre high ball stop netting would not prevent all balls from coming into the neighbouring gardens but, even if the netting was higher, it would make the back gardens feel even more like being in a prison.
- Criticisms of the accompanying noise assessment which does not correctly assess the potential noise impact on neighbouring residential properties.
- The noise assessment makes no reference to the impact of noise and vibration from the construction works and also the construction road traffic (deliveries etc). It will be a substantial building and so the noise and vibration of the works needs to be assessed and measures put in place to ensure minimum impact on the local residents.
- It is imperative that a planning condition is included to ensure that they are only used by the school and during the hours of 09:00 and 17:00 on Mondays to Fridays, and that this does not change in future.
- Loss of sunlight to properties on Clearwater Drive and would welcome a reduction in the proposed height of the buildings.
- The proposed access from Highmarsh Crescent would create chaos along this small road and mostly importantly will be very unsafe.
- Believe that it would make sense for the plans to include a 3G pitch so that competitive hockey matches can be played there.

- Would lead to an increase in antisocial behaviour. There is a problem of teenage gangs causing a lot of antisocial behaviour lasting many months.
- There seems to be little provision for pupils walking or cycling to school who would have to cross a very busy A5103. At present pedestrian and cycle crossings are inadequate and unsafe.
- Inadequate level of on-site car parking is proposed
- Whilst I support a school in this location, I feel that the current provision for traffic accessing the Boulevard from the Northbound A5103 is inadequate.
- Question the logic of putting a school next to one of Manchester's busiest roads, where there have been a couple of very serious accidents in recent years.
- The residents of these streets and the surrounding streets are mainly young childless professionals and young families, who don't need that school.
- The design of the building should be more architecturally inspiring and use local materials

Comments have also been received from adjacent landowners/occupier:

The impact of the buildings, sports facilities, removal of trees and understory, traffic, increased pollution, disruptive behaviour by older children is likely to be significant to our setting and the wildlife within it.

The tree loss along the boundary with Paupers Wood is excessive and will be detrimental to the woodland wildlife. Paupers Wood itself has a conservation order that covers the entire site. It was awarded the biodiversity hotspot by the Council. The biodiversity and conservation of the site will be compromised by the removal of trees, and a substantial mature understory which currently could act as a buffer to any building situated further away from the boundary. The building proposed is 3 meters away from the boundary line. This is insufficient to grow a mature tree and understory buffer.

Where the netball courts are proposed there is only a 1.4m distance from the fence. Although I welcome the mitigation of tree and hedge planting these have not been specified and therefore without specification it is hard to know what will in fact be planted. I would request that the courts are moved further away from the boundary with Paupers Wood to continue the conservation of this important green space within the city.

The proposal of a native hedgerow along the boundary with the wood is welcomed. The hedgerow should be specified with mature hedge plants including: beech, hawthorn, holly. The hedge plants should be of at least 1.5m when planted to provide instant shielding of noise and interference.

The adjacent Woodland school site would have constant noise pollution from the hard courts that are proposed to be sited only 1.4m away from the boundary. Although a mature and instant hedge might mitigate the negative interactions with the older children the noise will still be a constant interruption.

The windows of the building will directly overlook the woodland. The loss of privacy is significant. It is requested that windows do not look out over the woodland.

In the documentation it states that there have been no pedestrian accidents in the last 5 years on the surrounding roads and they mention Cavendish Road. This is incorrect, as a child was hit by a car whilst crossing Cavendish road just a couple of years ago, it is the reason why a lollipop person has been reinstated at the junction opposite Cavendish School.

There is a vehicular right of way across the unadopted road that is proposed to be the second pedestrian access to the site. There is a parking space for 2 cars at the rear of the wood at this proposed entrance. This is a working entrance for maintenance work vehicles, deliveries and staff parking. There are concerns with trespass over the existing entrance gates to our site by pupils. It is requested that all pupils enter the school via the main entrance.

The owner of One Didsbury Point has raised objections on highway grounds, they identify a number of concerns with the accessibility of the proposed new school which are likely to have a negative impact on One Didsbury Point operations and have implications on highways safety.

The owner of the vacant site to the north of the application site supports the application but does have concerns that the level of traffic generated by the school may jeopardise our future development plans for 2 Didsbury Point.

MCC Flood Risk Management Team – Recommend conditions are attached to any approval relating to the submission and approval of surface water drainage scheme for the development and the maintenance and management of it.

MCC Environmental Health – Have assessed the submitted information and confirm the following.

The amended Acoustic report its calculations and findings are considered to be acceptable. The applicant has provided both LA_{max} figures and LA_{eq} with predictions meeting World Health Organisation targets for outdoor space and the Council's internal criteria for living room/bedroom daytime spaces with window open. In principle, at the times applied for (school only use) then the proposals are acceptable subject to the outside pitches not being used for hockey as indicated within the application submission. Environmental Health confirm that the use of the indoor sports hall for community use outside of normal school hours would be acceptable. A post completion report will be required to ensure that the acoustic/mesh fencing around the Multi Use Games Area has been installed in accordance with the recommendations in the acoustic report.

The submitted Air Quality Assessment has been assessed and its conclusions are considered to be acceptable. Whilst it is predicted that there would be a slight increase in NO₂ near the school associated with the boiler, the increase is not significant enough to warrant mitigation measures.

The construction phase controls for dust and emissions should be incorporated into the Construction Management Plan.

Further information is required with regards to ground contamination and a planning condition is recommended to deal with this matter.

It is recommended that conditions be attached to any approval relating to delivery hours; a scheme for the extraction of fumes and vapours; construction management plan; external lighting; acoustic treatment of externally mounted equipment; outdoor pitch hours of 0900-1700 hrs Monday to Friday; waste management scheme,

MCC Highway Services – Have reviewed the submitted information and make the following comments:

The site is considered to be highly accessible by sustainable modes. Withington Metrolink tram stop is located approximately 450m from the site. It is anticipated that bus travel would contribute to a high number of pupil trips, supported by 12 bus stops within an 800m walk of the site.

To enhance road safety for pedestrians, appropriate School Keep Clear Markings would be required along The Avenue, adjacent to the main entrance.

A second pedestrian access would be provided at the south-eastern corner of the site from Highmarsh Crescent, solely operational at school start-end times. Highways accept the need for a secondary access point in this location, however they also recognise the potential parking/ loading pressures this is likely to cause. It is therefore recommended that H-Bar markings are installed across driveway accesses along Highmarsh Crescent and Clearwater Drive to protect from potential obstructive/ inconsiderate parking. School Keep Clear Markings will also be required in this location, to be picked up as part of the wider s278 agreement. The effective management of this secondary access point is crucial in ensuring no adverse highway conditions for local residents.

A 90-space car park is included on the site, to include seven accessible bays, eight visitor bays and pupil drop off/pick up facilities. Highways support this level of parking provision given the existing parking pressures on The Boulevard and Clearwater Drive with no further capacity to accommodate supplementary vehicular parking. It is recommended that a Car Parking Management Plan is conditioned to any approval of the application in order to effectively manage this space.

It is acknowledged that there would be a number of parents who choose to drop off from the surrounding roads and therefore in order to discourage these parents, it is recommended that Traffic Regulation Orders in the form of No Waiting/ No Loading restrictions are implemented, subject to the relevant s278 agreement and to funded at the applicant's expense. Further junction protection is also recommended on Highmarsh Crescent and Clearwater Avenue, again to form part of wider s278 agreements.

The development offers 144 secure and sheltered cycle spaces for pupils and staff which is acceptable.

A Travel Plan has been submitted as part of the application, which is acceptable in principle. This document is central to the school reducing vehicular trips to/ from the

site and will also ensure that parents are informed of where to park in relation to drop off/ pick up, thus minimising the impact on the local highway network. It is recommended that the implementation and ongoing review of the Travel Plan is suitably conditioned to any approval of the application.

The applicant has proposed various measures to facilitate access and safe travel to/from the new proposed school site. The key features of the scheme are as follows:

- Footway improvements to The Avenue extending from The Boulevard to the school boundary and to include buff tactiles and dropped kerbing. This should provide the standard 2.0m to either side of the carriageway.
- Improvement works to the pedestrian crossing facilities at the Nell Lane/Princess Road junction to include a full upgrade of the signal junction.
- School Entrance Markings (Keep Clears) on The Avenue and Highmarsh Crescent.
- TROs to prevent inconsiderate parking/loading on surrounding residential roads (No Waiting/ No Loading (8am-6pm) H-Bar Markings across driveway accesses).

These proposals are acceptable in principle to Highway Services subject to review and detailed design approvals via a S278 agreement.

A waste store and service area is provided to the northerly elevation of the school site, the location of which is accepted in principle. All servicing is to be taken from The Avenue with refuse collection noted twice weekly.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Greater Manchester Police (Design For Security) - The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (29/12/2017 – URN:2017/1089/CIS/01) and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

Greater Manchester Ecology Unit - The site has been vacant for some years and now supports unmanaged grassland, developing scrub and broadleaved trees. It is immediately adjacent to an established area of mature broadleaved woodland to the

south, called Paupers Wood. It has some local nature conservation value as an area of unmanaged greenspace and does support a range of locally important wildlife, including hedgehogs, a rapidly declining species. Broadleaved woodland is a priority habitat for conservation in Manchester and the City Council's Tree Action Plan (Jan 2017) includes undertakings to protect trees strongly and to secure a long-term future for trees and woodlands in the City. Paupers Wood is used as a 'Forest School' where local children can experience and learn about the natural environment in an otherwise very built up area.

GMEU welcome the amended layout plans and raise no objection. It is recommended that no tree felling or vegetation clearance required by the scheme take place during the optimum period for bird nesting (March to July inclusive).

Vegetation removal should take place under ecological supervision to avoid harm to hedgehogs and other wildlife, and new provision for hedgehogs should be required to be provided nearby (e.g. artificial 'hedgehog houses' in the nearby woodland).

Greater Manchester Archaeological Advisory Service - The southern-western part of the development area straddles the old burial ground for the Chorlton Union Workhouse and later Withington Hospital. Burials appear to have commenced from 1857. The former grave yard has been affected by the expansion of the hospital into this area in 1985, by the construction of Princess Road in 1932, and the official closure of the cemetery in 1970. These events saw largely unspecified numbers of human remains being exhumed and reinterred in Southern Cemetery. Due to the lack of original burial records and the poor level of information for the reinternment episodes, there is still some potential for burials to be disturbed during development ground works.

GMAAS recommend that appropriate mitigation is undertaken to manage the risk of disturbing human remains during development ground works. In the first instance this should take the form of a scheme of evaluation trenching to better define the potential for encountering intact or disarticulated burials. This work will inform further mitigation in relation to the proposed ground works, which might include targeted excavation and exhumation under a Ministry of Justice Licence or/and an archaeological watching brief during ground works.

GMAAS recommend that a condition is attached to any planning approval should planning consent be granted to deal with the above matters.

Sport England – Do not object to the proposal subject to the following conditions being attached to any subsequent planning approval:

1. Agronomy Report and Pitch Specifications for the new playing pitch (required)
2. Technical Design of the Sports Hall (required)
3. Community Use Agreement (recommended)

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.

Paragraph 72 of the NPPF states there is great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that would widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

Paragraph 109 states The planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- recognising the wider benefits of ecosystem services;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 111 states planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land.

Paragraph 118 states when determining planning applications local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- opportunities to incorporate biodiversity in and around developments should be encouraged;

The proposed school would provide significant economic, social and environmental benefits to the local community in this part of the city as well as providing a high quality educational facility for the young people of the city in area where there is high demand. In addition the proposed development on previously developed land would help to utilise a currently vacant site.

Paragraph 123 relates to consideration of noise in determining planning applications and states proposals should:

- avoid noise from giving rise to significant adverse impacts²⁷ on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts²⁷ on health and quality of life arising from noise from new development, including through the use of conditions

As set out in this report the proposals are considered to 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 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 has provided a Environmental Standards Statement this indicates the approach taken in designing an efficient building that reduces its energy demands and assesses the appropriateness of renewable technologies within the building.

Policy EN9 (Green Infrastructure) Policy EN9 advises that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The application proposals relates to the provision of a new secondary school in Chorlton Park ward which is an essential facility to serve the local community. It is considered, as set out within this report, that the proposals will result in the loss of land that as a result of being left vacant does have some biodiversity interest and the site contains a number of trees protected through a Tree Preservation Order, but that these impacts are outweighed by the need to provide school places in this area, and that the amended proposals include for mitigation through the creation of new habitats and management of existing habitats in retained areas.

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 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. The site does not have SBI or SSSI status or any statutory or non-statutory wildlife site either on it or within 1km radius. The submitted ecological appraisal does acknowledge that the site does offer some ecological value. 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. The impacts from the operation of the school are not considered to be significant.

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. As identified in the response from GMAAS there is the potential for remains to be present on the site given its former use and historical burials on the site and adjacent land. Conditions are proposed to deal with these matters however

the exhuming of human remains is one controlled by the Ministry of Justice under relevant licensing arrangements. The applicant has been made aware of these matters.

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

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

The proposed school development, incorporates cycle storage and a framework travel plan which would accord with the aspirations of Policy T1.

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) and to surrounding residential areas.

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 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 Assessment of the proposals and predicted impacts with the imposition of conditions it is considered that the proposals would not give rise to unacceptable noise impacts.

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 context and relationships with the surrounding area.

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.

The strategy identifies new build schools as an opportunity to embed new green infrastructure on sites.

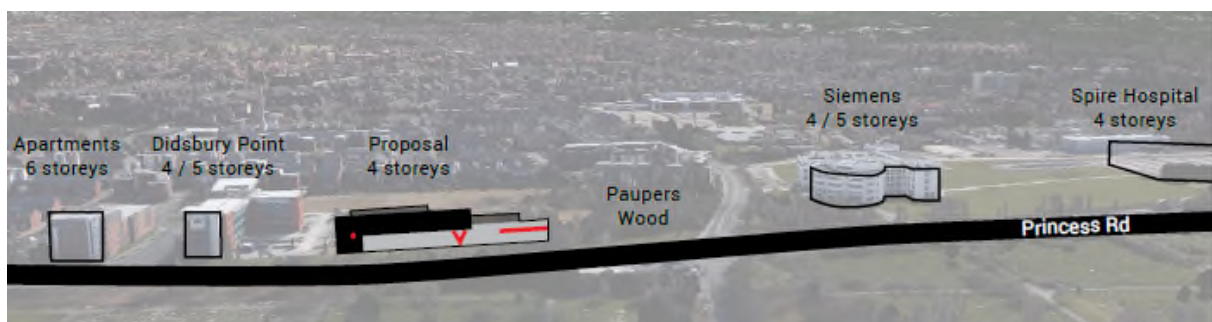
Issues

Principle of the proposal – Manchester’s population continues to grow at a rate higher than that seen nationally, since 2011 the population of the City has grown by 38,361 (7.6%). The most recent population statistics for the City continue to show growth in the child population. There is a need to ensure the necessary infrastructure, including schools are provided to cater for the growth in the school age population. In addressing this growth the application site is well located to existing residential areas and sites subject of residential development, in addition it is well located to existing public transport infrastructure.

The application site has been subject to two previous planning approvals for non-residential developments of varying scales and siting. Whilst these planning approvals were not implemented it is considered that the principle of the development of this previously developed site for an educational building is acceptable subject to consideration of the issues set out in the remainder of this report.

Scale – The proposed building would be located on the western side of the site facing Princess Road and be a maximum of four storeys in height reducing to two storeys at its southern end closest to Paupers Wood. The school is to provide capacity for 1350 pupils when fully operational which is anticipated to be in 2026 this capacity is made up of 1050 places for children aged 11-16 and 300 places for 16-18 year olds. The High School would operate a 7 forms of entry in each year group (210 pupils per year group).

The existing Didsbury Point office building to the immediate north of the site is five storeys in height and other residential buildings facing towards Princess Road are 6 storeys in height. Other recent developments to the south on the Siemens Campus range between four and five storeys in height.



Context heights of buildings along Princess Road in the vicinity of the site

Given this context it is considered that the scale of the proposed building is acceptable in this location and would provide a strong built frontage to Princess Road.

Design – The applicant has provided information within the submission of the review undertaken to inform the design and appearance of the proposed building. This has been informed by an understanding of other buildings in the area and the need for this to be reflective of the educational use of the building. The building is to use construction materials that are robust and low maintenance such as dark and light bricks and coloured wall panels.

In addition internal spaces have been organised to reflect noise and pollution issues associated with the Princess Road frontage, so those classrooms (science) requiring mechanical ventilation are located on this side of the building and those naturally ventilated are located on the eastern side.

It is considered that the building has been sited and designed to reflect its prominent location on Princess Road and would provide a positive addition to the character and appearance of the area.

Ecology (Green Infrastructure) – Concerns have been raised with regards to the impact of the proposed development on the ecology of the site and on the adjacent Paupers Wood.

The applicant has provided an Ecological Assessment report alongside the application compiled by suitably qualified ecologists. In addition a series of other reports including Preliminary Ecological Appraisal and a Bat and Reptiles Survey report have been submitted. The Council's specialist ecology advisors at the Greater Manchester Ecology Unit (GMEU) have assessed the submitted information and following the provision of amended proposals raise no objections to the application on ecological grounds or the quality and extent of the information submitted by the applicant for this site.

The application site previously formed part of the Withington Hospital site which has, save for one remaining plot and the application site, been redeveloped to provide residential accommodation with associated commercial developments at Didsbury Point and on The Boulevard. Following the sites clearance it has been fenced off and subject of a number of planning approvals for its redevelopment. In the intervening period and due to the lack of activity on the site it has become overgrown and unmanaged.

In relation to bats the level of activity recorded at the site is low, trees likely to be impacted by the development are also considered to have a very low- negligible suitability for bats.

Mammal tracks were evident on the site and the site has historically been used by badgers although no definitive evidence of badger activity within the site or its immediate vicinity were found during the habitat survey of the site.

The submitted assessments did indicate that habitats on site were suitable to support hedgehogs and that precautionary working methods be adopted to ensure no harm to hedgehogs occurs during site clearance works.

The reports provided do indicate that the site contains areas of trees and dense scrub that may be utilised by nesting birds. GMEU have recommended that conditions be attached to any planning approval that no tree felling or vegetation clearance required by the scheme takes place during the optimum period for bird nesting (March to July inclusive) and that vegetation removal should take place under ecological supervision to avoid harm to hedgehogs and other wildlife, and new provision for hedgehogs should be required to be provided nearby (e.g. artificial 'hedgehog houses' in the nearby woodland).

The application has been amended since originally submitted to provide a greater landscape buffer (up to 7 metres wide) to the protected woodland at Paupers Wood to the south and to incorporate more tree planting and native hedgerow planting within this area. These amendments would also retain a further two middle aged trees on the site previously shown for removal to facilitate the provision of external pitches. The proposals still incorporate a buffer strip alongside the eastern boundary to the properties on Clearwater Drive which is also indicated for biodiversity enhancements.

It is acknowledged that the proposals would result in the removal of an area of unmanaged and overgrown vegetation and trees (the removal of which are considered in detail below), the proposals do include the provision of ecological and biodiversity enhancements as part of the development including additional tree planting, native hedge planting, provision of hedgehog box and hedgehog holes in fences, and transplanting of existing ground cover to retain site biodiversity. It is therefore considered that on balance that the impacts of the development are outweighed by the need to provide school places in this area, and that the amended proposals include for mitigation through the creation of new habitats and management of existing habitats in retained areas and subject to attaching suitably worded conditions recommended by GMEU the proposals are considered to accord with the policies of the National Planning Policy Framework, EN9 of the Core Strategy and the aims and objectives of the Council's Green and Blue Infrastructure strategy.

Trees – A number of trees (21 in total) on the site are subject to a Tree Preservation Order made by the Council in 2006, in addition Paupers Wood to the south of the site is subject of a Woodland TPO (2005).

The applicant has submitted details of the trees proposed to be retained and removed on the site this includes the removal of 10 no. trees included within the 2006 Tree Preservation Order, all of these trees fall within Category B retention classification which are trees of moderate quality. Following amendments to the site layout 2 no. trees of category A (Trees of a high quality) are now to be retained within the development. In addition a number of other trees and groups of trees not subject to the 2006 TPO are to be removed from the site these include further category B and C trees and groups of trees, these are located where the building, car parking and external pitches are proposed. The TPO trees in the south eastern corner of the

site are to be retained and utilised within an outdoor area for the school which is also proposed to include other additional understorey planting. Other boundary trees to the east of the site neighbouring the rear gardens of properties on Clearwater Drive and those to the west on the Princess Road frontage are also to be retained.



Tree retention and removal plan (trees to be retained in blue; those to be removed in red and proposed additional planting in green)

The submitted landscape planting plan indicates tree planting of 69 no. replacement trees for those lost on the site with additional areas of native hedgerow being planted within the enlarged buffer area on the southern edge of the site closest to Paupers Wood. It is considered that the submitted landscaping plan is acceptable and would over time mitigate the loss of trees on site and contribute amenity to the TPO trees to be retained on site and the Woodland TPO at Paupers Wood to the south of the site. It is recommended that conditions are attached to any approval requiring the submission of tree protection measures prior to any works commencing on site and a method statement for those proposed works in the vicinity of retained trees.

The trees to be removed on site and particularly those subject of the Tree Preservation Order do provide visual amenity within the site and to occupiers of Didsbury Point and residential properties on Clearwater Drive. In this instance, and on balance, given the proposed mitigation and the public benefit that derives from the

proposed school and additional school places these outweigh the loss of TPO trees and other trees on site.

Highways - A majority of objectors raise concerns with regards to the highways impacts of the proposed school including: the pressures the school would place on already congested streets; the current on-street car parking problems in the area; the lack of safe crossing points on Princess Road; and, the inadequate level of car parking provided for the development.

The site is located within a highly sustainable and accessible location in close proximity to both the bus and Metrolink networks. In addition there is a shared footway/cycle route along Princess Road which would assist pupils and staff to access the school and its proposed cycle parking facilities by other sustainable modes of transport.

The application is supported by a Transport Assessment and a Framework Travel Plan which have been assessed by the Council's Highway Services. The application submission indicates that there would be two pedestrian access to the school the main entrance via The Avenue and the secondary access point from the High Marsh Crescent / Paupers Wood access, the pedestrian access includes the provision of new footways to both sides of The Avenue access. In terms of parking arrangements there would be the provision of 144 secure and sheltered cycle parking spaces for pupils and staff, 90 car parking spaces which would include 7 accessibility spaces which are to be provided within 38 metres of the main entrance, there is also a proposed parent drop off facility within the site. Highway Services have confirmed that they are satisfied with the level of onsite parking provision to be provided for the school.

Following discussions with the applicant it has been confirmed that as part of the delivery of the school a number of highway improvements are required these include:

- Pedestrian improvements to the pedestrian crossing facilities at the Nell Lane/Princess Road junction;
- Provision of footway provision along both sides of The Avenue with tactile paving and dropped crossing as necessary;
- Provision of waiting and loading restrictions on The Boulevard and to protect junctions on Highmarsh Crescent and Clearwater Drive;
- School keep clear markings along The Avenue and on Highmarsh Crescent and Clearwater Drive plus H-Bar marking across private driveways.

The proposals incorporate two pedestrian accesses the main entrance is from The Avenue and would be served by pedestrian footways on either side of the road as a drop off facility is proposed within the school car park it is recommended that a car parking management strategy is subject of an appropriately worded condition. It is understood that the delivery of the pedestrian accesses along The Avenue would require the agreement of the management company for the site as this element of highway is unadopted. The applicant has indicated that the ownership of the management company is made up of all landowners including the applicant. Provision of the pedestrian route would be discussed and agreed within the

Management Company. The applicant has agreed that they would accept a pre-occupation condition to agree a suitable pedestrian access scheme on The Avenue

The secondary access from Highmarsh Crescent utilises an existing access point that also provides access to the Paupers Wood site. This access could give rise to increases in dropping off by parents and to prevent this additional road markings would be required to protect this area from inconsiderate car parking, these would be delivered via an appropriately worded condition. This access would only be open at the start and end of the school day and therefore there would be an element of managed access.

The highway improvements set out above are considered to be necessary and would be required to be delivered and secured through a section 278 agreement between the applicant and the Highways Authority secured by way of planning conditions attached to any planning approval. The proposed highway works identified above would assist in controlling the inconsiderate and uncontrolled parking that is currently taking place on The Boulevard and provide an improved pedestrian environment and crossing facilities than is currently experienced by residents, other users of the area and staff and pupils of the proposed school.

Adjacent landowners have objected to the proposals on the basis of the highway impacts on current operations and the potential impacts on proposals for their land. It should be noted that the application site has been identified for development over a long period of time including for significant amounts of additional office accommodation and a private hospital. These proposals whilst not implemented would have generated their own significant highway and car parking demands, for instance the two approved hospital developments for the site included car parking for 420 and 250 spaces at the time of consideration of these applications the highway demands they generated were considered to be less than those of the previously approved office development on the site. The application site has been identified for development for a significant period of time for more intensive non-residential uses that would have operated potentially for 24 hours a day, 7 days a week.

Planning conditions are proposed to deal with travel planning, car parking management, and to ensure that the mitigation measures identified by Highway Services 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.

It is recognised that this part of Chorlton Park ward and neighbouring Didsbury West already has road traffic congestion. The application is supported by a framework travel plan which would provide an ongoing 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 which is in a highly sustainable location served by a variety of public transport networks.

Waste - Servicing has a dedicated loading bay adjacent to the refuse store and segregated from the external curriculum areas. The refuse store is for 4 no. 1100ltr euro bins with a smaller bin store for 240ltr wheelie bins directly opposite the kitchens which will then be taken to the larger euro bins located by the loading bay when

required. Both stores will be aesthetically screened with close board timber fencing. The final details of the design, size and location of the bin stores are to be required through an appropriately worded condition.

Security - The application is accompanied by a Crime Impact Statement prepared by GMP Design for Security. This makes a series of recommendations to be incorporated into the building and every day operation for pupils and staff. It is recommended that a condition be attached to any approval that the development achieves secure by design accreditation.

Air Quality - The applicant has prepared an Air Quality Assessment (AQA) which has been assessed by Environmental Health colleagues who accept the findings and recommendations contained within it. The conclusions of the assessment are that the operation of the development including combined emissions from traffic and the on-site energy centre would not result in a significant effect on air quality. The proposals incorporate travel planning, on site cycle parking which would assist in mitigating the impacts of the development on air quality.

The assessment of potential impacts to air quality during the construction phase has identified that the activities result in a high risk of impacts in the absence of suitable mitigation. The AQA indicates that with the introduction of mitigation through a series of measures set out in a detailed dust management plan as part of the wider Construction Environmental Management Plan would reduce those impacts for the most part would be expected to be negligible.

It is considered that the inclusion of a dust management plan within a Construction Management Plan required to be agreed through an appropriately worded condition is reasonable in this instance.

Noise – The application proposals have been amended since originally submitted, the applicant has provided a revised Noise Impact Assessment (NIA) to take account of the revised location of external multi use games areas and grass sports pitch. The NIA has been criticised by residents who believe it fails to accurately reflect the noise environment that would exist with the school building insitu, the barrier it would create from road traffic noise and the resultant noise levels from the external play pitches and car park. There are also concerns about impacts on external areas at properties on Clearwater including gardens and balcony areas. The revised NIA has been assessed by the Council's Environmental Health Officers who are aware of the concerns raised by residents, in responding to the application it has been confirmed that Environmental Health are satisfied with the NIA and its findings.

The NIA assessed the impacts of the external plant and equipment associated with the school building, noise from the proposed car park, and impacts from the external pitches.

External Plant and Equipment

The assessment confirms that external equipment can be controlled to noise limits 5db below the pre-existing background noise levels Environmental Health have recommended a condition be attached to any approval that the final details of external plant equipment be submitted and approved by the Council.

Car Park

In terms of impacts on the car parking area which is located towards the rear of properties on Clearwater this is demonstrated to give rise to no significant noise impacts on the rear garden areas of residential properties on Clearwater Drive.

External Pitches

The NIA acknowledges that noise from people using the pitches has the potential to impact residential amenity such as residents using their rear gardens. The NIA utilises Sports England guidance and methodologies for assessing noise from artificial grass pitches.

The application proposals include the provision of close boarded fence behind the sports pitch fencing (weld mesh to 2 metres and netting of a further 2ms above) of a height of 2.4 metres which would provide acoustic screening from pitch noise. In addition rear boundary fences of between 1.8 - 2 metres are present to rear gardens on Clearwater Drive. The weld mesh fencing to the pitches is to include resilient 'noise reduction' fixings to further reduce the noise levels from balls hitting the fence.

The NIA concludes that the predicted noise levels from the use of the pitches meets the relative Artificial Grass Pitch and World Health Organisation guideline noise limits, and therefore no significant impact from the pitches is predicted.

It is acknowledged that the development of the site would change the noise environment that residents on Clearwater Drive in particular experience, from one dominated by road traffic noise to one with external play areas and car parking. The impacts of these uses has been assessed and are not considered to be significant. In granting previous approvals for the application site it should be noted that a larger car parking area was proposed along the eastern boundary of the site to the rear of properties on Clearwater Drive, this car park was to service a hospital building and would have been more intensively used over a longer period of time and days than is currently proposed in this application.

Given the above it is considered necessary to attached appropriately worded conditions to any approval to ensure the inclusion of the acoustic measures contained within the NIA, the hours of use of the pitches as proposed which are to be used during normal school hours and immediately after school (0900h to 1700h) Monday to Friday, and that no hockey is played on these pitches in the absence of a specific assessment of the impacts of this type of usage.

Residential Amenity – Some concerns have been raised with regards to impacts on residential amenity other than the noise concerns addressed above, in particular the impacts of the school building and loss of light and overshadowing, impact of external lighting, and the impact of proposed tree planting on the eastern boundary.

The proposed school building is located on the western side of the site furthest away from residential properties, the closest part of the school building is 100 metres from the rear of the nearest residential property on Clearwater Drive. Given the distances from the school and its location on the site it is not considered to give rise to impacts in terms of loss of light, loss of privacy or overshadowing of residential properties.

Concerns have been raised with the proposed planting of two trees within the eastern boundary of the site to supplement the existing trees that were planted in this location during earlier works on the site. The inclusion of trees are not considered to give rise to significant visual or other impacts on the residential properties on Clearwater Drive. The trees would assist in enhancing the visual appearance of this boundary of the site and would not give rise to significant impacts on the overshadowing of rear gardens given they would be to the west of these area.

Concerns have been raised by the landowner of Paupers Wood and perceived lack of privacy and overlooking of the woodland from the proposed school building. It is considered that given the school reduces in height to its southern end closest to the woodland and that the sports hall in this location would have limited viewing opportunities there would not be significant impacts on users of the woodland.

Accessibility - Site levels have been considered to ensure suitable and compliant routes throughout the site. Though there are level differences across the site noticeably to the main vehicle entrance all slopes are less than 1:21 and there are no steps within the scheme.

There is level access between the sports Hall changing and the MUGA court, and around all the social hard paved spaces.

In addition to evenly distributed stair cores, two lifts are provided to enable access between floors for all building users. Main entrances are highlighted using feature coloured wall panels, increased use of glazing and also by recesses in the elevation, emphasising these access points and aiding wayfinding for both regular building users and visitors. The recessed entrances offer weather protection and avoid slippery conditions at building access/egress points; improving building user comfort, as well as safety.

Communal facilities and highly frequented spaces (such as Dining Hall, Main Hall) have been placed on the ground floor, offering level access to external spaces to encourage increased use of the external school grounds during break periods and avoid segregation of less ambulant building users.

Toilet facilities have been evenly distributed throughout the building, with ambulant WCs available on every floor.

Public functions (Such as the sporting facilities) have all been placed on the ground floor for ease of access for visitors, as well as ease of access between these facilities and the external sport facilities. Disabled car parking spaces have been positioned within close proximity to the main school entrance

Ground Conditions – Due to the sites historic uses including the old burial ground for the Chorlton Union workhouse and the uncertain nature of works that have taken place in the vicinity of the site since there remains the potential for burials to be disturbed during development ground works. In its consultation response the Greater Manchester Archaeological Advisory Service have recommended that a condition be attached to any approval for appropriate mitigation is undertaken to manage the risk of disturbing human remains. The applicant has been made aware of this matter and

the advice of GMAAS that appropriate licences may be required from the Ministry of Justice to undertake such works.

Sustainability – The application is supported by an Environmental Standards Statement. The building has been designed to reduce the energy demand in the school in the first instance, then to use high efficiency / low energy building services systems and finally the consideration of renewable or Low or Zero Carbon Technologies. The approach to sustainability is considered to be acceptable.

Lighting – The proposals incorporate lighting of the building and external areas including the car park. A lighting statement has been submitted that indicates that the lighting scheme for the proposal would be designed to prevent light spillage to neighbouring residential properties. It is considered appropriate that conditions be attached to any approval relating to the submission of the final lighting scheme and also to prevent glare and light spillage to neighbouring residential properties.

Conclusion

A number of concerns have been raised to the proposals for the School building on this site. The application site has long been identified for development, it is previously developed land and a number of non-residential proposals have been approved since the sites last use as part of the former Withington Hospital.

The application proposals are considered to be compliant with national and local planning policy considerations and would deliver needed additional school places to support the City's continued population and economic growth. In order to deal with matters raised by consultees, ward members and residents through the notification process a number of conditions are proposed to deliver highway works to improve pedestrian access to the site and to mitigate the impacts of the development.

The design of the school is considered to positively respond to its prominent location on Princess Road and 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.

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 air quality, ecology, trees 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: 118539/FO/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:

Proposed ground floor plan FS0599-PAL-ZZ-00-DR-A-01200
Proposed first floor plan FS0599-PAL-ZZ-01-DR-A-01201
Proposed second floor plan FS0599-PAL-ZZ-02-DR-A-01202
Proposed third floor plan FS0599-PAL-ZZ-03-DR-A-01203
Proposed roof plan FS0599-PAL-ZZ-RF-DR-A-01204
Proposed Elevation North and East FS0599-PAL-ZZ-XX-DR-A-01350
Proposed Elevation South and West FS0599-PAL-ZZ-XX-DR-A-01351
Proposed GA Sections FS0599-PAL-ZZ-XX-DR-A-01400

All prepared by Pozzoni as received by the City Council as local planning authority on the 14th December 2017

Arboricultural Impact Assessment - PRELIMINARY. BS5837:2012 ref 6579/J000749 prepared by Betts

Topographical Survey prepared by Survey operations 17B197/001

All received by the City Council as local planning authority on 14th December 2017

Landscape GA DHS-DHL-Z0-Z0-DR-L-1002 P11 prepared by DHLA as local planning authority on 15th January 2018

Planting Plan DHS-DHL-Z0-Z0-DR-L-1004 Rev P03
Fence Strategy DHS-DHL-Z0-Z0-DR-L-1005 Rev P05
External Levels drawing DHS-DHL-Z0-Z0-DR-L-1008 Rev P03
Site Sections DHS-DHL-Z0-Z0-DR-L-1006 P02
All prepared by DHLA as received by the City Council as local planning authority on 14th February 2018

Tree Retention and Removal Plan prepared by DHLA DHS-DHL-Z0-Z0-DR-L-1003 rev P03 received by the City Council as local planning authority on 26th February 2018

Design and Access Statement prepared by Pozzoni
Environmental Standards Statement prepared by Ramboll
Planning Statement prepared by WYG
Preliminary Ecological Appraisal dated April 2017
Flood Risk Assessment prepared by EPS Ref: UK17.2625
Phase 1 Desk Study Site Investigation report (G17143) prepared by Geo Investigate
Phase 2 Geo-Environmental investigation Risk Assessment and Remediation Strategy ref LKC 17 1188 October 2017
Transport Assessment (17131 version 1) dated 7.12.2017 prepared by Via Solutions
Framework Travel Plan (17131) dated 7.12.2017 prepared by Via Solutions
All received by the City Council as local planning authority on 14th December 2017

Bat, Reptile survey prepared by Verity Webster dated October 2017 received by the City Council as local planning authority on 2nd January 2018

Crime Impact Statement prepared by GMP Design for Security
URN:2017/1089/CIS/01 Version A as received by the City Council as local planning authority on the 10th January 2018

Air Quality Assessment ref 1620004287 prepared by Ramboll dated January 2018 as received on the 19th January 2018

Ecological Assessment prepared by TEP reference 6684.001 version 2 and addendum letter dated 13th February 2018
Drainage Strategy prepared by Ramboll reference FSO599-RAM-XX-XX-RP-D-001 received by the City Council as local planning authority on 14th February 2018

Ecological Assessment prepared by TEP reference 6684.001 version 2
Noise Impact Assessment rev B prepared by Ramboll
All received by the City Council as local planning authority on 15th February 2018

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) No development shall commence on site and no equipment, machinery or materials shall be brought on to the site for the purposes of the development unless and until full details of Tree Protection Measures including fencing to be installed on site in order to protect those trees shown as retained within the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed on site prior to the commencement of 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.

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the approved drawings (DHS-DHL-Z0-Z0-DR-L-1003 P03); 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.

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

8) 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.

9) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works within the former graveyard. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the City Council as local planning authority. The WSI shall include:

- 1. A phased programme and methodology of investigation and recording to include:
 - a. evaluation of the former graveyard through trial trenching
 - b. informed by the above, a more detailed scheme of mitigation (subject to a new WSI)
- 2. A programme for post investigation assessment to include:
 - c. analysis of the site investigation records and finds

- d. production of a final report on the significance of the archaeological and historical interest represented.
3. A scheme to commemorate the site's heritage
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 and to record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible.

10) 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.

11) Prior to the commencement of any works in the vicinity of trees to be retained on site including the installation of any boundary treatment or footpaths on the site, a detailed arboricultural method statement for works within the root protection areas of trees to be retained 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.

12) Removal of existing vegetation on site shall be undertaken under the supervision of a suitably qualified ecologist. If hedgehogs or other wildlife are discovered on site during vegetation clearance works then a refuge shall be established whilst construction works are taking place under the supervision of a suitably qualified person. Written confirmation of all measures undertaken shall be provided to the City Council as local planning authority after vegetation clearance works have taken place on site.

Reason - In the interests of protecting wildlife that may be present on the site pursuant to policy EN9 of the Core Strategy

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

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

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

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) 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 including the car park full technical details of the measures used to ensure that the lighting is directed away from existing woodland, retained trees and residential properties 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 – In the interests of residential amenity and to ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 pursuant to policy DM1 and EN9.

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 at 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) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references DHS-DHL-Z0-Z0-DR-L-1002 P11 ; DHS-DHL-Z0-Z0-DR-L-1004 P03 shall be implemented not later than 12 months

from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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) Prior to the commencement of above ground works a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate facilities and arrangements are in place for the storage and disposal of waste generated by the development pursuant to policy DM1 of the Core Strategy.

20) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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 and be retained thereafter.

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 (29/12/2017 – URN:2017/1089/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 a management plan for the car parking and drop-off area, and pedestrian access from Highmarsh Crescent 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 marshall 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.

25) Within one month of the commencement of development full details of all off site highway works required to facilitate the development including timescales for their implementation shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include:

- School keep clear markings along: The Avenue, Highmarsh Crescent and Clearwater Drive
- H-Bar marking across private driveways
- Provision of waiting and loading restrictions on The Boulevard and to protect any junctions on Highmarsh Crescent and Clearwater Drive.

- Footway provision along both sides of The Avenue with tactile paving and dropped crossings as necessary
- Pedestrian improvements at the Princess Road / Nell Lane junction.

The approved details shall be subsequently incorporated into the development

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

26) Within 6 months of the commencement of development a detailed assessment of ground conditions of the land proposed for the grass playing pitch as shown on the approved drawing shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and based on the results of that assessment to be carried out a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary) shall be submitted to and approved in writing by the City Council as local planning authority.

The works shall be carried out in accordance with the approved scheme within a timescale to be first approved in writing by the local planning authority.

Reason: To ensure provision of an adequate quality playing field and to accord with Core Strategy policy EN12.

27) Prior to the commencement of above ground works details of the design and layout of the indoor sports hall shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Core Strategy policy EN12.

26) Within six months of the commencement of development a scheme to enhance the biodiversity of the site including the provision of hedgehog box, 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.

27) Notwithstanding the approved plans prior to the installation of any boundary treatment on site, details of the materials and finishes of all boundary treatments shall be submitted and approved in writing by the City Council as local planning authority. The details shall include measures incorporated into boundaries to facilitate the movement of hedgehogs across and around the site. The approved boundary treatments shall be installed prior to the first use of the development and thereafter be retained and maintained.

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 and to enhance the biodiversity of the site in order to comply with policies SP1, EN9 and DM1 of the Core Strategy.

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy Dm1 of the Core Strategy.

29) No activity shall take place on the external sports pitches (Multi Use Games Area and grass) outside the following hours

Monday to Friday, 09:00 to 17:00

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

30) The external Multi Use Games Area as identified on the approved drawings and plans located on the eastern boundary of the site shall not be used for playing hockey at any time.

Reason - In the interests of the amenities of the occupiers of nearby residential accommodation.

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

Sport England
Environmental Health
MCC Flood Risk Management
Highway Services
Parks, Leisure & Events
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
West Didsbury Residents Association
Cadent Gas Ltd
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Cadent Gas Ltd
Highway Services
Parks, Leisure & Events
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Archaeological Advisory Service

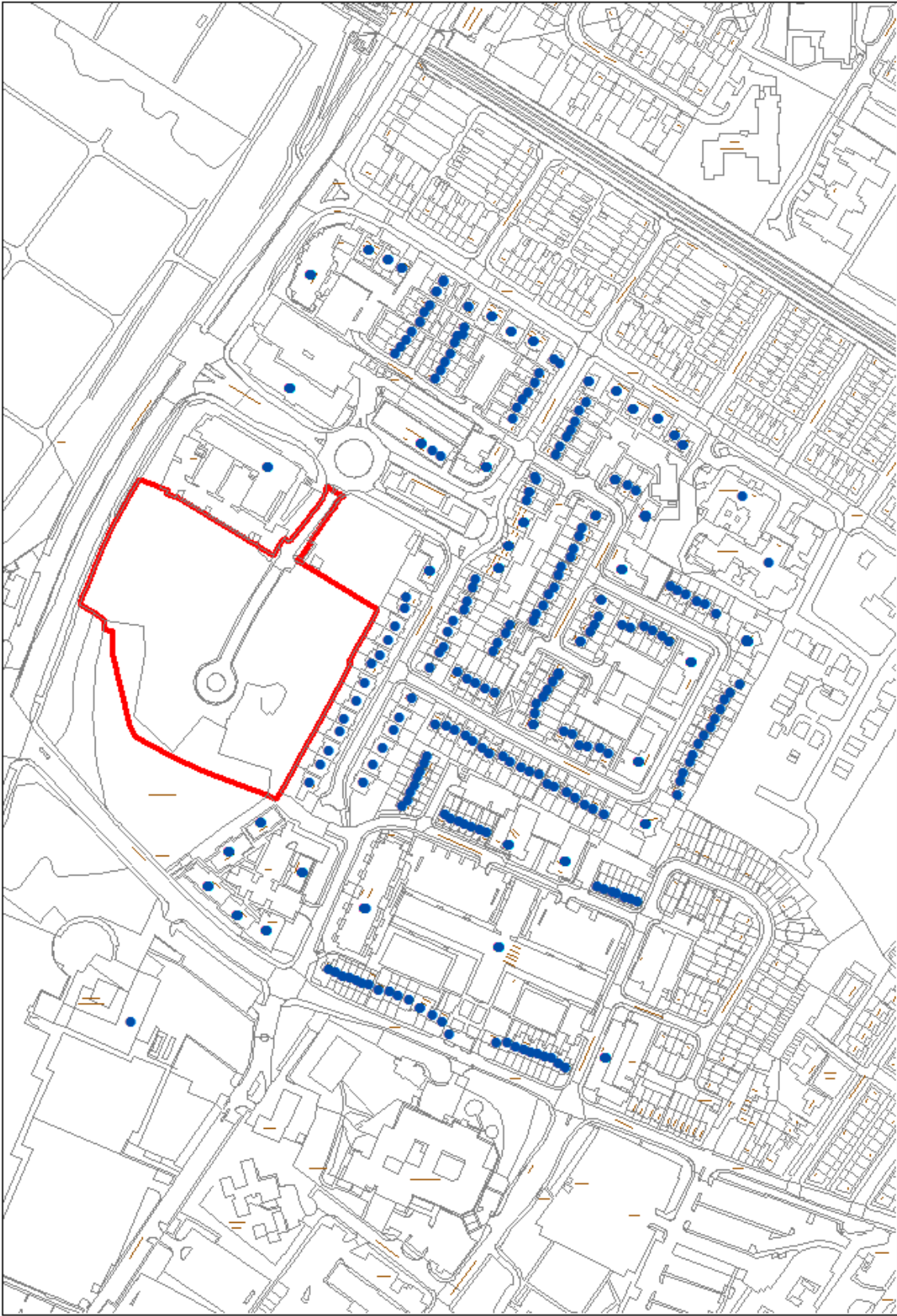
Greater Manchester Ecology Unit
West Didsbury Residents Association
Sport England

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:

177 Georgia Avenue, Didsbury, MANCHESTER, M20 1LY
143 Georgia Avenue, Manchester, M20 1LY
165 Georgia Avenue, West Didsbury, Manchester, M20 1LY
144 Georgia Avenue, Manchester, M20 1LX
17 The Boulevard, Manchester, M20 2EU
7 The Boulevard, Manchester, M20 2EU
46 Clearwater Drive, Manchester, M20 2ED
181 Georgia Avenue, Didsbury Point, Manchester, M20 1LY
77 Central Road, West Didsbury, Manchester, M20 4YD
98 Georgia Avenue, West Didsbury, Manchester, M201LX
47 Collinswood, 117 Nell Lane, Manchester, M202DU
11 The Boulevard, Didsbury, Manchester, M20 2EU
69 Georgia Avenue, West Didsbury, Manchester, M20 1LY
117 Cavendish Road, West Didsbury, Manchester, M20 1LS
15 Clearwater Drive, Manchester, M20 2ED
21 Clearwater Drive, West Didsbury, Manchester, M20 2ED
32 Clearwater Drive, West Didsbury, Manchester, M20 2ED
40 Clearwater Drive, Manchester, M20 2ED
32 Clearwater Drive, Manchester, M20 2ED
61 Georgia Avenue, Didsbury, Manchester, M20 1LY
175 Georgia Avenue, Manchester, M201LY
40 Montmano Drive, West Didsbury, Manchester, M20 2EB
36 Clearwater Drive, Manchester, M20 2ED
175 Georgia Avenue, Manchester, M201LY
12 The Boulevard, Manchester, M20 2EU
Georgia Av, Manchester, M201LX
8 Georgia Avenue, Manchester, M20 1 LX
144 Georgia Avenue, Manchester, M20 1LX
181 Georgia Avenue, Manchester, M20 1LY
116, THE BOULEVARD, MANCHESTER, M202EA
11 Clearwater Drive, Manchester, M20 2ED

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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