

Application Number	Date of Appln	Committee Date	Ward
118805/FO/2018	12th Jan 2018	12 April 2018	Cheetham Ward

Proposal Erection of two, three storey detached school buildings with rooftop plant, attached indoor sports facilities with double height sports hall and studio, with associated access, parking and circulation areas, formation of outdoor sports facilities, external play space, landscaping, boundary treatment and associated works, with access from Rayburn Way.

Location Land Off Rayburn Way, Manchester

Applicant Wates Construction Ltd, The Royalsx, 353 Altrincham Road, Manchester, M22 4BJ,

Agent Miss Anne Hargreaves, GVA, First Floor, City Point , 29 King Street, Leeds, LS1 2HL,

Description

Background

In December 2016, a report presented to Executive outlined the importance of finding sites for new schools based on need. It clearly advised site availability and suitability in the city, particularly for new secondary schools, is limited; however, demand is continuing to be driven by the demonstrable growth in the City's school age population and this must be addressed.

Since that time proposals have been brought forward for both school extensions and new schools across the City.

Prior to the planning submission an extensive consultation process was undertaken with a wide range of stakeholders in addition technical information was commissioned to address some questions raised at this pre-planning application stage. It is acknowledged the application has generated only low key interest.

The Site

The application site is located at the eastern end of Rayburn Way. It is bounded by Manchester Fort Retail Park to the west, the Travelling Showmen's site to the south (which is accessed from Collingham Street), the Irish World Heritage Centre, and Goals Soccer facility to the north, and the Metrolink sidings to the east. The site is irregular in shape and covered by rough grass and scrub vegetation. The site formed part of a brickworks with associated clay pits. When the brickworks were closed the clay pit was subsequently used as a refuse tip for domestic and commercial waste. Subsequently, the tip was closed and reclamation works took place to cap the tip and create land for development. The site covers 6.8ha.

The only pedestrian and vehicular access is from the eastern end of Rayburn Way, to the south west of the site, which connects to North Street.

An underground culvert crosses into the site at the eastern boundary.

A public right of way runs alongside, but outside the southern boundary of the site. This route continues onto a wider public rights of way network along the boundary of the Showman's Guild site and across toward the Lower Irk Valley.

The Proposal

The proposed development comprises two, three storey detached secondary schools. When fully occupied each school would cater for 800 pupils, including 200 sixth form pupils. The two schools are currently based in temporary accommodation locally within the St. Chads Primary School site on Balmfield Street, and Larch Gardens. They would initially accept an intake of year 7, 8 and 9 pupils in 2019 eventually catering to 1600 pupils, in total for both schools, being taught by 144(full time equivalent) members of staff. Each school would comprise 6,580 sqm of gross internal floor area.

The proposed development has been designed in the form of two broadly rectangular three storey school buildings with a connected double height sports hall. This site with the exception of the eastern end of Rayburn Way has no street frontage. As such the layout has been design to locate a school at the northern and southern ends of the site, with shared sports facilities located between the two buildings. Each school would have an entrance plaza, which would be on the southern façade of each school, and which would be in proximity to the proposed parking facilities. The linking of the sports hall to the eastern stairwell of each school, enables a separate controlled access for community use.

The proposed school buildings would be contemporary in design, and comprise a grey brick plinth with red brickwork above. Detailing is proposed within the brickwork in order to break up the mass of the structure in visual terms. The sports hall would be a part single storey, part double height structure. This is also proposed to comprise red brickwork with grey panels above forming the double height element of the proposed building.

The school would generally be open between the hours of 0630 and 2200 hrs on Monday to Fridays, with a breakfast club operating from 07:30 a.m. until the school starts, and after school activities for pupils.

Community use is expected to take place between 17:00 to 22:00 on Mondays to Fridays and between 08:00 and 20:00 at weekends.

Each school would comprise school office space, a main hall, classrooms, science laboratories, library and associated dining area and kitchen facilities.

The sports hall would have a court, with changing rooms, and a studio. The schools would also benefit from 5 multi -use games areas, and a grassed pitch. Three of the MUGA's would be flood lit, with column lighting orientated towards these areas and designed to minimise light spill. It is envisaged that the sport hall and pitches would be available for community use.

The proposed car park for each school would provide 80 spaces (incorporating 5 disabled spaces), with 57 spaces for staff and visitors, and 23 spaces for parent drop off/pick up.

During the evening the car park facilities would be open for community use associated with the proposed school and school events.

Secured cycle parking would be provided for each school, adjacent to the south elevation of the sports hall for the proposed boys' school, and along the western elevation of the proposed girls' school behind the school building within the secure school boundary. 160 cycle parking spaces are proposed (80 for each school).

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

The proposal includes measures to deal with any contaminants on the site, and remediation. This is fully covered in the report.

Highway works proposed include repair of existing footways on Rayburn Way into the site for the service yard roundabout access at the eastern end of the road; narrowing the existing Manchester Fort service yard access mid-way along north side of Rayburn Way; a traffic regulation order to prohibit parking at all time on both sides of Rayburn Way and on both sides of North Street from the junction with Cheetham Hill Road, together with restricting the speed on Rayburn Way to 20mph and to install school warning signs. In addition it is proposed to widen the existing pedestrian island on the Cheetham Hill Road northern arm at the North Street/Elizabeth Street junction and stagger the pedestrian crossing, and widen the pedestrian refuge on the Cheetham Hill Road southern arm at the Queens Road junction.

The landscape masterplan and landscape strategy shows that 146 new trees would be planted within the development site in order to mitigate for the loss of trees. Mitigation is also proposed for these losses through the creation of new habitats, including the new hedge planting along the access route within the site, native and ornamental shrub planting along the western and northern boundary of the site, and the planting of wildflowers on the retained mounds to the south and east of the site.

Consultations

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

Local residents - an e-mailed objection has been received from a resident on the following grounds;

- there have already been numerous developments within this area, and the opposite side of Queens Road has benefitted from boundary treatment upgrades. Whilst despite being nearest to all the disruption their houses have

been neglected. They feel that have had these plans thrust upon them, and get nothing but the inconvenience;

- they are concerned about the structural damage, that erecting all these buildings can and has caused to properties.
- More buildings increase more traffic flow and noise. Additional schools would increase congestion and traffic flow in what already is a busy area, and equally increase the risk of more pollution.
- Increased litter;
- Projects started are not always finished, the land sitting in front of the new Irish centre is unkempt, and no one seems to want to take responsibility for maintaining it, which has created an eye sore.
- Another school in the area creates more risk of vandalism, there is an increasing number of graffiti on various areas of Queens Road towards Cheetham Hill Road
- Noise levels; their garden was once quite peaceful, but they now have the noise from GOALS soccer development, which goes on until 10.30-11pm at night. A school will add to the lack of tranquillity, during break time. They believe they should not have this disruption forced upon them.

1 letter has been received from a local business who advise that they have no objections to the principle of the proposed development. However, having reviewed the associated planning statement and technical documents, they wish to highlight two areas to be afforded particular attention in the determination of the application.
Access arrangements

Rayburn Way currently provides access to the service yard of Manchester Fort retail development. The business wish to ensure that this access route remains unimpeded, if the proposed development is approved, in order for the Manchester Fort to function. They advise that the applicant met with them at pre-application stage to discuss the proposed changes to the service yard access midway along the road and the proposed marshalling of pupils to the site, and that the principle of the proposal was agreed at that meeting . However, given the nature of operations at the Manchester Fort site, there is a need to provide unimpeded HGV access to the service yard and to minimise any risk of conflict between users. The business have stated that they are keen to ensure that the highways improvements proposed in the application are implemented in full.

Car Parking provision

The potential for the Manchester Fort car park to be used by staff and users of the proposed school facilities has been raised as a concern. The Fort development has 1,325 spaces, and the business have stated that these are solely for employees and clientele of the Manchester Fort. They have noted that 160 off street spaces would be provided as part of the proposed school development, but wish to ensure that the proposal will not adversely affect on- street parking provision, and that there is sufficient parking and drop off arrangements to ensure that the development would to give rise to unauthorised parking at the Manchester Fort. They also request that appropriate monitoring and management initiatives e.g. Travel plans, are required to be put in place.

1 letter of objection has been received from a planning agent on behalf of a local business. The basis of the objection is as follows:-

- a. The technical work supporting the application is in error and underestimates traffic impact;
- b. It follows that there is insufficient information submitted for consideration to enable a decision to be made;
- c. The development does not constitute sustainable development as it does not have adequate sustainable accessibility;
- d. The development does not mitigate its significant impacts;
- e. The impacts of the development will be severe in terms of the tests and thresholds set out in paragraph 32 of the NPPF.

The planning agent questions the adequacy of the transport studies including:-

- The planning agent is of the view that no baseline position of the proposed development has been established, due to the Transport Assessment being based on an allocated B1, B2, B8 use, rather an approved use.
- They have questioned why the figure of 24% of pupils travelling to school by car taken from TfGM data has been reduced to 15% on the basis of the school bus provision, when the TfGM data will include pupils in the Greater Manchester Surveys which have school buses and public transport options for school travel. They raise concerns this calculation has the potential would lead a considerable additional impact which has not been tested.
- The Transport Assessment omits trips by staff stating that they will travel before the start of breakfast club and leave after enrichment classes, however, they feel that it is conceivable that all 144 staff and support staff would be present before 07:30am in the morning, and feel that it is more likely that staff will arrive after 07:30am. As a consequence they are of the view that the traffic assessments do not fully reflect the traffic impact in the 07:30am to 08:30am peak. Furthermore the site proposes 160 parking spaces for teachers, but does not model any trips associated with those. They therefore consider that the technical analysis omits a significant amount of car travel to and from the site in peak hours, and thus underestimates the impact.
- A fundamental error has also been made in the modelling of the development traffic impact which results in the impact being underestimated. It is common practice for traffic engineers to adopt a 'peak hour' as a period to be analysed. The Transport Assessment follows that approach, but in doing so is in conflict with the report writer's advice on the timing of development traffic.
- Unlike morning drop-offs which may be associated with parents travelling to work, afternoon pickups are more likely to be a unique primary purpose trip, yet the on-site operation of picking pupils from school has not been addressed in the technical work. The afternoon pick up is considered to have the potential to generate queues on Rayburn Way, and fly parking on adjacent industrial streets, where parking is already problematic.
- In relation to pedestrian catchment areas, these are as the crow flies straight line catchment distances, but there are no straight line walking routes to the proposed schools. The planning agent is of the view that there few residential properties within 1 km of the proposed schools and therefore walking trips will

be far less than anticipated. A similar point is made in relation to distance to bus stops.

- The Agent raises an objection to the findings in the Travel Plan that the site is accessible by sustainable modes. They not accept that the site is highly accessible by cycle.
- If the scheme is approved a planning condition will be required to fund the proposed school buses in perpetuity. The planning agent states that the applicant has offered to fund TRO's, and that the applicant can only offer to fund TRO's if they pass the tests in the NPPF. I.e. directly related to the development, and necessary. The applicant must therefore recognise the necessity. The issue is that the TRO process does not give certainty that the TRO will be conferred.

The planning agent suggest that should the decision be taken to approve the scheme despite its shortcomings , then significant conditions would be required to control the use and impacts of the facility .

Environmental Health - recommend that conditions relating to delivery hours, fume extraction, (if cooking facilities are proposed), construction management plan (which includes information in regard to hours of construction, dust mitigation measures, odour control, noise mitigation), acoustic insulation of the school , acoustic insulation of external plant , the hours of use of the school, hours of use of the sports pitches to be agreed , refuse storage, detailed measures to safeguard local air quality , and external lighting together with contaminated land and a long term monitoring and contingency plan regarding ground gas and groundwater are attached to any approval.

The Contaminated Land Section reviewed copies of the submitted reports and have concluded that:

1. The adequacy of the desk study information available for this site
2. The Contaminated Land Section have advised that the submitted desk study information appears to be adequate.
3. The adequacy of the site investigation
4. The site investigation and risk assessment are considered appropriate for the site and appear consistent with recognised guidance and best practice.
5. The adequacy of the final risk assessment

Ground Assessment: The site has been classified as low to moderate risk. Remediation is required.

Controlled Waters Assessment. The site has been classified as Low risk. Remediation is not required.

Ground Gas Assessment:

The report recommends the incorporation of gas protection measures to comply with Characterisation Situation 3 (CS3) and gas protection measures for new buildings and/or confined spaces consistent with that classification are required.

The final risk assessment was found to be adequate.

The acceptability of the proposed remediation strategy

The remediation strategy has not yet been submitted but brief outline details have been proposed which they have advised they can accept as an indicative assessment. They will need to see the full remediation method statement, but the proposals so far and what will still be required are as follows:

The following measures are proposed so that the contamination identified on site no longer presents a risk:

1. A 300 mm clean soil layer be placed over non-hard surfaced areas however, further confirmation will be required with regard to landscape design and details of planting requirements. Soil cover may need to be increased for shrub planted borders, depending on whether there is a no dig / geo textile layer to be installed. There is no mention of this in the outline proposals and this will be required.
2. For all-weather surfaces, 300mm depth of clean material should also be placed to prevent exposure to made ground for future maintenance. Again, the pitch designer should be consulted to confirm the requirements for provision of a free-draining layer and providing a firm level medium to maintain long-term pitch usability. There is no mention of whether there is a no dig / geo textile layer to be installed.
3. Clean service corridor fill should also be used to prevent future workers' exposure to made ground. Sections of low permeability (clay fill) should be placed in service trench corridors at the site boundaries to prevent off-site gas migration.
4. Gas Protection Measures: Sub floor pressurisation with the inclusion of positive pressurisation and a reinforced floor slab with minimal service penetrations using the clean air blanket gas protection system has been proposed. The manufacturers product information has been included in Appendix 9 but they will require confirmation of which of the proposed systems are to be used as it appears to be just indicative at this stage and there seem to be several options / variations listed in the product material submitted.
5. Watching brief to remain on site during enabling works.

The proposed remediation strategy is not sufficient. The remedial works should be fully implemented in accordance with the strategy's recommendations. The following details are still required:

- i) confirmation from the landscape designer with regard to proposed planting of shrubs or trees, and confirmation from the contaminated land consultant regarding the depth of clay soil cover in these areas along with break layer details
- ii) details of break layer required
- iii) confirmation of the actual clean air blanket system to be installed
- iv) an asbestos management plan to be developed and submitted for review and approval

- v) Maintenance strategy and requirements of the gas protection measures and who will be responsible for the upkeep and maintenance once installed and validation for installation

Whether the information submitted is sufficient to discharge the relevant site investigation and/or gas condition of any planning approval (NB. This is following any consent being granted).

Before the discharge of a contaminated land condition from this application, the following information needs to be submitted to the Council for approval:

- (i) Remediation method statement to be submitted
- (ii) Submission of confirmation and responses to queries above
- (iii) Submission of an asbestos management plan
- (iv) After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed.

Highways Services – Have made the following observations.

TRIP GENERATION - Do not have any concerns as the junctions will continue to operate within capacity.

PARKING – the proposed level of provision is deemed to be acceptable, and recommend that the utilisation of the buses should be monitored as part of the Travel Plan, and the associated Travel Plan condition should approval be granted. It is recommended that the boundary treatment maintains permeability to a height of 900mm.

CYCLE PARKING - The proposed level of cycle parking is acceptable in principle however utilisation should be regularly monitored and additional storage provided should this reach 90% - this should be included in the Travel Plan.

TRAVEL PLAN it is recommended that the framework travel plan is extended and developed to a full travel plan within the first six months of the school becoming occupied. A suitable planning condition setting out this requirement is therefore recommended.

PEDESTRIAN ACCESS Highways officers requested that an independent pedestrian audit be undertaken on routes to/from the proposed school, which has been undertaken. The Transport Assessment and Pedestrian Audit has proposed a number of improvements in the vicinity of the site in respect of provision of pedestrian. Additionally, marshals are understood to be placed at the entrance to the site on Rayburn Way to guide pupils into the site. On this basis Highways Services are satisfied in relation to pedestrian access.

PROPOSED SCHEME - A detailed list of site highways works have been proposed by the applicant which are supported in principle, but it is noted that any changes to the adopted highway and junctions will be subject to further detailed design through a

S278 agreement and discussions with TFGM as required. All works will be at the Applicant's cost.

PUBLIC TRANSPORT - The Transport Assessment has demonstrated that this site is within the maximum acceptable walking distance to Queens Park Metrolink and bus routes serving Cheetham Hill Road.

WASTE MANAGEMENT - The swept path analysis provided demonstrates that both loading areas can be accessed safely and with ease. It is the recommendation of the Highways Team that collection takes place outside of the peak pick-up and drop off hours.

CONSTRUCTION MANAGEMENT a Construction Management Plan should be provided by the applicant prior to any construction works beginning.

It is recommended that the following is conditioned: - Full travel plan including specifying the importance of school buses; - Detailed signalised junction design to be approved by MCC and TfGM; - The above detailed off site highways works to be captured by a Section 278 agreement; and - Construction Management Plan

Corporate Property - Any significant comments will be reported to committee

Serco Metrolink - Any significant comments will be reported to committee

MCC Flood Risk Management – Have recommended that the drainage conditions relating to surface water drainage works, and details of the implementation, maintenance and management of the sustainable drainage scheme be attached to this planning application. In respect of the culvert on the site, they have advised that this is not on any historic maps as a watercourse.

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

Greater Manchester Police - 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 (09/01/2018 – URN: 2017/0761/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.

In summary, their support for this application is dependent on the recommendations made within the Crime Impact Statement being incorporated into this proposal

Greater Manchester Ecology Unit - Have advised that this is a former landfill site which has re-vegetated largely by self-seeding and natural colonisation, and now supports areas of species-poor grassland and young scrub woodland of limited

nature conservation value. They have no overall objections to the above application on nature conservation grounds, but recommend that a number of conditions be placed on any permission granted to protect nature conservation interests. These include:-

- The submission of more detailed and comprehensive landscape plans including specific measures for the loss of the developing woodland and scrub trees. In addition, Biodiversity enhancement measures should be incorporated into the detailed Landscaping scheme to maximise the ecological value of the site.
- Retention of trees around the site boundaries wherever possible. Any retained trees located in close proximity to the proposed works footprint should be protected in accordance with British Standard 5837: 2012.
- Any vegetation disturbance or clearance should be undertaken outside the optimum nesting bird season (March to July inclusive). If this is not possible then any vegetation to be removed or disturbed should be checked by an experienced ecologist for nesting birds immediately prior to works commencing.
- A Method Statement should be required to be prepared and implemented giving details of measures to be taken to control Japanese knotweed during the course of the development.
- Fox earths have previously been encountered on the site. While foxes are not specially protected some measures to protect animal welfare are recommended. If site clearance/groundworks are to commence during the period when foxes may have young underground (March to May inclusive) they advise that a precautionary survey of the site for fox earths be carried out. If an earth is found this area of the site should be fenced off until the young foxes can move above ground.

Network Rail – Has reviewed the documentation submitted and advice that this proposal will not impact the railway infrastructure

Environment Agency - have no objection in principle to the proposed development but would like to make the following comments.

There has already been significant involvement in the site through pre-planning enquiries and various meetings. They are aware of the history of the site and the landfilling activities that have occurred historically.

The Environment Agency has reviewed and assessed the submitted reports, and have previously reviewed a Ground Investigation report, a Foundation Works Risk Assessment by Mott MacDonald, and a Contaminated Land Assessment by Idom Merebrook for this site.

Based on the information which has been presented and the engagement between the relevant stakeholders the Environment Agency would like to offer the local planning authority the following advice and guidance.

The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by

preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution.

Paragraph 120 states that local policies and decisions should ensure that new development is appropriate for its location, having regard to the effects of pollution on health or the natural environment, taking account of the potential sensitivity of the area or proposed development to adverse effects from pollution.

It should be noted that the Environment Agency would be happy to accept the local authority condition for land contamination as it appropriately covers the same issues which the following condition does albeit with a variation in wording.

The Environment Agency consider that planning permission could be granted to the proposed development as submitted if the following planning conditions are included as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and the Environment Agency would object to the application.

Condition – Contaminated Land

No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. Where necessary an additional site investigation, based on the previously submitted reports, to provide pertinent information for an assessment of risk to all receptors that may be affected by the development, including those off site.
2. The results of the site investigation and the risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures where and when required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Condition – Piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Condition - Post Completion Monitoring

Before the development hereby approved commences a long-term monitoring and contingency plan in respect of ground gas and groundwater including a timetable of monitoring and submission of reports shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary contingency measures shall be carried out in accordance with the approved plan. On completion of the monitoring specified in the plan a final report demonstrating that any necessary contingency works have been completed in accordance with the approved plan shall be submitted to and approved in writing by the City Council as local planning authority.

Additionally, they would like to offer to the local planning authority the following condition. However as they have explained previously they have some reservations about the use of this planning condition as it may lead to additional, unforeseen, complications at a later time in the development.

Condition –drainage

No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

The Environment Agency has also provide detailed advice for the applicant in relation to investigations of land potentially affected by contamination , waste on site, waste to be removed from site and piling and penetrative ground improvement methods, and these would be included as an informative.

Policy Context

Environmental Impact Assessment

A Screening Opinion was issued on 14th February 2018. The proposed development was considered to constitute a Schedule 2 10b) 'Urban Development Projects' scheme. However, following consideration of the proposed development, that it would not take place in an environmentally sensitive location or, following appraisal against the EIA guidance selection criteria, not give rise to significant environmental effects, it was concluded that although this development would have some impact on the surrounding area, it was judged that any impact would not be significant enough to be of more than local importance and not give rise to significant environmental effects, warranting a formal Environmental Impact Assessment.

Land Interest

The City Council has a land interest in the site, and the proposal. Members are reminded that in considering this matter they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land, and any other interest.

National Policies and Guidance

Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless: Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or Specific policies in this Framework indicate development should be restricted.

National Policy Framework has been related to the proposed development, with particular emphasis given to the following:-

- i. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.
- ii. Chapter 8: Promoting healthy communities - Refers to the need to create, expand and alter schools, and acknowledges access to sport and recreation can make an important contribution to the health and well-being of communities. Paragraph 72 states The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools.

This is clearly relevant to having regard to the identified need for school places in Manchester.

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Paragraph 32 of the NPPF relates to transport issues and states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether safe and suitable access to the site can be achieved for all

people. NPPF confirms that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

"Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally"

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals will create a new educational facility in a sustainable location will include community use and mitigation, and as set out in this report is considered to accord with the Core Strategy Development Plan Document, and therefore with the main principles of the National Planning Policy Framework in this regard.

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

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

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise: states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
 - layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
 - using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
 - mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.
- Design states that where appropriate the following should be considered:
- layout - the way in which buildings and spaces relate to each other
 - form - the shape of buildings
 - scale - the size of buildings
 - detailing - the important smaller elements of building and spaces
 - materials - what a building is made from
- Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. Appendix C of the Core Strategy has a list of superseded policies and their replacements.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in

Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The following specific policies are considered to be particularly relevant to the proposed development:

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN 8- Adaptation to Climate Change

All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways
- The need to control overheating of buildings through passive design
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

An Environment Standards Statement has been included as part of the submission for this application. The planning agent has confirmed that the design of the development would achieve a 22% improvement over current Building Regulations Part L2a requirement for the Boys school and a 19% for the girls school on the basis of a fabric first approach. On the basis of this it is expected that a 'very good' BREEAM rating would be achievable.

The development would therefore accord with the aspirations within policy EN8.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including

changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

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 City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.

This site falls within Flood Zone 1, and this issue is dealt with in greater detail elsewhere in this report.

Policy EN 15 - Biodiversity and Geological Conservation.

The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. This site does not have SBI or SSSI status, and submitted supporting records do not indicate the presence of a wide range wildlife on the site. This matter is considered in more detail elsewhere in this report.

Policy EN16 -Air Quality

Policy EN16 states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. This matter is considered in more detail elsewhere in this report.

Policy EN 18 - Contaminated Land and Ground Stability

Policy EN18 relates to Contaminated Land and Ground Stability and explains that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate

appropriate mitigation measures to address them. This is an issue that is dealt with in greater detail elsewhere in this report.

Policy H2 - Strategic Housing Location

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

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

Policy EC1 – Employment and Economic Growth in Manchester

Policy EC1 advises that a minimum of 200ha of employment land will be developed between 2010 and 2027 for offices (B1a) , research and development (B1b), light industrial (B1c) , general industrial (B2) and distribution and warehousing (B8). Key locations for major employment growth are identified within the Regional Centre, including Strangeways, Collyhurst and New Islington.

Policy EC4 North Manchester

Policy EC4 states that North Manchester is expected to provide approximately 14ha of employment land. It identifies that the city centre fringe is suitable for office (B1a) led mixed use development and that significant existing employment and economic development is found in a number of locations, including Manchester Fort Retail Park. It states that the Council will promote development which has had regard to:

- The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill,
- Rochdale Road and other public transport networks such as bus routes;
- Metrolink and proposed extension and new stops;
- Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;
- The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.

The site itself lies outside the identified areas for major employment growth, although it has previously been highlighted for employment uses. This site has, however, remained undeveloped for over 30 years, and is the last part of the former Queen's Road tip site to be brought forward for development. Outline planning approval for new mixed use multi-phase development, comprising an employment park (use classes B1c, B2 and B8), a new Irish World Heritage Centre with associated shop, exhibition hall, function room, restaurant and outdoor leisure facilities/amenity areas), a new 140 bed hotel with associated car parking, a new retail unit on this site and the

land to the north fronting Queens Road was approved by the Planning and Highways committee in 2007. However, the employment park element of the scheme has not been delivered, and it is considered that a proposal for a new school in this locality is acceptable in principle.

Policy SP1- Spatial Principles

Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Policy SP1 states under Core Development Principles, that Development in all parts of the City should:-

- Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character;
 - making a positive contribution to the health, safety and wellbeing of residents;
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
 - protect and enhance the built and natural environment.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

This is an overarching policy which sets the context for this application. The proposed development would provide additional places to accommodate children in the local area.

Policy T1 - Sustainable Transport

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

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

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

Policy T2 Accessible areas of opportunity and need

Policy T2 relates to the accessibility of new development and seeks to ensure that they are easily accessible by walking, cycling and public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

The proposed development is in close proximity to a number of bus routes on Queens Road, numerous services on Cheetham Hill Road, and the Metrolink Services on Queens Road. It can be also easily accessed by cycle and on foot from local communities, and would therefore accord with the aspirations of policy T2.

Policy DM1 Development Management

Policy DM1 Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance
- Of the proposed development. Development should have regard to the
- character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and 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.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- 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 accord with policy DM1 of the Core Strategy.

Saved UDP Policies

Saved UDP Policy CC16 state that the former Queens Road Tip is proposed for comprehensive development to include:- a) office uses /light industry (B1 use class); b) general industry /wholesale/distribution (B2 and B8)use classes) and c) leisure or recreational facilities, including open space available to the public. Any proposed

development would need to demonstrate that there would be no adverse impact on adjoin residential communities and to take measures to ameliorate any ground contamination present at the time of development.

Since this policy was adopted in July 1995, a significant proportion of the former tip site has been redeveloped primarily as a retail park; with the Irish World Heritage Centre relocated to the north of the site; a hotel development approved fronting onto Queens Road; and a soccer training facility has been implemented to the south of the Irish World Heritage Centre.

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

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

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

Issues

Principle of use

The site is located within the undeveloped eastern section of the former Queen's Road Tip, to the east of the Manchester Fort retail park. This is an area of vacant land which had been identified as part of the wider Queen's Road Tip site for a variety of uses including office uses /light industry (B1 use class), general industry /wholesale/distribution (B2 and B8use classes) and leisure or recreational facilities , including open space available to the public. However, this does not preclude other uses being brought forward on the site.

The proposal would bring back into active use 6.8ha of contaminated land which has been vacant for over 30 years. The siting of the school has been assessed to limit impacts to adjacent developments.

Although previously identified for employment led activity. It is noted that the site has been vacant for many years. The judgement therefore includes weighing the potential loss of land that could be put employment led use against the demonstrable need for a school in this part of the City. With on-going population growth and a need to support this, there will always be a balance to be made in terms of weighing key policy objectives.

National Planning Policy gives considerable weight to proposals for a new school. The provision of a new secondary school to serve this area of Manchester is therefore afforded weight in its own right.

There has been and continues to be significant population growth in Manchester, particularly in the wards comprising the North and East areas. With this growth has come the need to provide the necessary infrastructure, including schools to cater for the growing school-age population. There is insufficient capacity in existing secondary schools to meet demand.

This is at the heart of the proposal and much has been publicised about population growth and school infrastructure required to support this. This is also recognised at a national level.

Human Health Risk

This issue has raised some concern both at pre-application stage and as a result of the formal planning process.

The site has previously been a clay pit and then subsequently used as a refuse tip for domestic and commercial waste.

The application has been supported by studies which have assessed health risks. These looked at the materials/products present or believed to be present on site and the potential health risks. In conclusion, it is not considered there would be significant risk arising from the development.

Contaminated Land

Key to concerns of health risk is ground contamination.

The application is accompanied by a Phase 1 Desk Study Ref: DS20969 -17-369, a Contaminated Land Assessment ref: CLA-20696-17-391, a Foundation Works Risk Assessment and a Ground Investigation Report prepared Mott MacDonald. Historic plans show that the site and surrounding area have undergone extensive excavation and subsequent infilling associated with numerous brick works to the north, west and southeast. Several dye works and other works have been located to the east of the site historically along the River Irk. Since the 1950's there is evidence that the site was infilled by a landfill, which comprised household, commercial and industrial waste. The area was infilled by 1975. Since this time there were no developments on the site. The potential sources of contamination on the site relate to the Made Ground and the landfill material. The site ground conditions which were found included mixed construction waste, with local zones of older domestic type refuse and occasional clinical wastes. Chemical contaminants were present at the site including asbestos in the soil and ammonia in the ground water and culvert discharge, together with ground gas.

The submitted Contaminated Land Assessment proposes remedial measures in relation to the ground contamination, and ground gas by the provision of 300 mm of clean soil cover to soft landscaped areas and clean service corridors; an active sub-

floor pressurisation system is proposed as the main element of gas protection to buildings; robust control of dusts during construction phase and management of asbestos; and piling methods to ensure existing groundwater pollution potential is not exacerbated.

There is some information required, which includes the submission of a Remediation method statement ; the submission of confirmation and responses to queries relating the submitted remediation strategy; the submission of an asbestos management plan, together with a verification report to validate that the work undertaken conforms to the remediation proposals after the completion of the site works . These are matters that are capable of being dealt with by condition , and in addition to these matters it is recommended that a further condition to require a long-term monitoring and contingency plan in respect of ground gas and groundwater including a timetable of monitoring and submission of reports is attached to any approval.

The Environment Agency and Environmental Health officers have no objection to the proposed development subject to conditions to ensure the proper remediation of the site for the proposed development, and post completion monitoring and contingency.

Coal

The site falls within a Coal Mining Reporting Area, however the site is not located within a high risk development area.

Trees

The site has been vacant for a long period of time. The site is now covered with scrub and trees, which are for the most part self-seeded. Thirteen individual trees and sixteen groups of trees are present on site. One group of trees is recorded as being category 'B'; and a mixture of twelve individual trees, and fifteen groups of trees are recorded as category 'C'(low quality) One individual tree (T13) is classified as category 'U' (unsuitable for retention).

The proposed development directly impacts upon most of the trees, requiring their removal due to their close proximity to construction activity. This is with the exception of two groups of trees which are located within the south east and east, which would be retained and protected during construction works. All of the trees proposed for removal are considered to be low quality ('C' category) specimens, many of which are self-seeded. The trees are not the subject of Tree Preservation Orders and there are no ancient woodland or veteran trees.

The submitted landscape plan, however, shows that 146 new trees would be planted within the development site. Mitigation is also proposed for these losses through the creation of new habitats, including the new hedge planting along the access route within the site, native and ornamental shrub planting along the western and northern boundary of the site, and the planting of wildflowers on the retained mounds to the south and east of the site.

It is proposed that the tree removal will be mitigated as part of a post development planting scheme of a mix of semi mature feature and avenue trees, together with semi mature clear stemmed trees and multi stemmed new trees that will add to the quality of the area and help integrate the proposed development into the surrounding landscape.

The groups of trees to the eastern and south eastern landscaped buffer areas will be retained and protected to ensure that they remain in a healthy condition during and post development. It is recommended that this aspect of the scheme is conditioned.

Ecology

A Preliminary Ecological Assessment accompanies the planning application. This was undertaken in September 2017, but the report was updated in January 2018. The Assessment includes a Phase 1 Habitat Survey. The majority of the site comprises semi-improved grassland and tall ruderal vegetation, with areas of dense and scattered scrub present particularly around the western, south-western and south-eastern boundaries.

A small number of scattered trees and introduced buddleia shrubs were present towards the southern corner of the site whilst areas of ephemeral standing water had developed within shallow depressions in the ground. Occasional areas of bare ground and hardstanding were also present and ephemeral/short-perennial vegetation had begun to develop on an area of the bare ground in the north of the site.

No Great Crested Newts, water voles, or badgers have been recorded as being present on the site, and there are no buildings on site, or trees with features suitable to support roosting bats. However the site is undisturbed and provides suitable habitat for badgers, including sett building potential within the scrub and on the slopes of the bunds and foraging potential across the site. This also links into further potentially suitable habitat to the south of the site. The report recommends vigilance should therefore be maintained due to the potential for badgers to colonise the site and if no works have commenced within 12 months, then a badger survey may be required to determine if the site has been colonised in the interim. It is recommended that this aspect of the scheme is conditioned.

Although, the site holds no bat roosting potential and roosting bats are not a notable consideration, it is possible that bats may use the vegetated boundaries of the site for commuting and foraging purposes. The plans for the site indicate that the vegetation along the western boundary of the site could be impacted to some degree, however the development does not extend to the very eastern side of the site, where an undeveloped buffer may be retained and where a link is present to further potentially suitable bat habitat to the immediate south of the site.

The existing trees and scrub on site do have the potential to support a number of bird species for breeding and foraging in summer. Although some bird nesting habitat will be impacted by the proposed works, the plans indicate that other areas of suitable habitat are likely to be retained, whilst further areas of potentially suitable habitat are also present in the local area. It is recommended that a condition to ensure that any

vegetation disturbance and clearance outside the bird nesting season is attached to any approval.

Furthermore, the submitted Landscape plan include locations for bird and bat boxes. It is therefore proposed to attach a condition to require the incorporation of bat and bird boxes in order to potentially mitigate against some of the impacts of the proposed school development.

Greater Manchester Ecology Unit have raised some ecological questions regarding the potential for the presence of fox earths on this site and it is therefore proposed that a condition is attached to any approval to require no site clearance works, including groundworks, shall commence between 1 March and 31 May in any year unless a precautionary survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no active fox earths are present.

Invasive Species

The applicant has confirmed that there is Japanese Knotweed present within the site, and indicates that this would be fenced off /isolated from activities on the site to avoid potential spread, and would be subject to an eradication programme , with further monitoring for two years . It is therefore recommended that measures relating to the treatment of Japanese Knotweed are conditioned.

Landscaping

A Landscape Masterplan and Landscape Strategy for the school site confirms the loss of most of the existing trees on the site (which is already noted are for the most part self-seeded), with the exception of two retained groups of trees. However, the landscape masterplan includes the provision of mix of semi mature feature and avenue trees together with semi mature clear stemmed tress and multi stemmed new trees, hedge planting, native and ornamental shrub planting along the western and northern boundary of the site, and the planting of wildflowers on the retained mounds to the south and east of the site. A reflection garden is also proposed for each of the schools. It is recommended that a condition to require detailed plans with species and planting densities is attached to any approval.

The application is also accompanied by a Landscape Management and Maintenance plan, which outlines a maintenance regime for the proposed tree and wildflower planting, and ornamental planting, together with measures in relation to the proposed areas of hard landscaping, which is conserved to be an acceptable approach.

Design and Appearance

The proposed development has been designed in the form of two broadly rectangular three storey school buildings with a connected double height sports hall. This site with the exception of the eastern end of Rayburn Way has no street frontage. As such the layout has been designed to locate a school at the northern and southern ends of the site, with shared sports facilities located between the two buildings. Each school would have an entrance plaza, which would be on the southern façade of each school, and which would be in proximity to the proposed parking facilities. The

linking of the sports hall to the eastern stairwell of each school, enables a separate controlled access for community use.

The orientation of school has been designed to be at an oblique angle, when viewed from Rayburn Way. This should aid way finding to each school and splits the flow of traffic and pedestrians from the roundabout within the site, at the site.

The height of the development has been assessed in relation to the character of the surrounding area, in particular the single storey residential properties to the south and the double height commercial units forming the retail park to the west, and the two storey Irish World Heritage Centre to the north of the site. Given the location of the proposed buildings, it is considered that the proposed scale of the proposed development is a suitable and appropriate response to the local area in which it would be located.

The proposed school buildings would be contemporary in design, and comprise a grey brick plinth with red brickwork above. Detailing is proposed within the brickwork in the form of brick reveals and off set coursing in order to break up the mass of the structure in visual terms exterior. The sports hall would be a part single, storey part double height structure. This is also proposed to comprise red brickwork with grey panels above in the double height element of the proposed building. In order to fully assess the impact of the suggested materials it is recommended that a materials condition is attached to any approval to require the submission of samples.

Access and Traffic Generation

A Transport Assessment has been submitted as part of the application. The Transport Assessment indicates that the proposed development would give rise to sometime specific impacts on the surrounding highway network following full occupation of the site. The results indicate that the existing highway network without improvements could not accommodate the additional traffic associated with the proposed development. It is however, considered that proposed highway improvements could be provided within the adopted highways, to overcome this matter.

The report suggests that it is evident from the results that improvements could be required to the existing junction to allow future development of the site for the allocated employment use or the proposed Eden schools. The main problem at the junction is that right turning traffic from Cheetham Hill Road (southbound) into Elizabeth Street blocks southbound traffic on Cheetham Hill Road. It is indicated that banning the right turn onto Elizabeth Street at the Cheetham Hill Road/North Street signal junction, and introducing an additional stage to the Queens Road signal junction would mitigate the traffic impact of the development.

Furthermore, the phased increase in pupil numbers will have an incremental impact on the local highway network as the school populates with a three year initial intake in 2019/2020, and then a year on year intake until 2022/2023. The school is also proposing a staggered start for each school to reduce the impacts of pick up and drop off events, with the girls school starting and finishing first, and the proposed boys school starting and finishing later. School arrival times will be further spread out

due to the provision of a breakfast club in each school. It is also anticipated that the majority of staff will arrive at different times to the students, with staff more likely to leave during traditional network peak hours.

Although, the site lies at the end of Rayburn Way it is within walking distance of numerous bus services on Cheetham Hill Road and a number of bus services on Queens Road. The Queens Road Metrolink stop is located on Queens Road adjacent to the Irish World Heritage centre, but this is a 1.5km walking distance to the north east of the site. With regards to access by bicycle, there is an on road cycle route with cycle facilities on Cheetham Hill Road from the junction of North Street to Crescent Road, with a number of residential traffic calmed areas to the north of Queens Road, which could be used by those wishing to cycle to school. It is considered that the site is highly accessible on foot, by cycle and by public transport.

The current proposal incorporates a drop off for each school within the school grounds. The Transport Assessment identifies that the following off site highway works are proposed to improve pedestrian safety walking to the site:- the repair of existing footways on Rayburn Way; narrowing of the existing Manchester Fort service yard access mid-way along north side of Rayburn Way; restriction of the speed on Rayburn Way, and school warning signs. The owner and operator of Manchester Fort have written to support the measures outlined above. It is therefore proposed that the delivery of these measures form part of an off-site highways works condition to be attached to any approval.

The scheme also includes the provision of 5 school buses per school (based on the numbers of pupils attending the schools), with the final routes of the bus services being determined to maximise the number of pupils that can be collected from as close as possible to their homes.

Highways Services and Transport for Greater Manchester have reviewed the transport assessment and are satisfied that the information provided is acceptable in principle.

It is acknowledged that the introduction of 2 new secondary schools in the area is likely to result in some additional queuing and delay for short periods in the morning and afternoon however, Highways Services and TfGM agree that the peak period impacts can be mitigated to an acceptable level.

It is considered that the applicant has provided a proportionate level of information relating to transport and car parking, and it is considered that the proposals do not raise significant concerns on highway or pedestrian safety grounds.

Parking

Each school would have an 80 space car park (incorporating 5 disabled spaces), with 57 spaces for staff and visitors, and 23 spaces for parent drop off/pick up. Parking areas for motorcycles are also proposed. Five bus parking spaces are proposed for each school in order to facilitate a school bus service for the proposed development. Access to the school would be gated during the day

Highways have reviewed the car parking provision at the site and are satisfied that the proposed provision is sufficient to accommodate the needs of staff and visitors. Furthermore the proposed provision as it is in line with LTP3 standards for school parking.

No details have, however, been provided in relation to how the drop off spaces would be managed at this time, as this would need to be formalised with the school itself. It is therefore recommended that this aspect of the scheme is conditioned.

It is considered that the proposed levels of car parking provision would not lead to significant on street parking issues in the locality, provided that a Travel Plan is produced by the school, and is implemented.

Cycle Storage

Secured cycle parking would be provided for each school, adjacent to the south elevation of the sports hall for the proposed boy's school, and along the western elevation of the proposed girl's school behind the school building within the secure school boundary. 160 cycle parking spaces are proposed (80 for each school).

It is recommended this should be monitored as part of the travel plan and additional storage be secured when 90% utilisation is reached. A further condition is recommended to this effect.

Sustainable Travel /Travel Plan

The school has demonstrated a commitment to sustainable travel and has submitted a framework travel plan as part of the application which will be developed when the school is occupied.

The framework travel plan includes various initiatives including promoting cycling, walking and the provision of 10 (parent funded) double decker buses. Highways Services have indicated that they strongly support this initiative.

The Travel Plan will be central to the school reducing vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network.

Highways Services have recommended that the framework travel plan is extended and developed to a full travel plan within the first six months of the school becoming occupied. A suitably worded planning condition setting out this requirement is therefore recommended.

Servicing

The servicing arrangements would be via off-circulation route loading from within the site. Areas within the proposed parking areas are identified for loading/unloading to serve the proposed kitchen facilities.

Servicing would be restricted to supply and catering deliveries, and refuse collection, and would not require a long duration, and as such this should not adversely impact on the use of the proposed car parking facilities.

Objector's comments

Objections have been received in regard to technical matters within the Transport Assessment. The Highways Authority has examined and assessed the Transport Assessment and considers it to be satisfactory.

Public Rights of Way

A public right of way runs alongside, but outside the southern boundary of the site. This route continues onto a wider public rights of way network along the boundary of the Showman's Guild site and across toward the Lower Irk Valley. This would not be affected by the proposed development.

Residential Amenity

The siting of the proposed school and sports hall have been considered with a view to reduce the level of impact on the amenity of the occupiers of nearby Showman's Guild winter quarters to the south of the site. The development has been located so that the existing mound alongside the southern boundary would be retained (37m in width) and the proposed teaching accommodation would be located further north with the car parking and drop off facility being located between the proposed school building and sports hall and the retained mound. The school building would be 89.5m (closest point) from the nearest property in Showman's Guild winter quarters. Therefore, whilst the development of the site with built form will undoubtedly have some impact, it is not considered this would be significant in regard to residential amenity. External lighting is proposed to this parking area, however the downward nature of the proposed lighting and the location of the mound, would mean that the occupiers of the Showman's Guild site would not be adversely affected by glare from the proposed lighting.

The submitted landscape planting indicates that the retained mound would have wild flower planting. Given the combination of the landscaped buffer and distance involved between the proposed school buildings and existing properties there would be no undue harmful impact.

The majority of the proposed sports pitches and multi-use games areas are located centrally in the site. However, two multi-use games areas are proposed to the north of the proposed girl's school, which would be 9.2m from the northern boundary with the Irish World Heritage Centre. The proposed landscaping scheme would incorporate a buffer strip of shrub and multi stemmed trees planting along the boundary which would reduce the potential impact adjacent of the MUGA's to the shared boundary with the Irish World Heritage Centre.

Subject to a suitable condition controlling the hours of use, it is not considered that the proposal would give rise to unacceptable impacts in terms of residential amenity.

Although it is acknowledged that activity relating to these pitches may be audible from neighbouring residential properties during the day.

The intention is to light 3 of the proposed MUGA's, and this issue is dealt with in detail in the lighting section of the report.

The proposal by its nature will increase comings and goings from the site as a result of both the 1600 pupils being picked up and dropped off as well as the 144 (full time equivalent) members of staff arriving and leaving the building. The consideration that must be given is whether the site can sufficiently cater for demands placed upon it, and whether the site is sustainable in transport terms. It is inevitable that there will be some impact from a school, given the existing use, however, the development will provide for both on site car parking and drop off, it is in a sustainable location and would be subject to a travel plan.

Visual Amenity - It is inevitable that any building on this site will result in a visual change in the locality given it is an area of open vacant land on an elevated plateau at the rear of the former Queens Road tip, adjacent to the Manchester to Bury Metrolink line at the base of the slope to the east.

It is proposed to retain the boundary treatment to the southern, western and part of the northern boundaries, with 2.4m weldmesh proposed fencing along with the shared with the Goals Soccer facility and along the eastern boundary. 3m weldmesh fencing is proposed, surrounding multi use games area and grass pitch.

The proposed building is of a modern design utilising two colours of brickwork, dark grey composite panel to the upper section of the proposed sports hall, and charcoal grey aluminium framed windows. It is a type of construction that is widely used and in terms of its design and appearance is considered to be acceptable in visual terms in this location.

The proposed school building would be screened from nearby Showman's Guild winter quarters to the south of the site, by the existing retained mound alongside the southern boundary, and the Irish World Heritage Centre and Manchester Fort Service yard by landscaped buffers including shrub and tree planting.

Outdoor Play areas

The application proposals include the provision of 5 multi use new games areas, which would include, markings for tennis, netball and football. The proposed grassed pitch would be laid out for football. A further basketball court is proposed to the north east of the proposed boy's school.

The availability of outdoor play space for the school is clearly a requirement and is considered to be acceptable. It is proposed to condition the hours of use of the grass pitch and MUGA's to reduce the potential impact of the proposed development in terms of amenity to residents close to the site.

Each of the proposed sports hall includes a hall, with court markings for multiple sports and also include the provision of an activity studio, changing facilities and an ancillary café.

It is proposed that a condition relating to the requirements outlined above is attached to any approval, together with a condition relating to community access which is discussed in more detail elsewhere in this report.

External Lighting

The application is accompanied by an External Lighting report which assesses the levels of lighting proposed to the car parks, sports courts, lighting to the building and circulation areas. The lighting has been designed to reduce potential impacts to adjacent residential properties, to the south, and minimise impacts to the Irish World Heritage Centre to the north. The western boundary adjoins the Manchester Fort and the eastern boundary adjoining the Metrolink sidings, both of which have external lighting, and as such would not be adversely impacted upon by the proposed lighting scheme. No objections have been received in relation external lighting. Locations within the site, for lighting, together with lux levels are shown on submitted plans within the report, together with details of the proposed lighting. The proposed lighting columns would be 6m in height to serve the parking areas, and 12m in height to the perimeter of 3 of the MUGA's, with luminaires angled downwards.

Air Quality

There are no Air Quality Management Areas on the site itself, but there are AQMA designations along Queens Road and Cheetham Hill Road. Information submitted with the application suggests that the predicted particular matter concentrations at existing receptors in 2020 following the implementation of the proposed development is considered to be negligible at all modelled receptors. The change in NO₂ (nitrogen dioxide) concentrations at existing receptors in 2020 is considered be negligible, slight or moderate depending on the location of the existing receptors.

Impacts on air quality are likely to be associated with construction and traffic. Mitigation measures during the construction phase will need to include a series of measures in a detailed dust management plan as part of the Construction Environmental Management Plan. Additional specialist mitigation measures would also need be employed to suitably control risks form contaminants contained in the existing soils on the site during the initial earth moving phase.

Air quality impacts after any construction phase would relate to traffic generation. The data submitted predicts an increase in NO₂ concentrations which would result in negligible, slight or moderate depending on the location of the existing receptors.

The submitted information has been reviewed, and it is considered that the operational phase of the development would not result in significant impacts, and impacts from the construction phase can be mitigated through measures identified in the construction management plans. The submitted report suggests that air quality impacts would arise from emissions from traffic generation, and suggest measures including Travel plans, car sharing and the inclusion of Electric car charging points.

The applicant has advised that due to viability issues at this stage they are not seeking to introduce electric charging points .It is therefore proposed to attach a condition to any approval to require detailed mitigation measures to be submitted to

safeguard local air quality and accord with the aspirations policy EN16 of the Core Strategy.

Flood Risk

The closest water feature to the site is the River Irk, which lies approximately 150m east of the site. The proposed school site is located within Flood Zone1 which is defined as land assessed as having a less than 1 in 1000 annual probability of fluvial flooding, and classified as being low risk.

As such the Flood Risk Assessment concludes that the site is at a low or negligible risk of flooding from tidal, ordinary watercourses, artificial drainage systems, ground water, surface water run-off and artificial water bodies.

A new surface water drainage system is required for the development to adequately drain the proposed impermeable surfaces and to control pollutants. Due to the previous land fill usage of the site; infiltration and soakaway drainage systems are not feasible.

Given the observations by the Flood Risk Management Unit, it is recommended that conditions are attached to any approval to require the submission of surface water drainage works, and details of the implementation, maintenance and management of the approved sustainable drainage scheme.

In respect of the existing culvert below the site which runs in a north south direction, it is understood that there is currently an outflow from this culvert into the River Irk, and that this outflow contains contaminants. Whilst this is an existing matter and one for the Environment Agency , it is proposed to attached a condition suggested by the Environment Agency to require that is no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Sustainability

An Environment Standards Statement has been included as part of the submission for this application. This statement confirms that the design of the development would achieve a 22% improvement over current Building Regulations Part L2a requirement for the Boys school and a 19 % for the girl's school on the basis of a fabric first approach. This accords with the aspirations in Core Strategy policies EN4, EN6, and EN8.

The Statement indicates that the energy efficiencies have been achieved with tradition and easily maintained heating and energy sources.

On the basis of this it is expected that a 'very good 'BREEAM rating would be achievable. It is therefore recommended that an appropriately worded condition is proposed in relation to this matter.

Waste

Waste Management details submitted accompanying the planning application have been assessed. All servicing and deliveries will be accessed from Rayburn Way onto the site where specific loading areas for each school have been designated. The proposed access route for the Girls School includes vehicular access via the main access road and car park to the bin stores to the west of the building, which are located at the closest point of access to the kitchen access route.

This route has been tracked to ensure suitability. There is also a designated loading bay adjacent to the external plant room adjoining the sports hall.

The Boys School has a dedicated loading bay for bin collection and kitchen access on the main route adjacent to the kitchen access. There is also a loading bay accessed via the Boys car park / bus turnaround area which serves the external plant room adjoining the sports hall

Each school will have a secured bin storage area accessed from the road serving the schools within the site. Bins would be housed in bin store which has capacity for 4 no.1100 litres euro bins per store. At this time the applicant has confirmed that, in regard to the 4 x 1100 Lt bins per school, the mix would be 3 general waste and 1 mixed recycling bin or 2 of each. Furthermore, the schools will employ the local commercial waste collection service, and would normally expect at least 1 collection per week but which may increase to two collection per week. The schools would also employ a company to oversee grounds maintenance, and the agreement would include them removing green waste from the site.

As the frequency, timing and details of refuse collections has not been finalised, it is recommended that this aspect of the scheme is conditioned.

Noise

A Noise and Vibration Assessment Report submitted with the application identifies that the main source of noise being from traffic on Cheetham Hill Road, and noise from tram movements on the eastern boundary. Furthermore, noise associated with the Manchester Fort Service yard to the west was audible across the site to varying degrees.

A baseline noise survey and baseline vibration survey was undertaken and used to predict noise levels and potential vibration affecting the development. The existing site noise levels are such that acceptable indoor ambient noise levels can be achieved. Mitigation may be required if any external teaching space were to be located close to the western site boundary.

The site would be an education facility which would be primarily operated during the day, and any particular plant or other items which would generate noise would, if necessary be acoustically insulated to prevent unacceptable noise outbreak. It is, however, recommended that conditions are attached to ensure that the school and any external plant are appropriately insulated.

In respect of potential impacts of noise from the use of the proposed pitches further information has been requested. However, the retention of the landscaped mound to the south of the site would help to reduce any impacts from noise to the adjacent Showman's Guild site. The applicant has been requested to undertake further investigation works in relation to the noise from the proposed pitch and MUGA's particularly given activity relating to the pitches would be during day , and possibly evening .It is recommended that a condition in order to explore the matter further is attached to any approval.

Inclusive Design

The proposed development has been designed to meet the requirements of Building Regulations Part M, and aspires to meet the standards of DFA2 in relation to accessibility. All entrances would have level thresholds, with appropriate door widths. Lift access is provided to the upper floor and disabled toilet facilities are included on all floors. Furthermore, parking spaces would be provided for disabled users in each of the proposed parking areas.

It is, however, recommended that a condition be attached to any approval to require the submission of external route widths, levels and gradients to ensure that the proposed development is accessible, following engineering works to deal with the contaminated land within the site.

Secure by Design

The application has been supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police. This outlines the particular crime issues in the locality and vulnerabilities of existing the proposed development. The CIS advises that the proposed development and layout does not raise any serious concerns from a crime prevention perspective.

The CIS makes recommendations relating to secure boundary treatments, installing gates which do not feature climbing aids, that the school reception should be staffed at all times when the building is operational, provision of lockers for staff and pupils, secure cycle storage, the inclusion of dawn to dusk lighting to the door to the substation ,and that the school is capable of being zoned to prevent access to all other areas of the building , if part of the school is to be used outside school hours.

A condition is recommended to ensure that the development achieves Secure by Design accreditation. It is considered that the proposed development has been designed to reduce the risk of crime and therefore accords with policy DM1 of the Core Strategy.

Boundary treatment

The existing boundary treatment to the south, west, and for part of the northern boundary of the site would be retained. The existing boundary treatment includes a 3m dark green powder coated palisade fence and weldmesh fencing to the service yard of Manchester Fort, 2.4m weldmesh fencing to the site boundary with the Irish World Heritage Centre and a 3m high palisade fence to the boundary with the Showman's Guild site.

The proposal is to introduce 2.4m high weldmesh fencing to the boundary with Metrolink, the Goals soccer facility and the boundary with the Public Right of Way which lies outside of the southern boundary of the site to maintain boundary continuity. 3m high weldmesh fencing is proposed to the proposed pitch and MUGA's.

The height and type of fencing proposed in these locations is considered to be acceptable, and accords with policy DM1. It is however recommended that a condition be attached to any approval to require the colouration of the proposed boundary treatment.

Statement of community Involvement

A Statement of Community Involvement is contained with the submitted Planning Statement. This includes detailed records of the consultation meetings/events which took place before submission of this application, with statutory and non-statutory consultees, and wider stakeholders adjoining the site.

A public consultation drop in event was held at the Irish World Heritage Centre on 4th October 2017. 3 people attended the event and asked questions about the proposed development, in particular about timescales and the process for seeking places for pupils.

Community Use Arrangements

A Statement has been submitted as part of the Design and Access Statement to provide an indication of the likely community use of the proposed school. It is envisaged that a breakfast club, and after school activities for pupils would be provided. It is also anticipated that the proposed school will offer community access to both each school and the sports facilities outside of school hours. The building connecting each school to the proposed sports hall include an ancillary breakout/ vending area. In relation to the school, room locations have been designed so that key spaces are easily accessible community involvement. In practice this allows the community to be given access to the south corridor on the ground floor with connections to the specialist spaces, reflective centre, ICT suite and two classrooms. It is therefore recommended that a condition be attached to any approval to require a community use agreement to ensure community access is implemented.

Conclusion

This proposal offers the opportunity to develop to a brownfield site which has been vacant for many years. It proposes two secondary schools in response to an identified need, which is an essential facility to serve the local community, and includes further opportunity to properly deal with the legacy of contamination on the site as set out in the body of the report. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The original submission raised initial concerns about the ground conditions and traffic. Officers worked in a positive and proactive manner with the applicant to negotiate a revised scheme to create a more appropriate property design. Following the clarification on the proposed mitigation measures, the scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

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 documents and plans:

Drawings:

2324_AP (04) A00 rev.P7 Eden Girls School ground floor plan
2324_AP (04) A01 rev.P7 Eden Girls School first floor plan
2324_AP (04) A02 rev.P7 Eden Girls School second floor plan
2324_AP (04) A03 rev.P5 Eden Girls School roof plan
2324_AP (04) A04 rev.P8 Eden Girls School sports hall floor plan
2324_AP (05) A01 rev.P6 Eden Girls School elevations
2324_AP (05) A02 rev.P6 Eden Girls School north and south elevations

2324_AP (05) A03 rev.P6 Eden Girls School west and east elevations and north and south reveals

2324_AP (05) A04 rev.P6 Eden Girls School west and east sports hall elevations

2324_AP (04) B00 rev.P7 Eden Boys School ground floor plan

2324_AP (04) B01 rev.P7 Eden Boys School first floor plan

2324_AP (04) B02 rev.P7 Eden Boys School second floor plan

2324_AP (04) B03 rev.P5 Eden Boys School roof plan

2324_AP (04) B04 rev.P8 Eden Boys School first floor plan

2324_AP (05) B01 rev.P6 Eden Boys School elevations

2324_AP (05) B02 rev.P6 Eden Boys School north and south elevations

2324_AP (05) B03 rev.P6 Eden Boys School west and east elevations and north and south reveals

2324_AP (05) B04 rev.P6 Eden Boys School west and east sports hall elevations

2324_AG (06) A01 rev.P6 GA Sections Eden Girls School

2324_AG (06) A02 rev.P5 GA Sections Eden Girls School

2324_AG (06) A03 rev.P5 GA Sections Eden Girls School Sports Hall

2324_AG (06) B01 rev.P5 GA Sections Eden Boys School

2324_AG (06) B02 rev.P5 GA Sections Eden Boys School

2324_AG (06) B03 rev.P5 GA Sections Eden Boys School Sports Hall

2324_AP (9-) 01 rev.P3 Visualisation – Entrance Approach

2324_AP (9-) 02 rev.P4 Visualisation – Boys Entrance

2324_AP (9-) 03 rev.P4 Visualisation – Girls Entrance

2324_AP (9-) 04 rev.P4 Visualisation – Community Entrance

WTNW-BCM-ZZ-ZZ-DR-E-0001 rev.T4 – Proposed external lighting layout

WTNW-BCM-ZZ-ZZ-DR-MEP-0001 rev.T5 – Proposed external services strategy

2324_AA (09)01 rev.P3 Bin Store design

2324_AA (09)10 rev.P3 Substation design

A0 17H079/001 A Utility Survey

A017H054/001 Topographical survey

Cheetham Girls School Vehicle tracking sheet 1 of 2 382220-MMD-CHG-00-DR-H-001 rev.P3

Cheetham Girls School Vehicle tracking sheet 2 of 2 382220-MMD-CHG-00-DR-H-002 rev.P3

Cheetham Boys School Vehicle tracking sheet 1 of 2 382220-MMD-CHB-00-DR-H-001 rev.P3

Cheetham Girls School Vehicle tracking sheet 2 of 2 382220-MMD-CHB-00-DR-H-002 rev.P3

WCC-EWA-ZZ-ZZ-DR-L-90-19001 rev.P6 – Landscape GA

WCC-EWA-ZZ-ZZ-DR-L-90-19002 rev.P4 – Boundary treatments

WCC-EWA-ZZ-ZZ-DR-L-90-19003 rev.P3 – Illustrative landscape section

2324 _ AG (90) 02 rev.P5 – Illustrative landscape section

2324_AG (90) 04 rev.P3 – Existing Site sections

2324 _ AG (90) 05 rev.P3 – Existing site plan
2324 _ AG (90) 06 rev.P3 – Vegetation
2324 _ AG (90) 07 rev.P3 – Site location plan
2324 _ AG (90) 09 rev.P4 – Masterplan

Documents:

Crime Impact Statement dated 9th January 2018 - URN: 2017/0761/CIS/01 Version C

Design and Access Statement

Planning Statement January 2018 prepared by GVA

Environment Standards Statement 08.01.2018 rev.B prepared by Sustainable Assessments Limited

Construction Methodology prepared by Wates Construction

Access Statement dated 10.01.2018 prepared by Ellis Williams

Travel Plan ref: 42146/5501 rev.D dated January 2018 prepared by PBA

Landscape Management and Maintenance Strategy ref: LYR065 ELA_LM&M

January 2018 prepared by Layer Landscape Architects

Landscape Strategy ref: LYR065_ TM_ID002rH December 2017 prepared by Layer Landscape Architects

Preliminary Ecological Assessment dated September 2017 and revised on January 2018 prepared by Middlemarch Environmental

Arboricultural Impact Assessment with Tree Protection Measures prepared by Reptile Survey -Godwins Arboricultural Limited

Reptile Survey report prepared by Merebrook

Air Quality Impact Assessment prepared by HRS Services Limited

Environmental Noise and Vibration Assessment ref; 127050 Ac 2v7 prepared by HRS Services

Flood Risk Assessment December 2017 prepared by Mott MacDonald

Japanese Knotweed Survey July 20167 prepared by Wardell Armstrong

Phase 1 Desk Study Ref: DS20969 -17-369

Contaminated Land Assessment ref: CLA-20696-17-391

Foundation Works Risk Assessment

Ground Investigation Report prepared Mott MacDonald

Transport Assessment ref 5501/TA November 2017 prepared by PBA

Waste Management Statement

Received on 12th January 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) Notwithstanding the Construction Methodology prepared by Wates Construction. Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:-

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;

- Routing strategy, traffic estimates and frequencies and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles; and
- Hours of Construction.
- Odour control

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy for Manchester

4) Notwithstanding the materials annotated on the submitted elevational plans, prior to the commencement of above ground works of the hereby approved building, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) Within 3 months of commencement of development, a detailed hard and soft landscaping treatment scheme (including a planting species, and a management and maintenance strategy,) has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

6) The car parking shall be surfaced, demarcated and made available for use before the development hereby approved is occupied. The car parking spaces shall then be available at all times whilst the building is occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the building, and the MUGA's and sports pitch.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

7) Notwithstanding the plans submitted, no part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be agreed in writing by the local planning authority. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

8) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan shall be submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the school shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the utilisation of cycle spaces with the requirement to review additional storage provision when 90% utilisation is reached, and monitoring of the utilisation of school buses.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

9) Within 3 months of commencement of development full detailed designs (including specifications) of all off site highways works (including any Traffic Regulation Orders, repair of existing footways on Rayburn Way; narrowing of the existing Manchester Fort service yard access mid-way along north side of Rayburn Way; restriction of the speed on Rayburn Way, and school warning signs) 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 approved details, prior to the school accommodation being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

10) The proposal should be constructed in accordance with the recommendations contained within the submitted Crime Impact Statement dated 9th January 2018 - URN: 2017/0761/CIS/01 Version A received 12th January 2018.

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

11) 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 6 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.

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

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

13) The development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, to be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy A1N; of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

14) Notwithstanding the Noise and Vibration Assessment, prior to the occupation of the school any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

15) Notwithstanding the Noise and Vibration Assessment, prior to the occupation of the school the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises, and a scheme of acoustic treatment (including any acoustic measures to the boundaries of the playing pitches /MUGA) that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

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

16) Prior to commencement of the development detailed mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to policy EN16 of the Core Strategy.

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

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

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

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

carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. Upon completion of the revised remedial works, a Completion/Verification Report 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.

18) Prior to occupation of the development hereby approved a post-completion monitoring and contingency plan in respect of ground gas and groundwater including a timetable of monitoring and submission of reports shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary contingency measures shall be carried out in accordance with the approved plan. On completion of the monitoring specified in the plan a final report demonstrating that any necessary contingency works have been completed in accordance with the approved plan 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.

19) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To protect the Water Environment from risks arising from land contamination, pursuant to policies EN14, EN17, EN18, and DM1 of the Core Strategy for Manchester.

20) No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - For the future protection of the Water Environment from risks arising from land contamination. , pursuant to policies EN14, EN17, EN18 and DM1 of the Core Strategy for Manchester.

21) No above ground works shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall also include:

- Details of surface water attenuation that is based on a greenfield runoff discharge.
 - Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
 - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
 - Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where surface water is connected to the highway drain, agreement in principle from Manchester City Council as Highway Authority and Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
 - Construction details of flow control and SuDS elements.

Reason - To prevent the increased risk of flooding, promote sustainable development, secure proper drainage and ensure future maintenance of the surface water drainage system pursuant to policies EN8, EN14, EN17 and DM1 of the Core Strategy for Manchester

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

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

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is a maintenance mechanism for

the lifetime of the development, pursuant to policies EN14, EN17 and DM1 of the Core Strategy for Manchester.

23) Prior to the construction of any above ground structures, a finalised scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to first occupancy and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the school once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

24) The school premises shall not be open outside the following hours:-
06:30 - 22:00 Monday to Friday
08:00 - 20:00 - Saturday, Sunday and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

25) Prior to the use of the sports pitches/multi use games courts, hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The sports pitches/multi use games courts shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester

26) No deliveries, servicing and collections, including waste collections, shall be carried out before 07:30 a.m. and after 8.00p.m. On Mondays to Saturdays with no loading and unloading on Sundays and Bank Holidays.

Reason - In the interests of residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Core Strategy for Manchester

27) The development shall be implemented in full accordance with the lighting locations and design specification shown on plan ref: WTNW-BCM-ZZ-ZZ-DR-E-001 rev.T4. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

28) Prior to the occupation of proposed teaching accommodation, details of any CCTV to be incorporated within the scheme, including design and location of

columns and cameras, within the school's curtilage, 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 approved details.

Reason - To ensure adequate security within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

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

Reason - To prevent the spread of Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Core Strategy.

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

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

31) No site clearance works, including groundworks, shall commence between 1 March and 31 May in any year unless a precautionary survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no active fox earths are present has been submitted to and approved in writing by the City Council as local planning authority.

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

32) If no ground works are commenced on site before April 2019, a survey to identify whether badgers are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development. Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Core Strategy for Manchester.

33) Within 3 months of development commencing full details of the design and locations of bat and bird boxes, as part of the approved development shall be submitted and agreed with the Local Planning Authority. The permanent bat boxes shall be installed in accordance with the agreed design.

Reason - To provide a roost for bats a European Protected Species (Habitats Regulations 1994) and bird boxes to comply with policy EN15 of the Core Strategy for Manchester.

34) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

- a. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

The plan shall include:

- Measures to 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 highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

37) Details of access proposals to the development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the commencement of development. The approved details shall be implemented before that the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester saved policy DC7, and policy DM1 of the Core Strategy for Manchester.

38) The boundary treatment shall be implemented in accordance with the details on plan ref: WCC-EWA-ZZ-ZZ-DR-L-90-19002 rev.C... Finalised details colouration of boundary treatment shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the building and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

Informatives

1. Informative: As per IAQM/EPUK guidance, good practice principles should be applied.
2. Informative: If bats are found at any time during tree works, then work should cease immediately and advice sought from a suitably qualified bat worker.
3. Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org
4. Informative : Environment Agency Advice to Applicant

Advice to LPA / Applicant

Model Procedures and good practice

Due to the former land use(s), soil and /or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by:

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination
 - o <https://www.gov.uk/government/publications/managing-land-contamination>
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
 - o <https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>
 - o <https://www.gov.uk/government/collections/groundwater-protection>
3. Further information may be found on the land contamination technical

guidance pages on the direct.gov website

- o <https://www.gov.uk/government/collections/land-contamination-technical-guidance>

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites. The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites. The Specialist in Land Condition (SiLC) qualification administered by the Institution of Environmental Management provides an accredited status for those responsible for signing off LCR's. For further information see - www.silc.org.uk

Where the remediation / redevelopment of the site will involve waste management issues we offer the following advice:

Waste on site:

The CLAIRE definition of waste: development code of practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and /or land development works are waste or have ceased to be waste. The code of practice is available at: <http://www.claire.co.uk>
Under the Code of practice:

- Excavated materials that are recovered via a treatment operation can be re-used on site providing they are treated to a standard such they are fit for purpose and unlikely to cause pollution
- Treated materials can be transferred between sites as part of a “hub and cluster” project
- Some naturally occurring clean material can be directly transferred between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status off any proposed operations are clear. If in doubt we should be contacted on 03708 506 506 or at enquiries@environment-agency.gov.uk for advice at an early stage to avoid any delays.

Waste to be taken off site

Contaminated soil that is, or must be, disposed of is waste. Therefore it's handling, transport and disposal is subject to waste management legislation which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN

14899:2005 “characterisation of waste” – sampling of waste materials – framework for the preparation and application of a sampling plan” and the permitting status of any proposed treatment or disposal activity is clear.

You should be aware that any permit may not be granted. Additional ‘Environmental Permitting Guidance’ can be accessed via the government website at:

<https://www.gov.uk/environmental-permit-check-if-you-need-one>

Piling and Penetrative ground improvement methods

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

Introduction of SUDS

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SUDS approach. Under Approved Document Part H the first option for surface water disposal should be the use of SUDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

5. Materials Informative

{\b Building Regulations - Fire Safety}

You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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: 118805/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health

Corporate Property
MCC Flood Risk Management
Strategic Development Team
Greater Manchester Police
Metrolink
Greater Manchester Ecology Unit
Network Rail

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:

WYG, Quay West at MediaCity UK, Trafford Wharf Road, Manchester, M17 1HH
Falfield Drive, Cheetham
Turley, I New York

Relevant Contact Officer : Sue Wills
Telephone number : 0161 234 4524
Email : s.wills@manchester.gov.uk