

Application Number	Date of Appln	Committee Date	Ward
120378/FO/2018	25th Jun 2018	20 th Sept 2018	Longsight Ward

Proposal Proposed erection of a two-storey primary school with associated playgrounds, all-weather pitch, landscaping, car parking and new vehicular access onto Mount Road following the demolition of the existing building, with retention of existing temporary classroom during construction works

Location Gorton Mount Primary Academy, Mount Road, Manchester, M18 7GR

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

Agent Miss Claire Parker, Cassidy + Ashton Group Ltd, 7 East Cliff, Preston, PR1 3JE

Description

The Site

The site is currently occupied by the former Gorton Mount Primary School. This school relocated to a new school building on Shillingford Road to the east of Mount Road (ref: 106655/FO/2014/N2) which was approved in November 2014. Since that time the building has been occupied by a pupil referral unit, which is due to relocate to premises adjacent to Plymouth Grove primary school, at the junction of Plymouth Grove and Plymouth Grove West shortly.

The adjacent land to the west of the site (Nutsford Vale) was used historically as a clay pit and brickworks. In the late 1970's the brickworks were closed and the clay pit was used as a refuse tip for domestic and commercial waste. In the late 1980's the tip was closed and reclamation works took place to cap the tip and create open space. To the south of the site is Grange school which has ancillary residential accommodation, with residential properties to the north on Longsight Road and to the East on Fellbrigg Close. A day centre also lies to the east of Mount Road.

The Proposal

The proposed development comprises a primary school which has been designed to accommodate 420 pupils, and 52 nursery places, being taught by 21 teachers, 20 teaching assistants, 5 Special Educational Needs staff, and the head and deputy head teachers, with 3 office staff.

The proposed school building would be positioned on a similar location to the former Gorton Mount Primary school building, with a similar floorplate, towards the southern end of the site.

The school would generally be open between the hours of 0800 and 1800 hrs, with a breakfast club operating from 07:00 a.m. until the school starts, and after school activities for pupils until 18:00 hrs.

The school would comprise school office space, a main hall, classrooms, library, therapy room, and associated dining area and kitchen facilities.

The proposed development would also include the retention of the school annex towards the eastern end of the site. The temporary sibcas building would be utilised as temporary classroom accommodation during the development of the site prior to this accommodation being removed from the site.



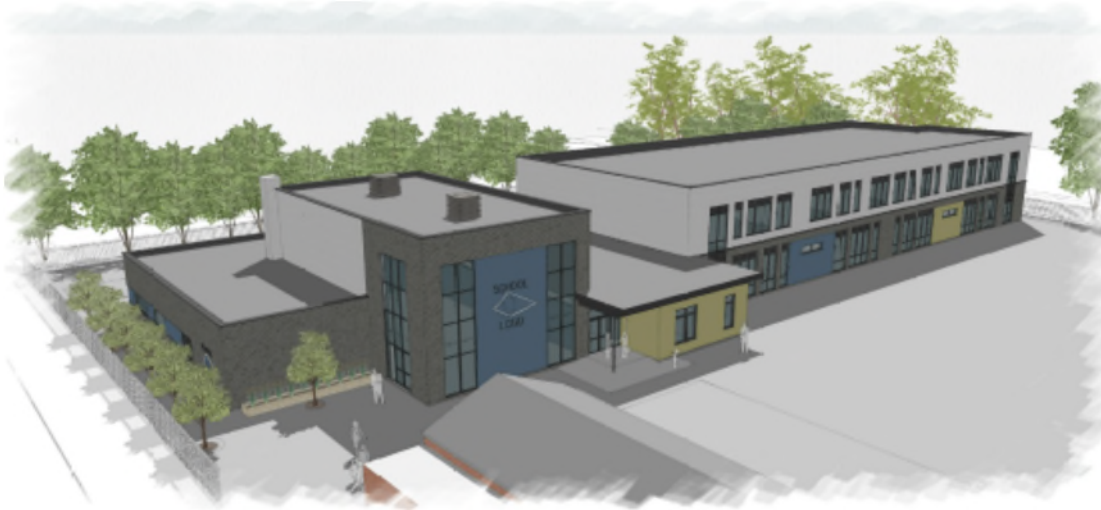
The school would also benefit from an all-weather pitch in a similar location to the existing sports facility on the site. The pitch would not be flood lit.

The proposed staff car park would provide 23 spaces with the existing visitor parking facility providing 5 spaces on the site being retained as part of the scheme (incorporating 2 disabled spaces).

The location of the main hall has been designed to allow it to be accessed independently from the remainder of the proposed school building. This would enable it to be used outside school hours for community uses in the future if required.

Covered cycle parking would be provided close to the school building in the form of 2 cycle shelters within the secure school boundary. 20 cycle parking spaces are proposed.

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



A water tank and pump house are also proposed adjacent to the visitors parking spaces to the south west of the site in connection with the sprinkler system to be installed in the proposed school.

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

Consultations

The proposal has been advertised in the local press (10th July 2018) as a major development and a site notice was displayed at the application site (12.07.2018). Notification letters have been sent to an extensive area of local residents and businesses.

Local residents and local businesses

6 letters of objection has been received from local residents on the following grounds:-

Traffic /parking problems

There will be insufficient space for dropping off and picking up pupils leading to the double parking of cars on Longsight Road. This would reduce the width of Longsight Road giving rise to congestion, as Longsight Road is a no thorough road, with vehicles needing to turn around to exit the road.

When the site was occupied by the former Gorton Mount school, resident's driveways were regularly blocked by parents dropping off /collecting pupils, which lead to altercations between residents and parents. Residents believe the combination of the recently approved school on Matthews Lane and this proposal would make this problems worse. Residents believe that parents will drop off pupils for the proposed Matthews Land secondary school on Longsight Road, with the pupils cutting through Nutsford Vale to get to school.

Residents advise that there is already a large amount of traffic on Melland Road leading onto Mount Road at school arrival and departure times due to the schools located to the east of Mount Road and the recently built houses in the vicinity.

Residents have requested that consideration is given to creating a residents parking scheme on Longsight Road, and putting double yellow lines on Longsight Road with time restrictions for no parking during school drop off and collection times. They have also suggested that the junction of Longsight Road and Mount Road becomes a traffic light controlled junction, incorporating a pedestrian phase for crossing, in order to reduce impacts of traffic turning right onto Mount Road.

Other matters

1 email has been received from a local resident on the following grounds:-

- 18 days from the receipt of the notification letter is not sufficient to review the 56 submitted documents and plans
- There is no mention of a public display /consultation for the proposed school. The resident believes that the present legislative framework means that the public in the locality must be consulted before a Planning Application can be submitted.
- The site is Country Park called Nutsford Vale Country Park on its western edge. However it seems like the entire Western Façade is finished in a white surface which makes a visual mess of the Green Area. They should be finished off in a light Green coloured surface, to be decided by environmental considerations. Please revise document.
- There is no green roof on the building, which you would expect to see on a modern school building. It reduces the electricity demand in summer for air conditioning. It also provides insulation in winter. There is also no rainwater water recycling. Please revise document to cover these matters.

- On the Newt survey (GCN survey) by CES Ecology, there is no map of where Pond 1 is located. There are smooth newts male and female in Pond 1. There are also Tadpoles there. It states that Pond 1 is to be drained during construction yet it fails to state what will happen to the newts. It also fails to state what will happen to Pond 1. The smooth newts and tadpoles should be put back into Pond 1.
- The BREEAM survey on the building does not pass muster as it is only 62% efficient (2014 grading). Why not 85% to get outstanding, why not even 100%. These pass marks were set artificially, we would expect outstanding for a new school in 2018. Please revise your document to show this.
- Traffic & Parking on Longsight Road. It needs a supervised system In at Longsight Road, and out along Barnard Road.

Highways (Local Highway Authority and Transport for Greater Manchester) –

Has advised that in terms of trip generation it is acceptable in principle. TfGM have also confirmed that given the extant school permission on the site there will be no requirement for a junction impact assessment at the Longsight Road / Mount Road junction. Furthermore that vehicular access, servicing, on-site parking, construction management plan and the travel plan are acceptable in principle, but it is recommended that a Travel Plan condition be attached to any approval

In regard to traffic safety and drop off /pick up arrangements, they advise that the scheme is acceptable in principle, but they recommend that the applicant to upgrade the existing Pelican Crossing on Mount Road to a Toucan Crossing facility, as the existing signalised crossing is outdated and requires modernising to provide a safe and intelligent crossing facility for pedestrians and cyclists.

Should planning approval be granted they recommend that a suitably worded off-site highways condition is included within the decision notice. The condition should make reference specifically to the signalised crossing upgrade and all other highway works suggested by the applicant.

In relation to the use of the temporary sibcas accommodation prior the proposed new school being developed, they recommended that the applicant ensures that all vehicle movements including staff parking is accommodated within an off highway parking facility.

In regard to the suggestion by residents for a residents parking scheme on Longsight Road they advise that the proposed development has adhered to the required staff car parking standards. Furthermore unrestricted on-street parking is available to the southern kerb line of Longsight Road where there are no residential property frontages. Parents / visitors will be permitted to park within parking bays outside of the restricted hours (11am-3pm). It is therefore not a requirement of the development to introduce a resident parking scheme in the area. Furthermore in relation to the request for a re-assessment of the junction of Longsight Road and Mount Road with the introduction of a traffic light controlled junction incorporating a pedestrian crossing, to overcome issues from traffic trying to turn right onto Mount Road they advise that given the extant school permission on the site, there would be no

requirement for a junction impact assessment at the Longsight Road / Mount Road junction.

Environmental Health - recommend that conditions relating to delivery hours, fume extraction (further information is required in addition to the submitted report), together with contaminated land are attached to any approval.

Have reviewed the submitted Clancy Demolition Specification, dated February 2018, report ref 1/20422, and the Conlon 'Outline scope of works', they advise that these documents are generally acceptable with respect to Construction Management above condition, however site contact details for the public should be provided at the site during works. They also state that part of the proposed playground area is within an Air Quality Management Area (map available and future users may be exposed to air pollution. In addition, all gas-fired boilers/CHP plant should meet minimum standards. They recommend that an air quality condition is attached to any approval.

Furthermore it is confirmed that the Waste Management Strategy submitted with the application is acceptable.

In relation to contaminated land the submitted Clancy Geo-Environmental Appraisal Report, dated July 2018, Report Ref: 10/1140:

1. The report's conclusion that there are no potential contamination linkages of concern in terms of ground contamination with regard to human health or controlled waters is accepted, and no further assessment or remediation is deemed necessary with respect to ground contamination.
2. The report should include recommendations for a watching brief to be carried out during the site redevelopment works for any previously unidentified contamination including asbestos/ACMs.
3. The completed ground gas monitoring (six visits between 14th March and 4th July 2018) and gas risk assessment (no specific gas protective measures deemed necessary) are considered inadequate: the adjacent Matthews Lane former landfill site does not have comprehensively maintained gas control measures in place, and recent gas monitoring undertaken at the site identified CO₂ concentrations up to 31.8% and CH₄ up to 80.7%, albeit with relatively low flows. The gas risk assessment should be revised, and additional monitoring completed if necessary, in accordance with the appropriate generation potential of source as described in CIRIA C665.
4. The report should include an assessment of potable water supply pipework and any relevant recommendations.

Neighbourhood Team Leader (Arboriculture) –Have no objections to the proposed development.

MCC Flood Risk Management -recommend a drainage conditions to require that the surface water drainage works to be implemented in accordance with the approved Flood Risk and Sustainable Drainage Assessment, April 2018 (Ref: 8/1747) and associated drainage drawings and hydraulic calculations.

Corporate Property – Any significant comments will be reported to committee

United Utilities - Have reviewed the submitted Flood Risk Assessment, and have confirmed the proposals are acceptable in principle to United Utilities. They suggest the scheme is conditioned to require the drainage for the development is carried out in accordance with principles set out in the submitted Flood Risk Assessment (Ref No. 8/1747), and that any variation to the discharge of foul water shall be agreed in writing by the Local Planning Authority prior to the commencement of the development.

They note that a public sewer crosses this site and will require an access strip width of three metres either side of the centre line of the sewer. This information has been forwarded to the planning agent

Design for Security –Any significant comments will be reported to committee.

Greater Manchester Ecology Unit - Have no objections to the above application on Ecology grounds. They suggest that mitigation should be sought for the loss of the (small) pond currently on the site.

Environment Agency – no objection in principle to the proposed development. They have reviewed the Geo-Environmental Appraisal Report, Former Gorton Mount Primary School, Mount Road, Gorton, Clancy Consulting Ltd, July 2018.

Based on the information received the site is considered to be low risk to controlled waters due to Shallow depths of made ground have been found to be present at the site containing some locations of metals and PAH contamination, however the made ground is underlain by at least 20m of low permeability glacial clay deposits.

Therefore there is unlikely to be a migration pathway between shallow made ground and the underlying Principal aquifer. There are no surface waters within influencing distance of the site.

Transport for Greater Manchester - Any significant comments will be reported to committee.

Cadent Gas Ltd- Have identified operational gas equipment within the application site boundary, which may have easements/wayleaves. This has been drawn to the attention of the planning agent.

Policy Context

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

National Planning Policy Framework came into effect on 27th March 2012 and was amended and updated in July 2018. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that 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 10 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 should 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:

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive and safe places. Chapter 8, amongst other things, states that planning decisions should ensure that decisions plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments. Also that decisions ensure that established shops, facilities and services are able to develop, modernise and are retained for the benefit of the community. The proposal would create modern primary school facility for the local community on the site of a former school. On this basis, Chapter 8 would be positively responded to.

Chapter 9: Promoting sustainable transport - The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives paragraph 108 states that it should be ensured that appropriate opportunities to promote sustainable transport modes have been /can be taken up, given the type of development and its location, and that safe and suitable access to the site can be achieved for all users.

The proposal incorporates cycle storage, is located on a bus route and is accompanied by a framework travel plan. On this basis, Chapter 9 would be positively responded to.

Chapter 12 -Achieving well-designed places - States that Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 states that decisions seek to ensure development will function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. The proposed development would replace the existing traditional building on site with a contemporarily designed scheme. However, this would be in keeping with the modern character of a recently built school to the south of the site

Chapter 16- Conserving and enhancing the historic environment - Paragraph 190 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal.

Whilst the former Gorton Mount Primary School is not a listed building is not in a Conservation Area, the building could be considered to be a non-designated heritage asset. This application is accompanied by a desk top study of existing literature. This building is not a Manchester Board school being built sometime between 1933 and 1951, and is not considered to hold exceptional or historic value above other school buildings built in the 1900's. In this case it is considered that the need for school, accommodation to meet current curriculum and access requirements outweighs the need to retain the existing building.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are Noise and Design. 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 EN3 - Heritage

Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre.

New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains. The site is not located within a Conservation Area, and there are no listed buildings in the vicinity of the site. Whilst the existing school is a non-designated heritage asset, it is not one of the Manchester Board schools, having been built some time later.

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 Energy and Sustainability Statement is included as part of the submission for this application. This statement includes a BREEAM pre-assessment which indicates that a 'very good' 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 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.

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

The current application proposals are to provide the 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 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.

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.

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 Matthews Lane, Mount Road, and numerous services on Stockport Road, and can be 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.

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.

Manchester Green and Blue Infrastructure Strategy

The Manchester Green and Blue Infrastructure Strategy identifies Nutsford Vale (which adjoins this site to the west), as a space for recreation and leisure which

presents an opportunity to be enhanced to provide a higher quality and more accessible space.

Issues

Principle of use

The proposed development is located on the site of the former Gorton Mount Primary school. The principle of this site being used for educational purposes is therefore established. The existing school buildings could be used as a school without any planning controls. Furthermore, as part of this proposal the existing Annex building and sibcas accommodation would be retained and used as part of the new school facility on a permanent and temporary basis, respectively.

National Planning Policy gives considerable weight to proposals for a new school. The provision of a new primary 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 Central 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.

Design and Appearance

The proposed development has been designed in the form of a rectangular shaped building in a similar location on the site as the former Gorton Mount Primary School.

The location of the building would enable the tree and hedge planting to the perimeter of the site to be retained to provide a mature landscaped setting to the proposed building.

The proposed building would be two storey. The height of the development has been assessed in relation to the character of the surrounding area, in particular the two storey residential element of The Grange School which is located to the south of the site. The proposed school would be located no closer to the adjacent site than the former Gorton Mount School building, which although two storeys in height, is taller than the proposed building due to the type of roof and floor to ceiling heights within the property. Classroom windows in the southern elevation would be 20m from the boundary with The Grange School. Given the location of the building 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 school would be contemporary in design and comprising brickwork at ground floor, with contrasting rendered panel inserts, and a rendered finish at the upper floor. The double height main hall would have brickwork with a contrasting rendered paneling to the northern and eastern façade.

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

A Transport Assessment has been submitted as part of the application. The site is well served by public transport on Mount Road, Mathews Lane, and Stockport Road. Mount Road is also an advisory cycle route, with National Cycle Route 60 being located 1km to the east of the site. The site is considered to be accessible by public transport, cycle and by foot.

Given the site has already been occupied by a large primary school, it is anticipated that there is unlikely to be a material increase in the demand for travel in connection with the proposed development overall and above the extant use. Notwithstanding this, consideration has been given to the likely demand for travel that would occur as a result of the proposed development. The conclusions from the traffic modelling in the submitted Transport Assessment are that the proposed development would not result in an increase in vehicular trips on the local highway network.

At present the main vehicular access is provided from Longsight Road, with a secondary vehicular access from Mount Road. Pedestrian access is available via the main vehicular access from Longsight Road, and via a separate pedestrian access from Mount Road. These access points would be retained. A new staff /visitors car park (23 spaces) would be created accessed directly from the internal service road from Longsight Road. The existing vehicular access from Mount Road would be revised slightly to allow delivery vehicles to enter the site and deliver goods to the proposed kitchen facility.

There is a pelican crossing in proximity to the pedestrian entrance on Mount Road. The applicant has been requested to give consideration to upgrading the existing Pelican Crossing on Mount Road to a Toucan Crossing facility, but is of the view that safe pedestrian movement is provided via the existing pedestrian crossing and accident statistics for the past 15 years confirm that no accidents have happened at this crossing.

As part of the off-site highway works it is proposed to create H bar marking to driveways to nos.2 -28 Longsight Road; demarcated parking spaces on street to the southern side of Longsight Road to the west of the main vehicular access to the school; installation of guard railing to Longsight Road; new school keep clear markings to Longsight Road and installation of dropped kerbs and tactile paving to the junction of Mount Road, Longsight Road and Mellands Road. A suitably worded off-site highways condition is proposed to be attached to any planning which make reference the highway works identified above.

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.

Although, it has been suggested that the use of the temporary sibilas accommodation should include off street parking provision. This is an existing facility which currently does not benefit from an off street parking facility. As such it is not considered that it would be reasonable to require such provision of what is an extant temporary use.

Consideration has been given to the local residents' request for a residents parking scheme on Longsight Road. However, the combination of the proposed provision of H bar markings to the driveways of residential properties on Longsight Road facing the proposed school, the unrestricted on-street parking available to the southern kerb line of Longsight Road where there are no residential property frontages, and that parents / visitors will be permitted to park within parking bays outside of the restricted hours (11am-3pm), it is considered that there is not a requirement of the development to introduce a resident parking scheme in the area.

Local residents' request to introduce solid yellow lines down the residential side of Longsight Road with time restrictions for no parking in the morning or afternoon drop off times to stop double parking have been considered. However, parking restrictions would apply to residents as well as parents, which would mean residents would need to vacate the road at these times which may not be practical.

The request by residents to introduce a traffic light controlled junction incorporating a pedestrian crossing, to overcome issues from traffic trying to turn right onto Mount Road, at the junction of Longsight Road and Mount Road has been examined.

However, the buildings on site already benefit from permission as a school, as such, the proposals would not result in a material change in traffic compared to its existing approved use. As such, in planning terms, there should be no requirement for improvements to the junction. Notwithstanding this, improvements for pedestrians including dropped kerbs and tactile paving times which may not be practical.

Parking

The proposed staff car park would provide 23 spaces, with the visitor car park facility providing 5 spaces (including 2 disabled bays). The parking facility would have a barrier control. No details have, however, been provided in relation to how the drop off spaces would be managed at this time, as this will 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

The scheme provides 20 sheltered cycle spaces within the overall development. 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.

Servicing

The servicing arrangements for the proposed school are via off-street loading from Mount Road, in close proximity to the school kitchen on the southern elevation, via part of the route serving the proposed visitors car park.

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 traffic on Mount Road.

Travel Plan

The submitted Transport Assessment includes a school travel plan. It is considered that a Travel Plan will be central to assisting the school to reduce 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 any approval has a travel plan condition. A suitably worded planning condition setting out this requirement is therefore proposed.

Residential Amenity

There are some residential properties facing the site where the proposed teaching accommodation would be located. The development of the site with built form will undoubtedly have some impact, however, it is not considered this would be significant, particularly as the proposed building would only be two storeys in height and located in a similar location and with a similar footprint to the former Gorton Mount School on the site

The siting of the proposed school has been considered with a view to reducing the level of impact on the amenity of the occupiers of nearby dwellinghouses to the north and east of the site. The school building would be 32m (closest point) from the nearest property on Fellbriig Close to the east of Mount Road, and 110m from the nearest dwellinghouses on Longsight Road. The existing planting and trees to the boundaries with Mount Road Longsight Road and Nutsford Vale would be retained, with additional tree planting proposed along the southern boundary with The Grange School.

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 existing multi-use all weather pitch would be retained and would not be floodlit, 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 this pitch may be audible from neighbouring houses during the day.

The proposal by its nature will increase comings and goings from the site from its current use as a pupil referral unit (PRU), as a result of both the 472 pupils being picked up and dropped off as well as the full time 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. Furthermore, it is noted that this site has been previously occupied by a large primary school for many years prior to the use of the premises by the PRU. 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 on street drop off spaces, 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. However, both the existing and proposed school are two storeys in height and cover a similar footprint of built form on the site. Any visual impact would arise from the change from a traditional red brick Board School style of building to a contemporary design. The proposed building is of a modern design (utilising brickwork render and 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.

It is proposed to retain the railing fencing to the Longsight Road and Mount Road frontage, together with the perimeter planting.

The site is partially screened from properties on Mount Road and Longsight Road by trees and hedging which are to be retained and the school building is some distance from properties to the east on Fellbrigg Close and Longsight Road as detailed in the residential amenity section above. Additional tree planting along the southern boundary would increase the level of screening of the site.

Contaminated Land

The application is accompanied by a Geo Environmental Appraisal report and Environment check report .Ground investigations were undertaken which identified made ground. Chemical contaminants were present at the site, together with ground gas. The submitted information suggests that there is no potential contamination linkages of concern with regard to human health or controlled waters.

The observations made by Environmental Health officers in relation to potential impacts from the adjacent Matthews Lane former landfill site not having comprehensively maintained gas control measures in place, the need to revise gas risk assessment based on recent gas monitoring undertaken at the Matthews Lane landfill site (with additional monitoring completed if necessary) and recommendations for a watching brief to be carried out during the site redevelopment works for any previously unidentified contamination have been noted .

In view of the above observations it is therefore recommended that a contaminated land condition be attached to any approval.

Unexploded Ordnance

A temporary prisoner of war camp was built on Mellands Playing Fields during World War II, which is under 20 m from the site. The camp also housed an AAA battery

comprising four gun positions, gun control bunker and associated ammunition stores. Therefore the risk of expended, unexploded shell contamination cannot be entirely ruled out, but is considered to be highly unlikely. It is therefore recommended that an informative is attached to any approval in connection with Site specific Explosive Ordnance safety and awareness training for all personnel undertaking intrusive works.

Coal

The site is not within a surface area that could be affected by past underground mining, and is not one where the Coal Authority has plans to grant a licence to remove coal using underground methods.

Ecology

An Extended Phase 1 Habitat Survey accompanies the planning application. This was undertaken at the end of February 2018. The Assessment included a desktop study, and habitat walkover survey. A Survey & Assessment in respect of Bat species and nesting birds has also been submitted, together with a Great Crested Newt Survey.

As noted the site currently comprises a former school site, an area of grass, some mature trees to the perimeter of the site, with hedging to the frontage of Mount Road/Longsight Road, and a small pond to the north east of the site.

No badgers have been recorded as being present on the site. The trees on the site and the northern boundary hedge screen have a low suitability to support roosting bats. However, the hedges on the site could offer some suitable habitat for bat foraging. The report recommends that the hedges be retained where possible. No evidence of bats has been detected in, on, or around any part of the school buildings, either internally or externally. If, however, more than 12 months' elapses between this survey, and any commencement of building work, then the surveys must be repeated, and must also be accompanied by a suitable number of evening bat emergence surveys. It is recommended that this aspect of the scheme is conditioned.

The existing trees and hedges may provide suitable nesting habitats for birds.

The report recommends that the existing hedging be retained, that any vegetation and tree removal is undertaken outside the bird nesting season.

There is a small pond which is currently located on an area of hardstanding, which is proposed to be utilised as the staff/visitor parking area. When the pond was surveyed there were common frog tadpoles and smooth newts present, but no Great Crested Newts or their eggs. Although a compensatory feature is not proposed, the boundary hedgerows and the majority of the existing trees would be retained on the site. Given the observations by the Ecology Unit that mitigations be sought for the loss of the small pond on site, and the concerns expressed by a local residents in regard to the smooth newts within the pond, it is recommended that a biodiversity condition be attached to any approval to secure mitigation measures to improve diversity within the school site. Smooth Newts are not a protected species within 'Cites' Regulations.

Furthermore it is proposed to attach a condition to secure the installation of bird and bat boxes within the school site, and a condition to ensure any works to trees takes place outside the bird nesting season.

Landscaping /Trees

The former school site has 18 trees around the perimeter of the site, with a holly tree within the southern play area. Hedging is also present to Longsight Road and Mount Road frontages. The trees are not the subject of Tree Preservation Orders and there are no ancient woodland or ancient trees.

All the trees and hedging with the exception of the Holly tree (class C1- low value) referred to above would be retained and protected during the construction works. A fence is proposed to demarcate a Construction Exclusion Zone around the retained trees in proximity to the site boundary.

The submitted site plan, however, shows that 11 new trees would be planted within the development site along the southern boundary.

It is recommended that this aspect of the scheme is also conditioned.

Invasive Species

The applicant has confirmed that there is Cotoneaster recorded on the eastern boundary. It is therefore recommended that measures relating to the treatment of Cotoneaster are conditioned.

Outdoor Play areas

The application proposals include the retention of the existing multi use all weather pitch, and the retention of hard surfaced junior and infant play areas.

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 multi-use all weather pitch to reduce the potential impact of the proposed development in terms of amenity to residents close to the site.

External Lighting

The application is accompanied by an External Lighting layout and an associated plan showing indicative levels of light spill. External lighting is to the proposed car park to the north of the site in the form of down lighters on four 6m columns. Lighting is also proposed to be affixed to the elevations of the proposed school building. The submitted light spill plans suggests any light spill outside the site would be limited and at relatively low levels.

No lighting is proposed to the proposed all weather pitch.

It is therefore recommended that a condition to require the lighting scheme to be implemented in accordance with the submitted plans, together with a further condition to respond to any future issues which could arise from any light spill. This is

in order to ensure security of the site, whilst ensuring any impacts to local residents, and any nocturnal animals present in Nutsford Vale are minimised.

Air Quality

The information submitted with the application suggests that background levels of nitrogen oxide and particulate matter at this site fall below health based quality objectives for both pollutants. However, it is likely that the site experiences higher concentrations due to its close proximity to Mount Road as indicated by the presence of an Air Quality Monitoring Area.

Impacts on air quality are likely to be associated with construction and traffic. Mitigation measures during the construction phase are proposed as part of the Demolition specification 1/20422 and existing school building demolition – outline scope of works, including dust suppression measures...

Air quality impacts after any construction phase would relate to the school's traffic generation. This site has been used previously as a primary school, and therefore any impacts from traffic are not expected to be significant. 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 within the submission. It is, however, 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 Nico Ditch, which is culverted under Matthews Lane to the south of the site, appearing on the surface approximately 270m south east of the site on the opposite side of Mount Road. The proposed school site is located within Flood Zone 1 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 risk of flooding overland flow, and at low risk from ground water sources. There is an area just outside the site in a zone at risk from reservoir failure, but the likelihood of this occurring is extremely low. The eastern corner of the site is shown to be at medium risk.

Given the observations made by Flood Risk Management officers in relation to drainage, it is recommended that a condition requiring the surface water drainage works to be implemented in accordance with the approved Flood Risk and Sustainable Drainage Assessment, April 2018 and associated drainage drawings and hydraulic calculations is attached to any approval.

Sustainability

A BREEAM Pre-Assessment and Certification document has been included as part of the submission for this application. This statement includes a BREEAM pre-assessment which indicates that a 'very good' rating would be achievable. It is therefore recommended that an appropriately worded condition is proposed in relation to this matter.

Waste

A detailed Waste Management Report accompanying the planning application has been assessed. Subject to a condition requiring compliance with the strategy submitted, this is considered to be acceptable.

The proposed school will have a secured bin storage area located adjacent to the proposed car parking facility which accessed from the existing access to the site on Longsight Road. The bins that would be housed in this area are:

Pulpable Recycling: 1 x 1100 litre eurobin
Mixed Recycling: 2 x 1100 litre eurobins
Food Waste: 2 x 1100 litre eurobins
General Waste: 2x 1100 litre eurobins

Noise

A Noise Impact Assessment Report submitted with the application identifies that the main source of noise would be from traffic on Mount Road. The noise survey data has been used to predict noise levels affecting the development and set limits at the nearest properties due to new plant.

The school would be located in a similar location to the former Gorton Mount Primary school building. The internal configuration of the school has been designed to locate rooms with the highest internal operational noise levels i.e. The hall located at the eastern end of the proposed building closest to Mount Road.

It is not expected that the proposed school facilities would produce unacceptable levels of noise pollution. 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 recommended that a condition is attached to ensure that the externally mounted ancillary plant, and equipment is implemented in accordance with the plant noise limits recommended in the submitted Noise Impact Assessment to ensure that they are appropriately insulated.

The external play area and all weather pitch are already in place at the site forming part of the existing environment used previously by the former Gorton Mount Primary school. There are no proposals to move the location of these play areas, or to install flood lights, or to alter the usage time of the all-weather pitch. It is however, recommended the use of the all-weather sports pitch be restricted to 09:00 - 21:00

Mondays to Saturdays and Sundays, 10:00 to 19:00 hours to ensure that the use of the all-weather pitch would not adversely impact on the amenity of local residents.

Access for disabled people

The proposed development has been designed to ensure level access. All entrances would have level thresholds, lift access is provided to the upper floor and disabled toilet facilities are included on all floors. It is, however, recommended that a condition be attached to any approval to require the submission of route widths, levels and gradients to ensure that the proposed development is accessible.

It is also noted that parking spaces would be provided for disabled users in the visitor parking areas.

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. The CIS advises that the design of the school building is in keeping with the principles of designing out crime, and there are no vulnerabilities that would create easy opportunities for offenders to target it. The proposed school will lie adjacent to an existing school with associated residential accommodation to the south and Nutsford Vale to the west. It is acknowledged that the open nature of the adjacent land could give rise to issues in connection with unauthorised access, but the retained boundary treatments are considered to be of sufficient height and robust to prevent unauthorised access to the school grounds.

The CIS makes recommendations relating to secure boundary treatments and with regards to the control of access at each of the pedestrian and vehicular gates, main entrance and lobby doors; security rated external doors, window frames etc; the inclusion of dawn to dusk lighting, and secure cycle storage.

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

It is proposed to retain the existing railing fencing to the Mount Road and Longsight Road, and the existing high security fencing set behind the railing treatment to Mount Road and Longsight Road. The boundary treatment to Nutsford Vale and The Grange School would also be retained. New 1.2m high bow top fencing would be introduced to define the extent of the proposed junior and infant play areas.

Additional 2.4m high green weldmesh fencing would be incorporated to separate the proposed junior play area from the serving area for the kitchen facility, and 1.8m high green weldmesh fencing would be provided to secure the existing Annex building from the main entrance area to the proposed building.

Matters raised by local residents

Most of the issues raised have been covered in the report.

Green roof - the planning agent has advised that incorporation of a green roof would not be possible due to access restrictions to the roof imposed by the Education and Skills Funding Agency.

Rainwater recycling- It has been confirmed that there is not sufficient space available on site for a tank. However, rainwater attenuation tanks are proposed under the car park and playground areas to limit the amount of rainwater entering the surface water drainage systems

Conclusion

This proposal offers the opportunity to provide new primary school in response to an identified need, which is an essential facility to serve the local community. 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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 scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawing refs: GPA-CAA-V1-ZZ-DR-A-9000 rev.P1 (ground floor plan); GPA-CAA-V1-ZZ-DR-A-9001 rev.P1 (first floor plan); GPA-CAA-V1-ZZ-DR-A-9002 rev.P1 (roof plan); GPA-CAA-V1-ZZ-DR-A-9003 rev.P1 (sections); GPA-CAA-V1-ZZ-DR-A-9004 rev.P1 (elevations);GPA-CAA-V1-ZZ-DR-A-9010 rev.P1 (location plan); GPA-CAA-V1-ZZ-DR-A-9011 rev.P1 (existing site plan); GPA-CAA-V1-ZZ-DR-A-9020 rev.P1 (existing building plans);

9208 3D 01 (proposed visual no.1); 9208 3D 02 (proposed visual no.2); 9208 3D 03 (proposed visual no.3); 9208 3D 04 (proposed visual no.4);

Drawing ref; 2173 –SP02 rev. A (swept path analysis) notwithstanding number of parking spaces referred to; 2173 –SP03 (swept path analysis); 2173 –SP04 (swept path analysis) notwithstanding number of parking spaces referred to;

S15682 – U (Utility survey of land);

L5059-CCTV (drainage survey of land);

300500 rev.2 (external lighting layout); 300504 rev.1 (indicative lux levels (notwithstanding number of parking spaces referred to));

400400 rev.P2 Below Ground Drainage (notwithstanding number of parking spaces referred to);

400201 rev.P1 (proposed and existing areas plans – General Arrangements);

BREEAM Pre- Assessment & Certification; Crime Impact Statement; Demolition specification 1/20422; Existing school building demolition – outline scope of works; Explosive Ordnance Desktop Threat Assessment ref: 7528TA; Extended Phase 1Habitat Survey February 2018; Geo Environmental Appraisal report ref: 10/1140; Environment check report; Fume Extract Strategy Statement; Noise Impact Assessment; Survey & Assessment in respect of Bat Species, and Nesting Birds; Great Crested Newt Survey; Flood Risk Assessment ref: 8/1747 rev.A; Design Rainfall (Calculations for existing 1 year run off for a 15min duration storm); Planning Heritage Design and Access Statement; Transport Assessment June 2018; Drainage Survey Inspection report; Micro Drainage data; Stamped as received 19th June 2018

Arboricultural Constraints Appraisal February 2018; Waste Management Strategy stamped as received 25th June 2018

CON29M Non-Residential Mining report

DR A 2015 P1 (sprinkler tank and enclosure details) received on 2nd August 2018;

Email from 3rd August 2018 from planning agent confirming provision of camera enforcement signs; provision of school keep clear markings; provision of tactile paving across the site access; location of pedestrian crossing and guard railing.

GPA-CAA-V1-ZZ-DR-A-9015 rev. P1 (Sprinkler Tank and enclosure details) received on 2nd August 2018;

Cycle shelter specification: 2173 01 rev.A (off site highway improvements); received on 10th August 2018;

Below Ground drainage details sheet 1 of 2 ; Below Ground drainage details sheet 2 of 2 ; Below Ground drainage GA ; Below Ground Drainage Strategy; External levels and exceedance plan; External works GA plan; Manhole Schedule received 20th August 2018

Air Quality Assessment ref: 101914 dated 21st August 2018, received 22nd August 2018; Email from planning agent dated 29th August 2018 confirming standards for boilers and CHP plant;

GPA-CAA-V1-ZZ-DR-A-9012 rev. P5 (site plan) GPA-CAA-V1-S1-DR-A-1010 rev.P2 (Bin Store) received on 6th September 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 for the City of Manchester.

3) Notwithstanding the Demolition specification 1/20422 and Existing school building demolition – outline scope of works. 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.

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 plan ref: GPA-CAA-V1-ZZ-DR-A-9004 rev.P1 (elevations), 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) Before implementation of the hard and soft landscaping treatment scheme, finalised details of tree species, and a management and maintenance strategy, shall be 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 all-weather 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) The cycle storage facilities shown on plans ref: GPA-CAA-V1-ZZ-DR-A-9012 rev. P5 (site plan) , and the Chelsea cycle shelter specification shall be implemented prior to the development hereby approved being occupied or used .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.

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, and measures to manage the drop off and collection of pupils,) 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 30th April 2018 – URN: 2018/0263/CIS/01 Version A received 19th June 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 be implemented in accordance with the BREEAM Pre- Assessment & Certification report received on 19th June 2018. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

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

12) Notwithstanding the submitted Fume Extract Strategy Statement and details on plan ref: M200001 P0, the development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, to be submitted to, and approved in writing by, the City Council as local planning authority. The

approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

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

13) Externally mounted ancillary plant, and equipment shall be implemented in accordance with the plant noise limits recommended in the submitted SRL Noise Impact Assessment, dated 17 April 2018

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy.

14) 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.

15) 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.

16) No development shall be occupied until surface water drainage works have been implemented in accordance with the approved Flood Risk and Sustainable Drainage Assessment, April 2018 (Ref: 8/1747) and associated drainage drawings and hydraulic calculations. The scheme shall thereafter be managed and maintained in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

17) The development hereby approved shall be implemented in full accordance with the Waste Management Statement received on 25th June 2018. 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.

18) The school premises shall not be open outside the following hours:-

- 07:00 - 18:00 Monday to Friday

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.

19) The all-weather pitch shall not be used outside the following hours:-

- 09:00 - 21:00 Mondays to Saturdays and Sundays, 10:00 to 19:00 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.

20) 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 no deliveries/waste collections on Sundays/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.

21) The development shall be implemented in full accordance with the details shown plan plans 300500 rev.2 (external lighting layout); 300504 rev.1 (indicative lux levels) in relation to external lighting, received on 19th June 2018. Final specifications of the colouration of lighting fittings including lanterns, columns, and wall mounted external lighting, 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 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.

22) If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as LPA confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

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

23) 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 Cotoneaster on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Cotoneaster, 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.

24) 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.

25) If no ground works are commenced on site before September 2019, a survey to identify whether bats 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.

26) Before the occupation of the school hereby approved, a scheme to encourage bio-diversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird and bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the school shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

27) Before the occupation of the school hereby approved, 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.

28) 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.

29) 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.

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

The plan shall include:

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

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

31) 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.

32) Within 3 months of commencement of development, finalised details of elevational designs and 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.Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

3.Informative : Environment Agency Advice to Applicant

The CLAIRE Definition of Waste: Development Industry 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. 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 that they 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 transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, we should be contacted for advice at an early stage to avoid any delays.

They recommend that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The [Environmental regulations](#) page on GOV.UK

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are 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 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.

4. 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.

5. UXO Informative

A Site Specific Explosive Ordnance Safety and Awareness Briefing must be provided to all personnel conducting intrusive works. Unexploded Ordnance Site Safety Instructions must also be provided to all personnel conducting intrusive works.

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: 120378/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:

Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Transport For Greater Manchester

Greater Manchester Ecology Unit

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:

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



 Application site boundary  Neighbour notification
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