

Application Number	Date of Appln	Committee Date	Ward
124685/FO/2019	29th Aug 2019	14th Nov 2019	Chorlton Park Ward

Proposal Construction of a part three storey, part two storey, part single storey building to provide a new secondary school with associated sports facilities and floodlighting, external landscaping, car park, cycle store and access as well as replacement outdoor provision for a police dog training area and police horse paddocks

Location Land At The Hough End Centre And South Of Mauldeth Road West, Manchester, M21 7SX

Applicant Department for Education, C/o Agent

Agent Mr Peter Campbell, WYG, Quay West At MediaCity UK, Trafford Wharf Road, Manchester, M17 1HH

Description

The application site measuring 4.3 hectares comprises of a parcel of vacant land formerly used to accommodate a care home, since demolished and the southern part of the site is currently used by Greater Manchester Police and provides an outdoor police dog training area, horse paddocks and 2no. grass sports pitches.

The site is bounded to the north by Mauldeth Road West beyond which lies residential property on Mauldeth Road West, Chelsfield Grove and the junction of Withington Road and Mauldeth Road West. To the east lies the rest of the Greater Manchester Police compound known as The Hough End Centre, Broughton Park Rugby Club and Hough End Playing Fields. To the south west the site is bounded by the Metrolink Line with residential property beyond.



The secondary school proposed would eventually cater to 1200 pupils, aged 11-16, being taught by 120 full time members of staff in a three storey (9424m² floor space) new build facility.

Education have confirmed that the school is required to meet an identified need and fits into the agreed strategy of increasing secondary education capacity through the

extension of existing schools and the provision of new schools. The provision of a new school on Mauldeth Road West is integral to this strategy.

The school building would be setback from the back of footpath by 16m at its nearest point and the land levels are such that the site is at a lower level than Mauldeth Road West by c. 3.2m. When viewed in its entirety the width of the building proposed (including the two storey sports hall attached to the east) at its widest point is 120m.

The building presents a gable to Mauldeth Road West of 35m width. The main school building fronts onto the car park accessed from a new access from Mauldeth Road West.

Car Parking would be accommodated on site for 115 spaces, which constitute 68 staff car parking spaces, 18 visitor spaces, 24 pupil drop off, 6 accessibility spaces, 6 motorcycle spaces and 3 minibus bays. 136 cycle parking spaces would be provided on site for pupils, staff and visitors. 8 car parking spaces have electric vehicle charging points. The car park would be lit by 15 6m lighting columns.

The sports provision includes an all weather pitch and a four court multi-use games area close to the sports hall. The all weather pitch would be lit by floodlights attached to 8 15m lighting columns.

There is an ecology study area indicated to the north west of the site adjoining the Metrolink line and Mauldeth Road West.

The applicant is also re-providing the Horse Paddock and dog training area for Greater Manchester Police to the north of the school boundary.



As part of the planning application a shared surface pedestrian cycleway would be established to the south of Mauldeth Road West between Princess Road and the bridge over the Metrolink with appropriate signage, dropped kerbs and markings. This cycleway would link in with two existing cycleways on Princess Road and one near Loretto High School. There would be signage to the school from the Fallowfield Loop and lighting introduced to encourage sustainable travel to the school, particularly from the Metrolink stop at St Werburghs.

The existing Mauldeth Road West crossing point opposite the new pedestrian entrance to the school would be widened. There would be traffic regulation orders and speed warning signs put in place on Mauldeth Road West. The existing bus stops on Mauldeth Road would be upgraded.

The new access into the site is a relocated signalised access that would be fitted with an intelligent reactive signal system known as MOVA (Microprocessor Optimised Vehicle Actuation) to ensure that there is limited queueing / stacking into the pick up / drop off area at peak times to discourage pick up / drop off from any other location.

The junction of Mauldeth Road West and Chelsfield Grove would have junction protection traffic regulation orders and properties within Chelsfield Grove would have H bar marking placed in front of their driveways to maintain access to property.

The junction of Alexandra Road South and Mauldeth Road South would be improved for pedestrians.

The site lies predominately within Flood Zone 2, although a small part of the site (where Chorlton Brook is culverted) is within Flood Zone 1. A Flood Risk Assessment has been submitted and assessed.

Consultations

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

6 letters of support and 5 letters of objections have been received.

Support has been expressed on the grounds that the scheme would provide for needed secondary provision in Manchester, provide for the community, would have no negative impact and would provide fantastic facilities for the police. CHS South in its current temporary location has earned a great reputation in one year, they now need a custom built building as soon as possible. The location is good for transport and for the residential areas that form the catchment area. One comment expressed that there was good provision for parking and that there should be minimal impact on traffic flow on Mauldeth Road and to other local roads.

Objections have been expressed on the grounds that the scheme could cause parking and manoeuvres at drop off and pick up on Chelsfield Grove and Mauldeth Road West rather than people awaiting the lights for the dedicated drop off area leading to noise, traffic pollution (which will impact on vulnerable residents) and traffic

accident issues. A request was made for higher kerbs on Chelsfield Grove to stop people parking on the large easily access pavements rather than H bar painting which they state would impact on property sales. Concerns have been expressed that children will walk down Chelsfield Grove from the Tram Stop to Mauldeth Road West which will lead to an increase in criminal damage, theft, vandalism and anti-social behaviour. Acoustic fences have been requested in certain locations on Chelsfield Grove. Chelsfield Grove has already been impacted upon by the arrival of Metrolink. One resident on Chelsfield Grove cited that the second floor of the proposed school would overlook their property.

One of the objections received was from Loreto High School on the grounds that the concentration of secondary schools does not appropriately meet the needs of Manchester's local communities. They queried the demand for secondary schools placed in Chorlton / Didsbury. They also commented on the concentration of secondary school pupils in the area stating that there is anti-social behaviour in the area and on the public transport network. They also state that the scheme would place strain on the highway network.

Further comments have been received that state the scheme is for an academy which could become a private business and that there are too many schools within close proximity of each other and that there are other areas that would be better suited to the new school in the Chorlton area.

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

Local Members have made the following comment initially:

1. We all attended the pre-planning consultation meetings on 15th August and discussed the proposals with those present. We have also, subsequently, had a number of conversations with residents living very locally to the proposed site.
2. We are all supportive of the new school and generally of the design and the proposals. However we have continuing concerns about the traffic and travel implications which we do not think have been adequately addressed in the reports submitted. We question some of the assumptions and presented facts in the transport assessment and travel plans which appear to have been prepared primarily by desk survey with a view to minimising the financial obligations of the developer, and which are seriously at odds with our long standing and detailed on-the-ground knowledge of the site and the general area.
3. Our primary concern is to ensure that when the school is built, students and staff can travel there safely, primarily via walking, cycling and public transport. We think that far more investment will be necessary to achieve that.
4. Our secondary concern is to minimise the nuisance of parental driving to school and dropping off children in the vicinity. The calculations in the submission make light of this possibility. Our experience is that at the existing school this parental behaviour is already highly problematic - as it is at most schools in the city, to be fair - and we foresee that continuing, unless far better infrastructure is established to

enable more children to walk and cycle safely. In addition we believe that additional measures will need to be added at the mouth of Chelsfield Grove if this is not to become an informal drop - off area which will affect residents there who have no alternative exit from their homes.

5. In the documents submitted there are some factual inaccuracies, incorrectly interpreted points, doubtful assumptions and important omissions. These are;
- a) Mauldeth Road West north bound footway is only shared access for pedestrians and cyclists from Nell Lane to Withington Road. The stretch east of Withington Road is pedestrian only and heavily pavement parked. It's quite passable now as it is wide, but it won't take additional foot traffic without serious consideration of the pavement parking.
 - b) It is true that there is nearby access to cycle route 60 (Fallowfield loop) from Withington Road. However at that point, access to the 'loop' is quite tricky. There is a steep gradient to Withington Road at the top of which bikes have to be carried through a hole in the fence to exit. More fundamentally, because Fallowfield Loop is an unlit route and unfortunately, subject periodically to outbreaks of very unpleasant incidences of assault, its not going to be a suitable route for young people outside the summer months without quite a lot of investment. So without that investment its existence should be discounted as a route to school.
 - c) in para 5.1.1 an informal survey (one time show of hands) of existing students' travel to school arrangements is quoted, and used as the basis of assessing future transport infrastructure requirements. The survey gives rise to an estimate of 58% of future students travelling to school on foot. Whilst we think this level of walking to school is highly desirable, the method used to predict future behaviour is frankly risible.
 - d) At present school is recruiting young people from a far wider catchment area than indicated. We think it is likely that over time this may reduce, but as of now we are dealing with the reality that children currently at the school are travelling some distance and many are being brought by car.
 - e) The document is entirely silent on the key issue of traffic speeds in the area. Although Mauldeth Road West is a 30 mph limit this is routinely broken as we well know, as we have undertaken community speedwatch along the road and reported this to police who area also well aware of this issue. We have recorded speeds of over 50 mph on Mauldeth Road West, and speeds in the forties are very common. Withington Road suffers from the same problems, as does, to a lesser extent, Alexandra Road South. Vehicles travelling at this speed will kill pedestrians and cyclists.

6. All of these issues together make, in the real world, for a site where far more will need to be done if students - and indeed staff - are to be supported to make safe independent journeys to school on foot or by bike as we would like to see, and as their health and the climate crisis both require.

7. We would like to make the following additional proposals for mitigation. We think this issue is very serious and these should be incorporated as planning conditions.

- a) To enable students to walk and cycle safely from St Werberghs tram stop (cycle route 60) a contribution to lighting, at the very least, from the tram stop to Chelsfield Grove. Additional investment in lighting etc in an easterly direction, in partnership

with the city council would be very desirable and will increase its utility as a feasible route to school.

b) We think that given the very high speeds reached by traffic on Mauldeth Road west, consideration should be given to making one lane on either side a segregated cycle lane from Princess Road to Nell Lane. It would not be sufficient to create a shared footway as speeding motorised vehicles will continue to pose great danger to students.

c) The crossing points should not only be widened but should be for both pedestrians and cyclists

d) Sufficient measures to be put in place at the mouth of Chelsfield Grove to make dropping off and turning in the junction a traffic offence. Otherwise without doubt people will attempt to drop off and execute turns in the road.

8) Much is made of the current low incidence of road traffic injuries. There are currently very low levels of people walking along this road - the traffic speeds make it quite noisy and intimidating to do so. Once the school is built then we need more people to walk and cycle along here. We need to create a safe infrastructure for them to do so.

Local Members have made the following comment following negotiations:

Thank you for looking into the concerns we raised in such detail. We are content that although there are details to follow up, through your work you have ensured that there is a clear process following planning, through which the optimum detailed design can be developed in consultation with local people and others affected.

We are particularly pleased to hear that it has been agreed that there will be lighting on Fallowfield loop from the tram stop to Chelsfield Grove, to enable students to use this quiet route to school through the whole year.

Our key concern is to enable the young people of the school to be able to travel there safely and independently.

Highway Services -

Highway Safety / Accidents

The supporting Transport Assessment (TA) and safety Audit presents accident data over a five year period up to 2017 within the vicinity of the site. It is understood that there have been a total of 9 Personal Injury Collisions (PICs). There is no pattern within the data that indicates that there is an underlying highway safety issue.

The current speed limit on Mauldeth Road West is 30mph. This is not preferred as usually a 20mph speed limit is preferred around schools. To enhance pedestrian safety and alert drivers to the presence of the new school it is recommended that flashing speed awareness signs are installed on the approaches to the school.

It is noted in the submitted Road Safety Appraisal document that during site visits vehicles were observed to be travelling at speeds in excess of 30mph.

Alexandra Road South Junction

The existing junction of Alexandra Road South is very wide and is difficult to negotiate for pedestrians and those with mobility issues. As the school will introduce many new users to the highway network it is highly recommended that the applicant funds pedestrian improvements to the Alexandra Road South junction. This will improve highway safety and better encourage sustainable travel.

Access to Manholes - Mauldeth Road West

There is a vehicle layby in the central reservation of Mauldeth Road West. This provides access to a number of manhole covers. To prevent any drop off activity in the layby that could impact highway safety at peak times the applicant should discuss a solution with the utility companies that restricts general access.

Trip Generation / Modelling

The predicted modal split outlined within the TA is taken from a 'hands up' survey of students and staff at the temporary school. This has been applied to the permanent school to extrapolate trip numbers. It is estimated that 24% of pupils will arrive by car in the AM peak and 16% will travel by car in the PM peak. This represents 651 no. 2-way trips in the AM peak and 459 no. 2-way trips in the PM peak. However the trips have been adjusted to take into account for pupil absence, car sharing and staggered arrivals and departures due to clubs etc. The resultant trips are 562 no. 2-way trips in the AM peak and 301 no. 2-way trips in the PM peak. On the basis of the modelling a recommendation is being made that MOVA (Microprocessor Optimised Vehicle Actuation) is installed at the school access junction to reduce delays and improve efficiency, discouraging drop off on the main carriageway.

Vehicle Access

It is proposed that vehicle access will be taken from Mauldeth Road West. There is a redundant signal controlled access approximately 20m east of the proposed school. This will be removed/reinstated and relocated to the proposed school access.

Staff parking

The applicant has proposed to provide 68 car park spaces for staff, there are also 4 accessible spaces, 6 motorcycle spaces and 3 spaces for minibuses. This allocation is in line with the Greater Manchester Parking standards and so is considered acceptable in principle. To ensure that on street car parking does not occur and will not impact driveways it is recommended that the applicant funds 'H' bar markings across the driveways of residents on Chelsfield Grove and Mauldeth Road West. The extents of 'H' bars provided are to be discussed at detailed design and will be subject to a S278 agreement.

Drop Off / Pick Up

42 drop off bays are proposed for parent pick drop off and pick up, this includes 2 accessible spaces. Based on the expected trip generation it is expected that the number of parking bays provided should be sufficient to accommodate pick up and drop off movements. To discourage students being dropped off in inappropriate locations it is recommended that suitable TROs are installed at the junctions of Mauldeth Road West with Chelsfield Grove and Withington Road. School entrance markings will be required adjacent to the pedestrian entrances. It may be necessary

to provide additional TROs either side of the school entrance markings to further discourage indiscriminate drop off activity.

The applicant should also provide electric vehicle charging equipment to 10% of the spaces.

Access to the staff car park and the drop off bays is shared from Mauldeth Road West, to avoid conflicts it is highly recommended that access to the staff car park is restricted and ideally barrier controlled.

It is noted that school buses are not expected however there could be some coach travel for trips etc.

Public Transport

The site is considered suitably accessible by public transport as there are bus services operating along Mauldeth Road West and the site is located a short walk to the St Werburgh's tram stop. To ensure that the school is suitably accessible by public transport for everyone, it is recommended that the applicant fund the upgrade of the two nearest bus stops to the proposed school. The upgrades should conform with TfGM's bus stop guidelines document.

Cycle Facilities / Cycle Parking

The school is located in close proximity to the Fallowfield Loop cycle way. To encourage the school community to use the loop it is recommended that the school is signed from the loop at Chelsfield Grove as this provides a more convenient access than at Withington Road. To further encourage use of this facility it is recommended that the applicant funds additional lighting on the loop.

The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge should be made into a shared pedestrian / cycleway which would tie in with existing facilities. The extent of this provision is supported by the catchment plan provided.

The applicant has proposed 130 secure cycle parking spaces plus 6 visitor spaces. This allocation is acceptable in principle however utilisation should be regularly monitored and additional storage provided should this reach 90% - this should be included in the Travel Plan.

Travel Plan

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

Pedestrian Access

The main access for pedestrians and cycles will be from Mauldeth Road West. To encourage sustainable travel and improve existing facilities, the Applicant has agreed to widen (to 4.0m) the existing signalised pedestrian crossing to the west of Chelsfield Grove.

An additional pedestrian gate is provided to the west of the main entrance.

The applicant has also agreed that a signalised pedestrian crossing will be provided across the proposed school vehicle access/egress. All crossings will be required to incorporate suitable dropped kerbs and tactile paving. To maintain sight lines, school entrance markings will be required at all pedestrian entrances. Some guard rail may also be required to ensure pupils exiting do not spill directly onto the highway. The detailed design of the crossings, entrance markings, guard rails etc. will be undertaken as part of a S278 agreement.

Highways Conditions

It is the recommendation of the Highways Team that the following is conditioned to the Planning Application if approved:

- Full travel plan including specifying the importance of school buses;
- Construction Management Plan.

Following to be included in an off-site highways works condition, will be subject to a S278 agreement:

- Widening of crossing to west of Chelsfield Grove
- Signing of Fallowfield loop to/from school
- School entrance markings with guard rail
- MOVA to be installed at the school access junction
- Additional TROs
- Flashing school warning signs
- H bar markings
- New school access
- Upgrade of bus stops
- The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge should be made into a shared pedestrian / cycleway
- Improvements to junction at Alexandra Road South
- Lighting upgrade Fallowfield Loop
- Restrict access to Utility manhole area

Education – The SCAP 2019 forecast identifies a shortfall of secondary places from 2020/21 to 2024/25 academic years with the inclusion of CHS South at its final capacity in our planning. This means that the places this school will provide are absolutely needed and there will be a requirement to create additional secondary places through expansion or new schools. We have a high degree of confidence that this demand will be realised due to the number of children already resident in Manchester attending primary schools identified on the census. In 2019 there was a cohort of 6780 mainstream pupils transitioning to secondary, this number will be in the region of 7100 in 2020 and 7300 in 2021. Considering the in-year primary demand we're currently experiencing these numbers could yet increase further. Should there be a delay to the permanent build at CHS South we would be presented with considerable challenge to meeting our secondary sufficiency in future years. We would find it difficult to place the children already accessing CHS South if it were to close and cannot guarantee that we would have sufficient space in the system to do this.

Environmental Health – Recommend conditions relating to Contaminated Land, Deliveries, Fumes, Construction Management, Hours, Acoustic Insulation, External

Equipment Insulation, Hours of Use of the Outside Pitch, Waste Management in accordance with the details submitted, Air Quality in accordance with details submitted.

Neighbourhood Team Leader (Arboriculture) - Any comments received will be reported to Committee

MCC Flood Risk Management - Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Parks, Leisure & Events – The proposed internal and external sports provision is deemed appropriate to meet school and community use. The requirement for a community use agreement should be conditioned.

South Neighbourhood Team – Any comments received will be reported to Committee

Transport for Greater Manchester - Metrolink have no objection to this application, the general layout and the boundary treatment proposed reflects requirements previously expressed by Metrolink. Whilst the construction works are unlikely to affect Metrolink operations the site does adjoin the Metrolink boundary and therefore we would like the applicant to be advised of details of working safely near Metrolink. Metrolink request that, due to the proximity of the development to the operational Metrolink line and not understanding how the site will be used during construction, the following conditions are applied to any planning permission granted for this development: Drainage, Tree Protection and Earthworks Stability.

Greater Manchester Ecology Unit – Unusually there appear to be two ecology survey reports informing the application, prepared by different consultants. Both reports conclude that the application site has limited nature conservation value. It is dominated by species-poor grassland either used as part of the police dog training facility or for grazing horses. There are habitats of more value at the site margins (trees and scrub vegetation), but these habitats are capable of being retained as part of the development of the site, or replaced through new tree planting.

The site is considered to have only low potential to support any specially protected or priority species. GMEU would not disagree with the above conclusions but would recommend that if permission is to be granted -

- No vegetation clearance required to facilitate the development should take place during the optimum period for bird nesting (March to August inclusive). All nesting birds their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981.
- The small areas of scrub / woodland in the south west corner of the site should be retained if possible. There is a fox earth in this area. Although foxes are not specially protected fox earths should not be destroyed or disturbed during the time of year when foxes may have dependent young underground (March to June inclusive).
- Although no signs of Badgers were recorded on the site during the ecology surveys there is a known Badger sett within 100m of the site, and Badgers are mobile in their habits. I would recommend that a pre-construction survey of the site for Badgers is carried out and if signs of Badgers are found a method statement must

be prepared giving details of measures to be taken to avoid any possible harm to Badgers during works.

· I would support proposals to enhance the site for wildlife by introducing new tree and shrub planting and by erecting bird nesting and bat roosting boxes on the development site.

Sport England – Have no objection to this application which is considered to meet Exception 5 of Sport England adopted Playing Fields Policy and paragraph 97(c) of the NPPF, subject to the following conditions being attached to any planning approval:

1. Community Use Agreement and Sports Development Plan
2. Management and Maintenance Scheme
3. Design and Layout of the indoor and outdoor sports facilities

Sustrans - Any comments received will be reported to Committee

United Utilities - Has no objection to the proposed development subject to the imposition of conditions.

Policy

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

Manchester Core Strategy

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

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

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

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

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

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

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

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

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

- improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people.

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

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

or

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

or

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

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

Policy EN12 - Area priorities for Open Space, Sport and Recreation - The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-

South area: enhance the quality of existing provision and using opportunities to address deficiencies.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and

the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

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

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

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

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

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

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

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

The report sets out compliance with the aforementioned policies.

Policy DM1 of the Core Strategy states:

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

- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

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

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

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

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

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

The National Planning Policy Framework

National Planning Policy Framework came into effect on 27th March 2012 and was amended and updated in February 2019. 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:

i 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 secondary school facility for the local community. On this basis, Chapter 8 would be positively responded to.

ii. 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 in a highly sustainable location and is accompanied by a framework travel plan. On this basis, Chapter 9 would be positively responded to.

iii) 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 be appropriately designed and set within its context.

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

Issues

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

Traffic, Car parking and Sustainable Transport – It is recognised that this is a challenge for this site and representations from the local community reflect concerns in this regard. The proposed use would generate peak traffic movements at the start and end of the usual school day and would generate a parking requirement. The applicant has submitted a transport statement assessing the impacts of the development proposed upon key junctions and there have been negotiations following the receipt of comments during the application process to secure an acceptable highway arrangement and to mitigate the impacts of the development proposal.

Off site highways works are considered to be necessary to make sure that the site is accessible on foot and by cycle. The main concerns that needed addressing related to pressure on the surrounding area from drop off by parents. Cycle routes, pedestrian routes and access to public transport has been the focus of negotiation.

The City Council are satisfied, subject to conditions requiring mitigation being imposed.

It is considered that the 115 space car park proposed is an appropriate provision of car parking in relation to the standards set out in the Core Strategy. The site is well located in relation to public transport. Necessary alterations to the highway are proposed as part of Section 278 agreement, which include:

- MOVA (Microprocessor Optimised Vehicle Actuation) to be installed at the new school access junction.

The new access into the site is a relocated signalised access that would be fitted with an intelligent reactive signal system known as MOVA to ensure that there is limited queueing / stacking into the pick up / drop off area (which has 24 drop off spaces) at peak times to discourage pick up / drop off from any other location.

- Additional TROs and H bar markings on Mauldeth Road West and Chelsfield Grove.

To discourage drop off and pick up not within the dedicated drop off facility to be provided. There would be traffic regulation orders on Mauldeth Road West and the junction of Mauldeth Road West and Chelsfield Grove would have junction protection traffic regulation orders and properties within Chelsfield Grove would have H bar marking placed in front of their driveways to maintain access to property.

- Widening of crossing to west of Chelsfield Grove.

The existing Mauldeth Road West crossing point opposite the new pedestrian entrance to the school would be widened to accommodate cycles crossing.

- The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge would be made into a shared pedestrian / cycleway.

As part of the planning application a shared surface pedestrian cycleway would be established to the south of Mauldeth Road West between Princess Road and the bridge over the Metrolink with appropriate signage, dropped kerbs and markings. This cycleway would link in with two existing cycleways on Princess Road and one near Loretto High School. There would be signage to the school from the Fallowfield Loop and lighting introduced to encourage sustainable travel to the school, particularly from the Metrolink stop at St Werburghs.

- Signage and lighting to the Fallowfield loop to/from school and the upgrade of bus stops on Mauldeth Road West.

To encourage sustainable travel to the school on foot, by bus, by cycle and by tram.

- Improvements to junction of Alexandra Road South and Mauldeth Road West.

To decrease the width of the junction through build outs and the provision of a crossing point with tactile pavements to provide a safe crossing point.

- School entrance markings with guard rail, flashing school warning signs, restricted access to utility manhole area.

For the safe operation of the highway.

The off site highways works would be secured by condition that would ensure that the drop off facility is provided and that TRO's are in place to ensure that there is adequate protection in place to ensure that nearby residents are not impacted upon to an unacceptable degree.

A condition is recommended to ensure that the school fulfil their obligation to encourage pupils to travel to school utilising sustainable methods of transport as set out in the Framework Travel Plan.

It is considered that the applicant has provided a proportionate level of information relating to transport and car parking. They have confirmed agreement to the necessary Section 278 works to address the concerns expressed by the community and to mitigate the impacts of the proposed development (these Section 278 works are to be agreed through the discharge of conditions) and it is not considered that the proposals raise significant enough concerns to warrant refusal of the application on highway or pedestrian safety grounds.

Residential Amenity - The proposed building is three storeys in height with a maximum height (including plant) rising to 14.9 metres. The site is separated from residential property to the north by the width of Mauldeth Road West and to the south west by the Metrolink line.

The nearest residential property to the site is located on Pheasant Drive and Vixen Close 16m across the Metrolink line opposite the proposed floodlit all weather pitch beyond a running track. There is significant screening in this location to overcome light spillage from the proposed floodlights in this location and the lighting scheme has been designed to avoid spillage which has been assessed by Environmental Health. Subject to a suitable condition controlling the hours of use of the all weather pitch until 9pm in the evening, it is not considered that the proposal would give rise to unacceptable impacts in terms of residential amenity. A condition recommending is attached to ensure that if glare occurs that the applicant addresses this issue. It is acknowledged that activity relating to the all weather pitch will be audible from neighbouring houses, however, there are two grass pitches in this location presently without controls over the hours of use.

The gable elevation and north facing elevation facing Mauldeth Road West is located at its nearest point 44m away from the front gardens to neighbouring property. The building would be located over 70m from the front property boundaries on Chelsfield Grove. There is significant screening to be retained to this boundary, the land levels are depressed by c. 3.2m and it is not considered that there would be any overlooking from the development proposals.

Given the separation distance provided to the proposed school building it is not considered that the development would give rise to unacceptable impacts on residential amenity in terms of loss of light, overshadowing or overlooking.

Any approval would be subject to the imposition of appropriate conditions controlling hours of opening, servicing and deliveries.

The proposal by its nature will increase comings and goings from the site as a result from both initially the 1200 pupils being picked up and dropped off as well as the 120 full time members of staff arriving and leaving the building. The concerns expressed are that this may result in increased pressures for car parking on Mauldeth Road West and Chelsfield Grove residential streets for limited times both in the morning and afternoon associated with the normal school day, although as set out elsewhere in this report the levels of parking proposed are considered acceptable for the proposal and the Highways measures to be put in place should encourage pick up and drop off from the dedicated facility that will be easily accessible at the school.

Whilst there would be a noticeable change in the traffic in the immediate area, with the mitigation measures it is not considered that this impact would be so significant to warrant refusal of the application.

Other comments have been made about pupils travelling to the school through residential roads. If pupils are travelling sustainably by foot, by bike or by Metrolink to the school this is seen as a positive. Signage and lighting is proposed to the Fallowfield loop to encourage this.

Visual Amenity – It is inevitable that any building on this site will result in a visual change in the locality given it is vacant previously developed and grassed land. In addition existing fencing is to be replaced and additional fencing is to be installed. It is proposed to have a continuous 2.4m high weld mesh fence along the Mauldeth Road West frontage, alongside the existing fencing to Metrolink line (to be retained) and around the outside of the all weather pitch. This would also run around the perimeter of the replacement Greater Manchester Police facilities. The internal boundaries between the school and the facilities would comprise an acoustic timber fence measuring 3m in height and a close boarded timber fence to 2.4m in height to protect the animals within the replacement facilities from noise disturbance from within the school grounds.

There would be 3m high sports court fencing around the multi-use games area and 3.6m high sports court fencing around the all weather pitch. To the southern boundaries of the multi-use games area and all weather pitch there would be additional ball stop fencing to a height of 5m stop balls going toward the Metrolink line.

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

The proposed building is of a modern design utilising buff brick, an aluminium window system, aluminium curtain wall glazing and cladding with a powder coated metal frame to the entrance.

The design and appearance is considered to be acceptable in visual terms in this location.

The site is well screened from nearby residential property on Mauldeth Road West and Chelsfield Grove by trees to be retained and to be planted and the development is separated a significant distance from property as detailed in the residential amenity section above.

Sports - It is acknowledged that the proposals would result in the loss of two grass sports pitches used by Greater Manchester Police. However the scheme includes for Greater Manchester Police to utilise two pitches on the adjacent Hough End site in lieu of the ones lost to the proposed development. The scheme also includes for a 4 court (690sqm) community sized sports hall, a full-sized all weather sports pitch (sand dressed); 4no. court multi-use games area (MUGA) and a 100m grass running track.

The proposed installation of the multi use games area and artificial pitch would increase the number of opportunities for outdoor recreation which would be available for multi sport community use beyond the school day that would support increases in local participation.

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

Trees - The development plans would involve the removal of 12 individual trees (2 x Category A, 2 x Category B, 7 x Category C and 1 Category U Tree); tree groups comprising approximately 0.3ha (5 x Category B and 2 x Category C); and 110.6m of hedgerow would be removed.

To mitigate for the loss of trees the proposals include the planting of a total of 82 new trees, alongside 86m of hedge and hedgerow mix planting. There would be a net gain in tree cover following the maturation of the trees to be planted. The applicant has also committed to provide further off site tree planting in Chorlton Park. This would accord with policy EN9 which refers to replacement tree planting. A condition requiring the replacement tree planting to be undertaken is recommended.

Air Quality - The information submitted with the application has been reviewed by the City Councils Environmental Health team and no concerns have been raised with regards to the adequacy of the submitted information. The scheme includes for electric charging for vehicles, cycle parking, landscaping and includes a travel plan which encourages alternatives to travelling by car. A construction management plan condition is recommended to control dust emissions, this is anticipated in the submitted air quality statement, which finds that the mitigated impacts of the construction activities would not be significant.

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

Crime - The application has been supported by a Crime Impact Statement prepared by Greater Manchester Police. A condition is recommended that the development achieves Secure by Design accreditation and a suitable worded condition is proposed.

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

Ecology - The applicant has prepared an Ecological Impact Assessment alongside the application. Greater Manchester Ecology Unit have raised no significant ecological concerns regarding the site or proposals, subject to the imposition of appropriate conditions and informatives requiring the provision of bat and bird boxes and further investigations with regards to the presence of badgers and foxes on site. If badgers or foxes, conditions recommended require details of measures to be taken

to avoid any possible harm to badgers during works and to accommodate foxes within the landscaping plan.

Climate Change - The applicant has provided an Environmental Standards Statement that confirms the building would achieve a BREEAM (Building Research Establishment Environmental Assessment Method) Very Good score. The build would incorporate a number of sustainable features in order to combat climate change, such as achieving 7% reduction in building emissions over Part L of the Building Regulations, reductions in energy demand and provision of green infrastructure throughout the site amongst other measures, an appropriately worded condition is proposed in relation to this matter. The development would also provide 8 electric vehicle charging points within the car park, a condition to ensure that this provision is delivered is recommended.

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

The proposed school would have a secured bin storage area accessed from the service area to be provided off the car parking area.

The bins that would be housed in this area are:

- 1 x 8 cubic metre Front End Loader – Standard General Waste – to be emptied twice weekly
- 1 x 8 cubic metre Front End Loader – Mixed Recycling (Dry mixed) – to be emptied weekly
- 5 x 240L Wheelie Bin – Standard Organic Food Waste – to be emptied weekly

Collections will be on a scheduled basis by a private contractor.

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

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director 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

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 application, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision

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

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

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

Existing Site Plan – Dwg no. P5137_01100
Existing Location Plan – Dwg no. P5137_01110
Proposed Site Plan – Dwg no. P5137_01120
Proposed GA Plans – Ground Floor – Dwg no. P5137_01250
Proposed GA Plans – First Floor – Dwg no. P5137_01251
Proposed GA Plans – Second Floor – Dwg no. P5137_01252
Proposed GA Plans – Roof – Dwg no. P5137_01253
Proposed GA Elevations – Dwg no. P5137_01350
Proposed GA Sections – Dwg no. P5137_01450
Proposed GA Elevations (CGI) – Dwg.no P5137_01351
Planning Visuals – Dwg no. P5137_01700
Planning Visuals – Dwg.no P5137_01701
Planning Visuals – Dwg.no P5137_01702
Planning Visuals – Dwg.no P5137_01703
Access and Security Strategy – Dwg no. CHS-DHL-Z0-Z0-DR-L-0002 Rev P02
Site Sections – Dwg no. CHS-DHL-Z0-Z0-DR-L-0007 Rev P01
Planning Statement (WYG)
Design and Access Statement (Pozzoni)
Transport Assessment (VIA Solutions)
Travel Plan (VIA Solutions)
Air Quality Assessment (RSK)

Arboricultural Impact Assessment and Tree Survey (TEP)
Crime Impact Statement (Greater Manchester Police)
Drainage Strategy (BDP)
Ecological Representation Report (TEP)
Extended Phase 1 Habitat Survey (Ecology Link)
Environmental Standards Statement (BDP)
Flood Risk Assessment (WYG)
Light Impact Assessment (BDP)
External Lighting System Plan (Dwg no. CHS-BDP-ZZ-EX-PL-E-3104 Rev P01)
Environmental Noise Assessment (BDP)
Site Investigation – Phase 1 (Encon)
Site Investigation – Phase 2 (Dunelm)
Statement of Community Involvement (WYG)
Topographical Survey (RPS)
Potential Unexploded Ordnance Contamination Report (RPS)
Waste Management Strategy (CHS South)

Road Safety Appraisal and Accessibility Assessment received 23 September 2019

Highways Technical Note from Via Solutions received 4th October 2019

Site Masterplan CHS-DHL-ZO-ZO-DR-L-001 Rev P04
Pedestrian Crossing Improvements 19067202 / 19067203 received 17th October 2019

Planting Plan - Dwg no. CHS-DHL-ZO-ZO-DR-L-0003 Rev P02
External Sports Provision - Dwg no. CHS-DHL-ZO-ZO-DR-L-0004 Rev P03
Paving Materials and Street Furniture – Dwg no. CHS-DHL-ZO-ZO-DR-L-0005 Rev P02
Fence Line General Arrangement – Dwg no. CHS-DHL-ZO-ZO-DR-L-0006 Rev P03
Levels Strategy - Dwg no. CHS-DHL-ZO-ZO-DR-L-0008 Rev P03 received 22nd October 2019

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

3. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning

authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5. The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning within six months of occupation.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

6. No drainage shall be installed until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

8. 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.

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

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

10. Prior to first occupation of the development the cycle parking shall be implemented in full and made available for use. The approved scheme shall remain available for use whilst the development is occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

11. The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

12. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Widening of crossing to west of Chelsfield Grove
- Signing of Fallowfield loop to/from school
- School entrance markings with guard rail
- MOVA to be installed at the school access junction
- Additional TROs
- Flashing school warning signs
- H bar markings
- New school access
- Upgrade of bus stops
- The south footway of Mauldeth Road West between Princess Road and the Metrolink Bridge should be made into a shared pedestrian / cycleway
- Improvements to junction at Alexandra Road South
- Lighting upgrade Fallowfield Loop
- Restrict access to Utility manhole area

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

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

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

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

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

the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

16. Prior to first use of the sports facilities a Community Use Agreement with Sports Development Plan prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to all indoor and outdoor sports facilities and include details of pricing policy, hours of use, access by non-members, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The sports facilities shall not be used other than in strict compliance with the approved agreement.

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

17. No development of the Sports Hall, Artificial Grass Pitch and Multi Use Games Area shall commence until details of the design and layout of the Sports Hall, Artificial Grass Pitch and Multi Use Games Area have been submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. For the Artificial Grass Pitch and Multi Use Games Area the details shall include cross sections of the sub base and surface materials, drainage, dimensions, fencing and sports lighting. The Sports Hall, Artificial Grass Pitch and Multi Use Games Area shall not be constructed other than substantially in accordance with the approved details.

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

18. Before the sports facilities are brought into use, a Management and Maintenance Scheme for the sports facilities including management responsibilities, a maintenance schedule, sinking fund and timetable for replacement of the Artificial Grass Pitch carpet, and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the sports facilities.

Reason: To ensure that new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy EN10 of the Core Strategy and paragraph 97(c) of the NPPF.

19. 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.

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

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

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

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

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

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

22. No activity on the pitch / field / court outside hours of:

Monday to Saturday 09.00 to 21.00

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

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

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

24. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be

submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

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

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

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

26. Before first occupation of the development, the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

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

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

28. Notwithstanding the landscaping scheme submitted further investigations shall be undertaken with regards to the presence of foxes. The approved landscaping 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.

29. Bat roosting provision should be created, details of which should be provided to and approved in writing by the local planning authority prior to the occupation of the development hereby approved.

Reason: In order to prevent any habitat disturbance to bats in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

30. Prior to the occupation of the development hereby approved, details of the provision of bird boxes shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason: With regards to biodiversity enhancement, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

31. No development shall commence until pre-construction survey for badgers is carried out and if badgers are found a method statement must be prepared giving details of measures to be taken to avoid any possible harm to badgers during works. If works in association with a method statement are required these shall be implemented in accordance with the approved details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policies EN9 and EN15 of the Core Strategy.

32. No development shall take place until a geotechnical report to confirm that the site works will not adversely affect the stability of the Metrolink embankment has been submitted to, and approved in writing by Manchester City Council.

Reason: To protect the integrity of Metrolink infrastructure pursuant to policy T1 and DM1.

33. Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

34. Before first occupation of the development hereby approved a strategy for the planting of trees within Chorlton Park including details of overall numbers, size and species, planting specification and maintenance, shall be submitted to and approved in writing by the City Council as local planning authority.

Any approved tree planting shall be implemented not later than 12 months from the date the proposed building is first occupied.

Reason - Pursuant to Core Strategy policies EN9, EN15 and DM1.

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: 124685/FO/2019 held by planning or are City Council

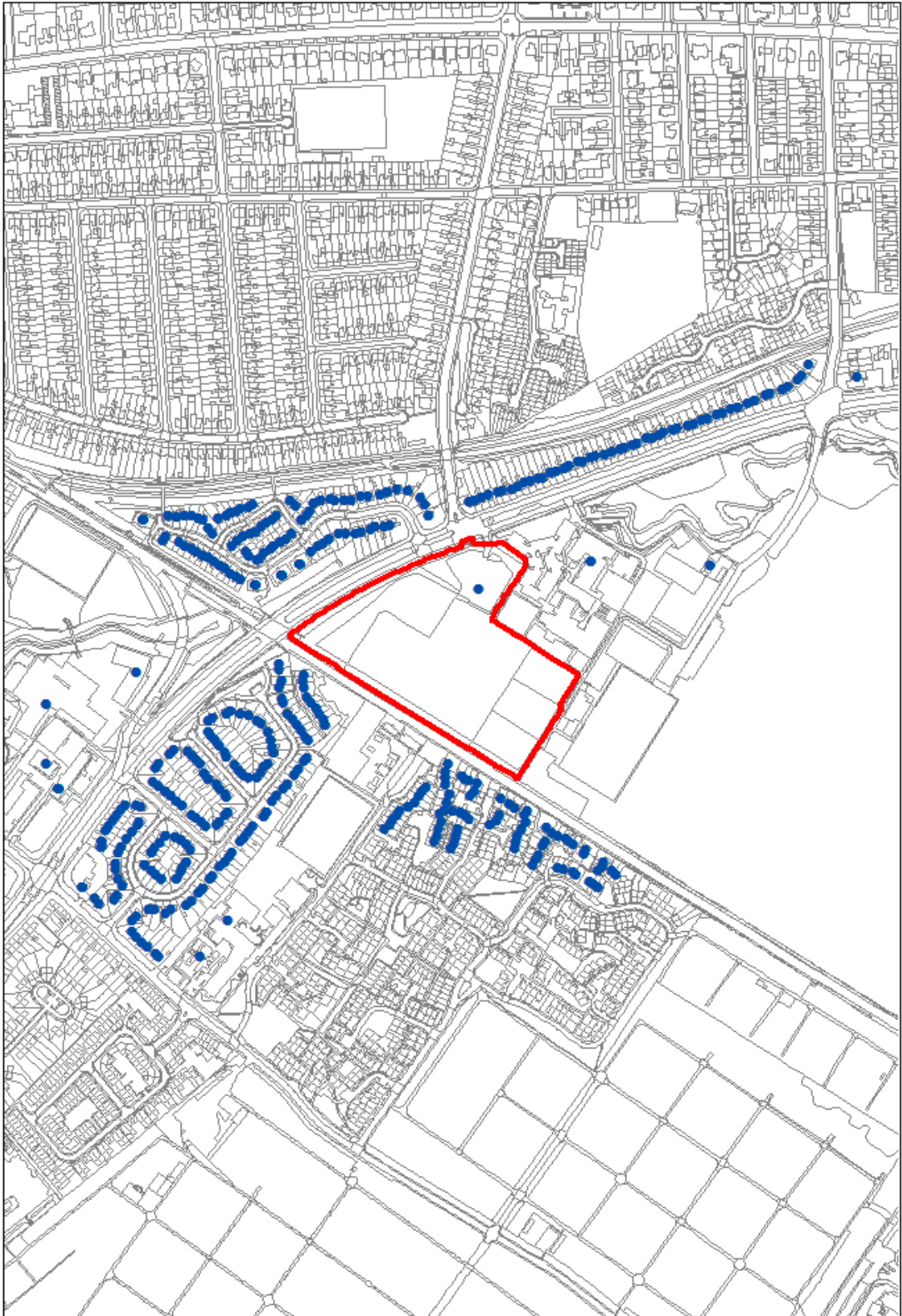
planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Parks, Leisure & Events
South Neighbourhood Team
Transport for Greater Manchester
Greater Manchester Ecology Unit
Sport England
Sustrans**

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

Relevant Contact Officer : Jennifer Connor
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Email : j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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