

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 132456/FO/2021

**Date registered valid:** 21 December 2021

**Proposal:** Erection of two storey extension to existing school to provide 8 additional classrooms and associated support rooms, with associated amendments to existing car park, landscape works and an additional car parking area to increase car parking provision on site by 11 spaces.

**Address:** Gorton Education Village, Melland High School , 50 Wembley Road, Manchester, M18 7DT

**Ward(s):** Levenshulme Ward

**Applicant:** Edward Vitalis Bright Futures Educational Trust The Hub, 144 Irlam Road, Urmston, Manchester, M41 6NA

**Agent (if any):** Andrew Thompson Bowker Sadler Hatherlow House, Hatherlow, Stockport, SK6 3DY

**Case officer:** Ian Jarvis  
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**Recommendation:** APPROVE

**Date of recommendation:** 26 May 2022

## **Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Other

**Date of site visit:**

**Standard consultations:**

Printed: 5 January 2022    Expired: 26 January 2022

**Neighbour notifications**

Printed: 5 January 2022    Expired: 26 January 2022

**Site notice**

Posted:            Expired:

**Press advert**

Published: 8 March 2022    Expired: 29 March 2022

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## **Description of site/building**

**Listed building:** Not applicable

**Conservation area:**

**Tree Preservation Order:**

This application relates to part of the grounds of Gorton Educational Village, which comprises two secondary schools on a shared site. These are Melland High School and Cedar Mount Academy. Melland High School specialises in children with complex educational needs, between the ages of 11 and 19, and is a support school for central and east Manchester high schools, as well as being a national support school.

The complex is located on Wembley Road, close to the junction with Holmcroft Road, The site is bounded, on the north side, by Nico ditch, an ancient monument which has a public right of way running along it, and the whole school site is enclosed by a secure 2.4 metre high mesh fence. The main building is 4 storeys high, with 3 wings, along its eastern side, that link into the main building, and sit between the main building and an open/car parking area, with houses beyond. Melland High School occupies the ground and first floor levels, of the north and central wings, and the first floor, of the south wing. There are currently 23 specialised learning places, in the school, along with support spaces. It is therefore proposed to create additional capacity, at the school, which is mainly to meet the needs of the growing number of students requiring specialist high school provision. It is proposed to erect a two storey extension, to the existing building, to provide an additional 6-8 classrooms and associated infrastructure. The ground floor classrooms are intended to specifically meet the growing number of students experiencing complex learning needs and the upper floor classrooms are to accommodate a general growing demand, including additional space for children staying at school beyond the age of 16. The proposed extension would also include a nurse's room, counselling room and a group teaching living skills classroom, as these facilities are not present in the existing school.

The proposed two storey extension would have a flat roof and would sit alongside the north and central wings, being of an overall similar height and with the same floor levels over the two floors. It would run almost parallel, to the main four storey block and would have link corridors, to the north and central wings, which would be slightly lower in height, than the existing wings and the proposed extension. The extension is proposed on an area of existing landscaping and car parking and, to compensate, some additional landscaping is proposed in front of the building and in the adjoining car park, with replacement additional parking provided to the south of the site. The extension would be constructed in a blue brick, with a flat metal cladding, to be in keeping with the existing building.

The existing site, and car park, are accessed from Wembley Road, with access controlled by a barrier and staffed gatehouse, with a separate pedestrian/children access. The proposed development requires the removal of 8 car parking spaces, with 19 new spaces being proposed along the southern boundary of the site, thereby representing a net increase of 11 spaces. The applicant has also indicated that there is an additional area of hard standing, available in the school grounds, that could accommodate an additional 20 cars, if required.

In relation to cycle parking facilities, there are currently 48 staff and 72 student cycle parking spaces at the site, serving both Melland High School and Cedar Mount Academy. Both facilities are covered and secure. As part of the development it is proposed to provide an additional 30-cycle spaces in a further storage unit. The applicants state that these spaces are to accommodate the increased cycle parking demand as a result of the expansion, although they also state that, as the additional student population is unlikely to use any cycling facilities, these facilities would cater predominantly for staff and could also be made available for pupils at Cedar Mount Academy to use.

The proposed development would create an additional 1175 square metres of additional floorspace and the proposal has been advertised, on site and in the press, as a major development.

### **Consultations & Notification Responses**

Local residents - No comments received

Highway Services - Made the following initial comments:

#### **TRIP GENERATION AND JUNCTION CAPACITY:**

The proposed development is expected to generate a total of 71 two-way trips during the morning peak hour and 74 two-way trips during the afternoon peak hour.

A Travel Survey was undertaken by staff at Melland High School in October 2021. The survey suggests that over 60% of staff travel to and from the school via car. If this same percentage is applied to the additional staff then it is anticipated that 22 additional vehicles will be on-site. It is understood that most staff arrive between 08:30 - 09:00 and 09:00 - 10:00 and the majority leave between 15:00 - 16:00.

50% of the Melland High School Students are transported to and from the school using private mini buses. It is understood that 14 mini-buses transport 92 students to/from the site each school day. Approximately 35 additional students (circa 50%) will be transported by minibus under the new proposals, resulting in 5 additional minibus trips (using the current ratio of circa 7 students per minibus) to and from the school each day. 56 of the surveyed pupils arrive to site between 9:10-9:20 and 35 arrive after 9:20. The pupils arriving at 09:10-09:20 overlap with pupils being dropped off by minibus. It is anticipated that the additional students will

travel in a similar manner. With an additional 29 students arriving and departing AM between 8:30am-9:30am and 29 students arriving and departing PM between 3:00pm-4:00pm each day.

#### SITE ACCESSIBILITY:

The site is considered to be adequately accessible by sustainable modes and is in close proximity to bus services provided on Mount Road, Wembley Road, and Hyde Road. Rail services can be accessed at Ryder Brow train station which is a 10-minute walk. Fallowfield Loop cycle route can be accessed in a 3-minute cycle ride.

#### ACCIDENT DATA:

A brief analysis of the most recent accident data, 5-year period, has been undertaken. It is reported that there was a total of 8 RTCs. These involved a total of 17 vehicles and resulted in the injury (all of slight severity) of 10 individuals. Following a review of the collision records in the vicinity of the site, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

#### ACCESS:

The main vehicular and pedestrian access is made from Wembley Road and will remain as exiting. Modifications will be made to the landscaping at the vehicle access point. This will ensure adequate space for vehicles to enter once the car park spaces have been repositioned. This is acceptable to Highways.

The current mini-bus and school pick-up area will also be repositioned to accommodate the new building. This will result in the relocation of some standard and disabled parking spaces.

The relocated canopy is acceptable and will not be located on the adopted highway network and as such, a Projection over License will not be required.

#### PARKING:

The existing number of car parking spaces on-site is 142 which will increase to 153. This is a net increase of 11 car parking spaces with no loss of disabled bay provision. An area of existing hard standing is available within the site that could accommodate up to 20 additional parking spaces if required. It is requested that the use of this additional parking space is monitored as part of the Travel Plan to understand if additional parking is required on-site.

On balance highways consider the proposed 11 additional car park spaces, alongside the overspill parking arrangements and the drive to improve the use of sustainable means as covered in the travel plan, to be acceptable.

Highways require the installation of electric vehicle charging (EVC) facilities a minimum of 1 EV charge point per 1000m<sup>2</sup> floor space/1ha site. Therefore, a minimum of 4 EVC spaces should be provided.

Confirmation is also required that standard parking bays will be a minimum 2.4 x 4.8m and disabled bays a minimum of 3.6 x 6m. All parking bays will be required to be formally demarcated.

It is understood that mini-buses entering the site will use the MHS drop-off area and that mini buses will queue around the car park to await the pick-up and drop-off of students. We have some concerns whether this can be accommodated particularly when the car

park is filling up at the start of the school day. We therefore require that a Car Park Management Strategy is conditioned as part of any approval.

It has been verified that community use of the venue and car park will remain as existing.

#### CYCLE SPACES:

Cycle spaces will increase from 120 to 150 for staff and pupil cycle parking. This complies with guidance from MCCs Strategy of one space per five staff and one space per three students. It is anticipated that the incoming cohort of students will not make use of these facilities. These cycling facilities will be used to cater additional staff and students from Cedar Mount Academy.

#### REFUSE AND SERVICING:

Submitted documents state that there are no proposals to amend the existing on-site waste provision. It would be useful to understand the refuse arrangements in more detail taking into account the increase in staff and student numbers and in this regard further information is sought from the applicant.

A swept path drawing (No. MHS-FC-HGN-FS-DR-D-0001) has been submitted which shows that a Coventry refuse vehicle at 11.150m can safely enter/exit and manoeuvre around the site. Further swept path analysis is requested with the use of an 11.5m refuse vehicle (standard size for Manchester City Council), to show that the vehicle can safely enter, exit and manoeuvre around the site.

#### TRAVEL PLAN:

A full Travel Plan should be produced for the development and include objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and the monitoring and review plan. The Travel Plan should monitor staff, student and visitors. Additionally, it is recommended that Melland High School liaises with Cedar Mount Academy to ensure their Travel Plans align. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

#### CONSTRUCTION MANAGEMENT PLAN:

Should the planning application be approved it is required that a Construction Management Plan be conditioned

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

In response to these points the applicant provided a travel plan, and the following comments:

The need for an RSA wasn't raised in their initial meeting with MCC Highways, but was subsequently raised and requested, and they entered into dialogue with MCC about that. However, an RSA is not a simple exercise and needs to be clearly defined before it is

undertaken. It requires a "Client Brief" to be developed. In our liaison with MCC Highways we requested this "brief" be issued to us so that we could then try to source suitable Road Safety Auditors. Their concern was that the RSA could potentially stray into areas which are not relevant to the expansion of MHS; and it would need to identify who the "client" was in order to address any issues that it raised. In their last e-mail communication with MCC Highways Officers they understood that the Brief was being developed by them, but they have never received that brief. The last e-mail communication is attached. Can they suggest that, to give MCC more time to develop the Brief, the need for an RSA to be undertaken becomes a planning condition, which can be addressed prior to the opening of the new school facility?

The building is only 1200m<sup>2</sup> in area and they had made provision for two EV charging points based on policy of 1 per 1000m<sup>2</sup> of building.

All bays will be 4.8m x 2.4m.

They agree to a car parking management strategy condition, and it is a good idea for the School to develop a strategy anyway, so they can manage the vehicle movements within their grounds. They suggest this could become a "pre-opening" planning condition.

The site is already serviced for refuse collections and there will be no change in these arrangements.

The submitted Travel Plan has been reviewed and accepted by the School and a Travel Plan Coordinator has been appointed.

The suggested construction management plan condition has been accepted.

Highways Services considered these points and made the following final comments:

Highways accepts the information they have received in the submitted documents and do not require anything further.

It is acceptable to have Car Park Management Plan, it is recommended that this is conditioned and attached to any planning permission that may be granted.

The applicant confirmed a 12m bus has been used within the car park to demonstrate that manoeuvres can be made safely, this is acceptable.

Highways recommends continual monitoring and management of the use of the refuse facilities to ensure there is adequate provision.

The submitted travel plan has been noted and is acceptable, it is recommended that this is conditioned and attached to any planning permission that may be granted.

It is acceptable to have a Construction Management Plan which will be conditioned and attached to any planning permission that may be granted.

Highways will support 2 EVC spaces based on the new floorspace of 1220sqm.

Transport for Greater Manchester - Made the following comments:

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) issued in support of the proposals and have provided comments in respect of the highway section.

## Highways Overview

### I. Trip Generation & Distribution

The assessment work contained within the TS demonstrates that the junction of Wembley Road / Melland Road is likely to be subject to an increase in over 30 vehicles per hour (vph). TfGM consider that any junction with an increase of 30 vph or more should be modelled to understand the impact on the highway network. It should be noted that correctly profiled traffic patterns should be used rather than a flat hourly profile.

TfGM recommend that a trip distribution exercise is submitted to demonstrate the routing of the new development trips through the junctions in the vicinity of the development during peak hours.

### II. Internal Access Arrangements

The TS denotes that the existing access arrangements serving the site will remain unchanged. The access points should ensure the provision of dropped kerbs and tactile paving with sufficient sightline visibility.

It should be noted that all turning manoeuvres associated with cars / buses / servicing vehicles will need to be contained onsite within the respective dedicated areas. This is to ensure that vehicles can enter and exit the site in forwards gear and to minimise the risk of conflict with pedestrians.

The TS confirms that the existing bus drop-off facilities within the site will be repositioned to accommodate the change in car parking layout. The new location should ensure there is a safe waiting area for pupils and doesn't impede the free flow of traffic within the site.

### III. Traffic Regulation Orders

'School Keep Clear' markings will need to be refreshed where already in place and implemented outside all vehicle access points and pedestrian access points serving the school site. This is to discourage indiscriminate parking associated with drop off / pick ups. Additionally, adequate junction protection should be considered surrounding the school. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

Site observations have confirmed that there are no 'SCHOOL KEEP CLEAR' markings provided to prevent parents parking near the access to the school on Wembley Road or Holmcroft Road. TfGM consider that appropriate provision should be provided to ensure safety and improved air quality for the school children.

Additionally, the TS reports that there are existing shortcomings in the pedestrian provision and as such TfGM would request that consideration is given to the implementation of parking restrictions in the form of double yellow lines along Wembley Road near to the main site access. This is requested given the pavement parking that currently occurs resulting in an unsafe environment for pedestrians.

### IV. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

## Site Accessibility

### I. Public Transport

Site observations have confirmed that the bus stops located nearest to the school site do not benefit from shelters. TfGM would request that consideration be given to the provision of shelters as part of the development. The applicant is advised to contact shelters@tfgm.com to discuss further.

### II. Active Travel

Site observations have confirmed that at the entrance to the school at the junction with Holmcroft Road there are no formal dropped crossings nor tactile paving. TfGM consider that these should be provided across all crossing points at the junction.

With reference to Paragraph 3.6.1 of the TS, TfGM would highlight that from the photographs provided the shared use footpath does not appear to be well maintained. TfGM consider that the applicant should update and provide a maintenance free alternative, ideally also increasing the width of the footway as 2.3 metres is too narrow for shared use.

The TS reports that the existing sustainable travel for staff to the school is extremely low. As such TfGM recommend that any measures to improve sustainable trips should be provided. This could also be reviewed as part of the Travel Plan.

### III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage staff and pupils to travel by sustainable modes. The TS confirms that 30 additional cycle spaces will be provided for the School.

TfGM would refer to the Local Highway Authority (LHA) to determine the number of cycle parking spaces required and whether this is acceptable.

Showers, changing facilities and lockers should be provided onsite for staff to accompany the cycle facilities. The cycle store should also be covered by sufficient security such as CCTV and appropriate lighting.

### IV. Travel Plan

An updated School Travel Plan should be produced. The objective of a TP is to reduce reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing staff travel by car and should feature a range of measures and initiatives promoting a choice of transport modes, and a clear monitoring regime with agreed targets. This is particularly important given the current parking problems, where demand regularly exceeds supply, resulting in inconsiderate parking that compromises pedestrian safety.

The Travel Plan should also cover details of arrangements for school bus parking and manoeuvring, along with a safe waiting area for pupils.

In response, the applicant has confirmed the following:

### Highways Overview

i. In their initial meeting with MCC Highways Officers, it was agreed that any traffic signal-controlled junctions subject to over 30 vehicles per hour needed to be modelled, as this information was needed by TfGM. they did specifically ask if the Local Authority required the priority intersections modelling, and were told that this information was not required by MCC

Highways. TfGM's comment above is a "recommendation", not a requirement, and they believed that the Local Authority did not require this information. If additional junction modelling is now required, this will result in additional cost and time delays to the project.

Appendix I of the Transport Statement details the Trip Distribution on the local highway network. Section 4.2 of the Transport Statement also includes the assessment of the generated vehicle trips. The Trip Distribution Exercise has therefore been completed and included within the report.

ii. Dropped Kerbs and tactile paving is already in place at the entrance to the school from Wembley Road.

The vehicle tracking exercise, included within the Transport Statement confirms that all turning manoeuvres associated with cars / buses / servicing vehicles will be contained onsite within the respective dedicated areas, and vehicles can enter and exit the site in a forward gear and to minimise the risk of conflict with pedestrians.

There is a safe waiting area for the boarding and alighting of the school buses adjacent to the drop-off/pick-up area.

iii. The layout of the existing access road to the site (i.e. at the junction of Holmcroft Road and Wembley Road) is such that "School Keep Clear" markings are not warranted - the existing double yellow lines offer the required protection, and are not abused during the school pick-up and drop-off. The parking on the highway at the school was not observed to be problematic during the school pick-up and drop-off. In 2016, double yellow lines were installed on the adjacent kerbsides, and if a "School Keep Clear" was warranted it would have been installed at that time. They don't believe there is a problem that needs to be addressed via the introduction of a "School Keep Clear" marking.

The double yellow line parking restrictions requested by TfGM are already in place. They were installed in 2016, and were observed during the preparation of the Transport Statement to be effective. They don't believe any extension of these markings is required. Any extension to the double yellow lines which are there at present would inconvenience local residents unnecessarily.

iv. The provision of a construction traffic management plan is agreed.

#### Site accessibility

i. This project is for the provision of additional special education needs (SEN) places at Melland High School. A limited budget is available, and is primarily focused on ensuring that there are adequate school places for the children of Manchester with SEN needs. The existing public transport provision in this area is more than adequate for the current and future needs. The cost associated with providing shelters to existing bus stops on the public highway cannot be justified for the limited budget which is available for the provision of SEN places. The majority of the children attending the school will have specific transport needs which require them to be transported to and from the school gates directly, by mini-bus, as is outlined within the Transport Statement.

ii. The existing access into the school at the junction with Holmcroft Road/ Wembley Road is provided with fully compliant dropped kerbs with tactile paving. They do not believe any additional provision is required.

TfGM are suggesting that, in order to approve this application, the school must acquire land, enough to provide a 5m wide cycleway as an alternative to the existing shared use footway cycleway which runs between Mount Road and Wembley Road? And then having acquired that land, they must then implement a much wider footway/ cycleway? If that is the case, then this will kill the project off. This project is a MCC funded project to provide 70 additional SEN places for the taxpayers of Manchester. Those places are to be provided at an existing SEN School. The pupils whose education will benefit from this development will not be riding bikes to the school - they have specific transport needs. They understand that the existing shared use cycleway/ footway is far from ideal, but it is certainly better than nothing, and is provided on land which is not owned by the school.

iii. It is considered that the proposed additional 30 cycle spaces meets the indicated cycle parking requirements.

iv. The travel Plan is already written, and agreed with the school. The Travel Plan Coordinator has been appointed; and the implementation of the Travel Plan is already underway.

TFGM considered these points and made the following final comments:

In respect of the additional information received, the content is noted.

With reference to the trip distribution HFAS have reviewed the trip distribution and have confirmed that it is acceptable.

In terms of the requests for contributions towards bus stops and active travel modes, they are just recommendations from an overview of the area, so there are no additional comments in this regard.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management, hours of operation, external lighting, external equipment, refuse, air quality and contaminated land.

Flood Risk Management Unit - Recommends that conditions are attached, to any permission, in relation to the implementation, management and maintenance of a sustainable drainage system.

Greater Manchester Police - No comments received

GM Ecology Unit - Makes the following comments:

#### Summary

The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds, invasive species and biodiversity enhancement measures can be resolved via condition and or informative.

#### Bats

The proposed extension will tie in to the existing building. The existing buildings were subject to a daytime assessment by a suitably experienced bat consultant and assessed as having negligible bat roosting potential. Based on the photographs I would agree. As individual bats can on occasion turn up in unexpected locations. An informative along the following lines is recommended to be applied to any permission:

Whilst the development has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

#### Other Protected Species

No evidence of any other protected species was found on or near the site and no suitable habitat located. Given the site is primarily hard standing they are satisfied that no further information or measures are required.

#### Nesting Birds

A small number of semi-mature trees and some ornamental hedge will be lost potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition along the following lines is recommended to be applied to any permission:

No works to trees or shrubs shall occur between the 1st March and 31st 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 provided that no active bird nests are present which has been agreed in writing by the LPA.

#### Himalayan Balsam

Species such as Himalayan balsam are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981, as amended. It is an offence to introduce or cause to grow wild any plant listed under this schedule. There is a stand of this species along the northern boundary of the school within a few meters of the red edge. Whilst potentially avoidable, it is recommended that a condition along the following lines is applied to any permission.

Prior to any development a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full unless otherwise agreed in writing by the LPA.

#### Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. A biodiversity net gain metric has been provided. Given the on-site baseline was only around 0.14BU it is likely that this development would have been exempt under the forthcoming guidance. Given the small area of amenity grassland and ornamental planting lost and associated bird nesting habitat and the extent of the school grounds, they have no doubt that net gain will be achieved on the site. The landscape proposals can be conditioned along with provision of at least one bird box.

Cadent Gas - No objections, subject to an informative being attached, to the decision notice, to highlight any potential impact upon nearby cadent gas assets.

#### **Issues**

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

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.

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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy DM 1 states 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.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Principle of development - The building is proposed within an existing school complex, and would provide a much needed facility for the school and wider community. It is a compatible school related use, which is mainly to meet the needs of the growing number of students requiring specialist high school provision and additional educational facilities. The development is considered to be acceptable in principle.

Need for volume of development - The city of Manchester is under growing pressure to accommodate the rising number of children presenting with complex Special Educational Needs. At present, Melland High School is well placed to respond to the increased demand, as they have a significant specialist staffing resource. At present there is an overall demand for 1795 places in the city with only 1630 built places across the specialist estate of schools, a shortfall of 165 places.

The school currently accommodates 186 students, between the ages of 11 and 19 and the applicants have indicated that the school aims to increase this to 256 students to meet some of the identified need in the Manchester Local Authority area. The expansion of the teaching and supporting facilities would therefore allow the school to better meet the needs of the existing students whilst accommodating additional students who can't currently access suitable

schooling within the area. The extended building would also introduce support facilities that they don't currently have.

The school currently occupies two floors in the first North and Central wings and first floor in the South wing of the Gorton Educational Village building it shares with Cedar Mount Academy. Melland High School is currently spread across five floor plates on the ground and first floor of the North and central wings and first floor of South wing of the GEV building with none of them linked without entering into the main corridor / street to the main accommodation stair and back across the main corridor. The applicants state that the nature of the children that attend the school means this makes it difficult for students and staff to move between areas. It is indicated that the school needs to be able to stand alone whilst also working as part of the overall building. Also, it is a factor that the very needs of the children make it inappropriate for them to travel large distances to school and they need to be able to access a school in close proximity to where they live. The school currently has 23 teaching spaces, together with specialist support spaces and the additional 8 teaching spaces will accommodate additional students whilst allowing better groupings of students associated to their needs.

It is therefore considered that the applicants have identified valid reasons for the volume of development that is proposed.

Scale/design - The existing school building is a very large monolithic building that is somewhat 'L' shaped with a central block running north-south, with 3 wings and a southern block all running east- west. The 3 wings do not extend as far eastwards, as the southern block, so the proposed building would not be viewed from the west or south of the site, and to the north and east it would be very much viewed against the backdrop of the existing building, being no higher than the existing building. With a flat roof and a choice of materials/colours, of largely brickwork and profiled cladding, that are considered to be in keeping with the existing building, the proposed development is considered to be in keeping with the existing building, that would not present a perception, of any significant increase in building mass, on site, than the existing building.

Site layout - The area of the site, on which the structure is proposed, currently consists of car parking and some small pockets of landscaping. To compensate, for the loss of 8 car parking spaces, 19 new spaces are proposed on an area of under-utilised informal grass land at the south of the site. This does not form a sports pitch or designated play area and is not used by the school for sporting activities. and the complex has substantial grounds including 3 sports pitches, and designated play areas, that are unaffected by the proposal. To compensate, for the loss of the small landscaped elements, additional landscaping is proposed in the car park and immediately in front of the extension. Also, additional low maintenance native hedging is proposed to be planted to southern and northern boundaries of the site. It is considered that the new planting would enhance the existing car park & soften the hard edges of the new build., and it is considered that the benefit to the school, of the new library, outweighs the loss of an area of unused land.

Traffic/access/car parking - As well as allowing for an increase in student numbers, it is anticipated that an additional 35 staff will be needed on site. The increase in staff numbers will result in the need for additional daytime parking provision for the school, which will have to be catered for onsite. The proposed plans indicate a net gain of 11 parking spaces, and whilst this increase is positive, in actuality it is likely that more than one third of the new staff would be arriving by car. In addition to the formalised new parking there is also an existing hardstanding area, located within the school grounds which has been identified as an overspill parking area on site, to accommodate any additional parking demand and to ensure that no overspill parking occurs on nearby residential streets. The applicants feel though that the additional traffic generated by the development would not result in more than an additional 30 vehicles passing

through any traffic signal-controlled junctions on the approach/exit to the school in the morning or afternoon peaks.

The applicants state that the additional student numbers will be accommodated by the school's pickup and drop off provisions, and no changes have been proposed to alter the current drop off and pickup facilities beyond repositioning the current minibus and school bus pickup area to accommodate the new building. The applicants do acknowledge though that the school should develop a Car Park Management Strategy to actively manage drop-off and pickup activity, to ensure pedestrian and vehicular safety as well as avoid any significant impact on the adjacent highway.

The proposal also includes the provision of an additional 30 cycle parking spaces for the additional 35 staff and 70 students, complying with the guidance from Manchester City Council's Core Strategy document of 1 space per 5 staff and 1 space per 3 students. Whilst the applicants anticipate is that the new incoming students will not make use of these facilities, the facilities will provide additional facilities to cater to the additional staff as well as students and staff from Cedar Mount Academy.

The applicants consider that the local roads are adequate in terms of width, condition and capacity, to meet the additional demand, and the existing 20 mph speed limit along Wembley and Hemsworth Road will remain, to help control vehicle speeds in the vicinity of the school. This is aided by traffic calming measures (including a toucan crossing, 20mph speed limit and speed humps) along Mount Road opposite an existing pedestrian passageway into Melland High School should also, in the applicant's view, provide sufficient vehicle control for this key pedestrian route.

Clarification of some points were sought, from Highway Services and TFGM, as explained in detail above. Ultimately, both Highways and TFGM, accepted the proposals, subject to management conditions, and it is considered that the site can accommodate the increased student and staff numbers, with the proposed additional vehicle and cycling parking provision deemed adequate. Overall, it is not therefore anticipated that this expansion will result in any significant impacts on the surrounding highway network.

Security - A Crime Impact Statement has been submitted, prepared by Greater Manchester Police Design for Security. In general the proposed scheme is considered to be acceptable, subject to the implementation of the additional security measures indicated in this statement.

Trees - The majority of existing trees are to be retained on site. . However, due to being located in the area where the development is proposed, two alder trees and a small group of trees (maple, birch, alder and willow), along with some hedges, are indicated for removal. These trees have been assessed as being of impaired quality. To compensate, for the loss of these trees, 15 new trees are proposed, which are of a wider girth, which will give a greater diversity of the age and class of trees on site, and which offer a greater diversity of species, thereby enabling a greater diversity of wildlife habitat, and, On this basis, the proposed tree works are considered to be acceptable

Ecology - The Greater Manchester Ecology Unit have stated that, in relation to contributing to, and enhancing, the natural environment, they have no doubt that the proposal would lead to net gain being achieved on site. They consider that there are no significant ecological issues, although some informatives/conditions are suggested, as indicated above.

Residential amenity - The proposed building would sit between the existing school building and residential properties on Rawsthorne Avenue. However, it would be approximately 55 metres, from these dwellings, and would largely be viewed against the backdrop of the existing school

building and it is not considered that there would be any visual amenity impacts, for surrounding residents. The new building would generate additional activity at the site, but the majority of this would be during the school day, and it is not considered that any additional comings and goings, or noise, generated at the property, would significantly intensify any existing disturbance to residents. In addition, the applicant has demonstrated, to the satisfaction of Highway Services, and TFGM, that the development would not lead to any adverse highway impacts, including the fact that sufficient parking is provided, to avoid any overspill parking in surrounding residential streets.

**Sustainability** - The applicants have indicated that a fabric first approach will be adopted, and good thermal properties and solar performance of the building envelope are proposed, by way of high performance double glazed windows and it is proposed to use Air Source Heat pumps to heat the new two storey building. They have also indicated that it is a funding requirement of building to achieve BREEAM Excellent. These measures are considered to be acceptable, in principle, subject to a condition relating to clarification of all measures incorporated into the final building.

**Refuse** - Bin stores are already located adjacent to the kitchen area with the service area immediately alongside, and the applicants do not propose to amend this arrangement. Environmental Health Officers recommend that further evidence is submitted to demonstrate that there is sufficient capacity within the existing arrangements for the anticipated significant increase in pupils and associated staff. An appropriate condition is therefore proposed.

**Accessibility** - The scheme is being designed to maintain and improve the prominent entrances with level access. clear routes and level horizontal circulation throughout, vertical circulation via compliant, accessible stairs and a lift and WCs/shower, suitable for a disabled person. These arrangements are considered to be satisfactory.

**Air Quality** - In relation to the construction and operations phases of the development there is the potential to impact on the air quality. With the implementation of the appropriate measures significant impacts are not anticipated during the construction phase.

Such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The main potential air quality impact once the proposed development is occupied is likely to be emissions from road traffic associated with the proposed development. In this instance , additional cycle storage facilities are proposed , and tree planting forms part of the proposed development. Conditions are also proposed to be attached to any approval to require the submission of a detailed travel plan relating to the individual activities being carried out at the site, and a condition relating to the submission of finalised details in relation to the location and number of electric charging points to be installed. On the basis of the proposed conditions, and measures to be incorporated on the site, it is considered that the scheme would not give rise to significant impacts to air quality in the vicinity of the site.

### **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 a right to a fair hearing and to this end the local planning authority 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation:** APPROVE

### **Article 35 Declaration**

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. Discussions have taken place with the applicant through the course of the application, particularly in respect of highways/traffic/car parking impacts/measures.

### **Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

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:

Drawings numbered 20-030 1000 rev A, 20-030 1001 rev A, 20-030 1002, 20-030 1003, 20-030 1110 rev A, 20-030 1100 rev D, 20-030 1101 rev C, 20-030 1102, 20-030 1111 rev A, 20-030 1200 rev C, 344 01 rev B and 344 02 rev B

Crime Impact Statement Version A, dated 26 November 2021 (ref: 2005/1726/CIS/01)

AEC Noise Assessment report dated 29 November 2021

Arboricultural Method Statement dated 2 December 2021 (ref: TRE/MHSM/Rev A)

Arboricultural Implications Assessment dated 1 December 2021 (ref: TRE/MHSM/Rev A)

Biodiversity Impact Assessment dated November 2021

Extended Phase 1 Habitat Survey & Daytime Bat Survey dated October 2021

Flood Risk and Drainage Statement dated December 2021

Applied Geology Report on Desk Study (ref: AG3331-21-AN30-Issue 3)

Flinders Chase Transport Statement (ref: MHS-FC-HGN-FS-RP-D-0001)

All stamped as received by the City Council, as Local Planning Authority, on 9 December 2021.

Drawing numbered MHS-FC-HGN-FS-DR-D-0002, stamped as received by the City Council, as Local Planning Authority, on 8 February 2022.

Design and Access Statement, stamped as received by the City Council, as Local Planning Authority, on 25 April 2022.

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

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be completed in accordance with these approved materials.

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 Manchester Core Strategy..

4) a) Before the development hereby approved commences, an intrusive site investigation (SI) and further assessment report, as indicated in the submitted Applied Geology Desk Study, dated December 2021 shall be 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 within each phase 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 in each phase 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 SP1 of the Manchester Core Strategy

5) Prior to the commencement of the development hereby approved, 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;

- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- Hours of working;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with

evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway

- Routing strategy of construction vehicles;
- A community consultation plan and;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles.
- Measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- A highway dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.

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 Manchester Core Strategy.

6) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. This should include evidence which demonstrates that there is sufficient capacity within the existing arrangements for the anticipated increase in pupils and associated staff, or the indication of revised scheme if such sufficient existing capacity is not demonstrated. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1, EN19 and SP1 of the Manchester Core Strategy.

7) Prior to any development taking place a method statement detailing eradication and/or control and/or avoidance measures (including the timeframe for implementation) for Himalayan Balsam shall be submitted to and agreed in writing to the City Council as Local Planning Authority. Any measures approved detailing avoidance, control and eradication measures (including the timeframe for implementation) shall be implemented in full, prior to the occupation of the building.

Reason - To prevent the spread of any invasive plants and in order to safeguard important wildlife habitats in the area, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.
- Where an application is part of a larger site it is essential that the new proposal does not compromise the existing drainage.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies DM1, EN14 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

9) 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:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies DM1, EN14 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

10) a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policy DM1 of the Manchester Core Strategy.

11) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

Prior to commencement of the use hereby approved the scheme shall be 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 site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

12) The development shall only be carried out in accordance with the approved security details contained in the Crime Impact Statement Version A, dated 26 November 2021 (ref: 2005/1726/CIS/01), stamped as received by the City Council, as Local Planning Authority, on 9 December 2021. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

13) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

14) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawings numbered 344 01 rev B and 344 02 rev B, stamped as received by the City Council, as Local Planning Authority, on 9 December 2021, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

15) 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy Development Plan Document.

16) All tree work carried out during the construction of the development hereby approved should be carried out 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy Development Plan Document.

17) No works to trees or shrubs shall occur between the 1st March and 31st 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 provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

Reason - To provide and ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended pursuant to policies SP1 and DM1 of Manchester's Core Strategy Development Plan Document.

18) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

19) Car parking at the site shall only operate in accordance with a car parking management strategy that shall be submitted to , and approved in writing by, the City Council, as Local Planning Authority, prior to the first use of the building. If, at a future time, a written request is made by the City Council, to review the car parking arrangements, within one month of such an

occurrence, revised arrangements, including any required highways mitigation measures, shall be submitted to and approved in writing by the City Council as Local Planning Authority, and be made available within a timescale to be agreed with the City Council, as Local Planning Authority, and shall thereafter be retained.

#### Reason

To ensure the effective management of car parking at the site and in order to reduce levels of any on-street parking in the vicinity of the site, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

20) Within 6 months of occupation of the new building an amended Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The revised travel plan shall relate to the educational activities being carried out at the site, and shall include:

- i) Measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;
- ii) A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
- iii) Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) Measures for the delivery of specified travel plan services;
- v) Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within 12 months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority

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

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

21) Facilities for bicycle parking at the development shall be completed and made available in accordance with details, including elevations of proposed storage facilities, that shall be submitted to and approved in writing by the City Council, as Local Planning Authority prior to the first use of the development hereby approved. The approved space and facilities shall then be provided prior to the use of the building commencing and shall thereafter 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 mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

22) Prior to the first occupation of the development hereby approved, finalised details in relation to the location and number of electric charging points shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then

be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason - In the interests of the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

## **Informatives**

1) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - [highwaylicenses@manchester.gov.uk](mailto:highwaylicenses@manchester.gov.uk)

2) Whilst the development has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health  
Greater Manchester Police

Robert R Stockfis Manchester Ltd, Sandfold Lane, Manchester, M19 3HW

3 Rawsthorne Avenue, Manchester, M18 7GA

1 Rawsthorne Avenue, Manchester, M18 7GA

50 Bratton Drive, Manchester, M19 3GW

52 Bratton Drive, Manchester, M19 3GW

54 Bratton Drive, Manchester, M19 3GW

56 Bratton Drive, Manchester, M19 3GW

58 Bratton Drive, Manchester, M19 3GW

60 Bratton Drive, Manchester, M19 3GW

62 Bratton Drive, Manchester, M19 3GW

64 Bratton Drive, Manchester, M19 3GW

66 Bratton Drive, Manchester, M19 3GW

68 Bratton Drive, Manchester, M19 3GW

70 Bratton Drive, Manchester, M19 3GW

72 Bratton Drive, Manchester, M19 3GW

74 Bratton Drive, Manchester, M19 3GW

76 Bratton Drive, Manchester, M19 3GW

78 Bratton Drive, Manchester, M19 3GW

Cedar Mount Academy, Gorton Education Village, Wembley Road, Manchester, M18 7DT

Gorton Education Village, 50 Wembley Road, Manchester, M18 7DT

169 Rawsthorne Avenue, Manchester, M18 7GA

167 Rawsthorne Avenue, Manchester, M18 7GA

165 Rawsthorne Avenue, Manchester, M18 7GA

163 Rawsthorne Avenue, Manchester, M18 7GA

161 Rawsthorne Avenue, Manchester, M18 7GA

159 Rawsthorne Avenue, Manchester, M18 7GA

157 Rawsthorne Avenue, Manchester, M18 7GA

155 Rawsthorne Avenue, Manchester, M18 7GA

153 Rawsthorne Avenue, Manchester, M18 7GA

151 Rawsthorne Avenue, Manchester, M18 7GA

149 Rawsthorne Avenue, Manchester, M18 7GA

147 Rawsthorne Avenue, Manchester, M18 7GA

145 Rawsthorne Avenue, Manchester, M18 7GA

143 Rawsthorne Avenue, Manchester, M18 7GA

141 Rawsthorne Avenue, Manchester, M18 7GA

139 Rawsthorne Avenue, Manchester, M18 7GA

137 Rawsthorne Avenue, Manchester, M18 7GA

135 Rawsthorne Avenue, Manchester, M18 7GA

133 Rawsthorne Avenue, Manchester, M18 7GA

131 Rawsthorne Avenue, Manchester, M18 7GA

129 Rawsthorne Avenue, Manchester, M18 7GA

131 Holmcroft Road, Manchester, M18 7WQ

121 Wembley Road, Manchester, M18 7WF

8 Harlow Drive, Manchester, M18 7WS

6 Harlow Drive, Manchester, M18 7WS

4 Harlow Drive, Manchester, M18 7WS

2 Harlow Drive, Manchester, M18 7WS

12 Harlow Drive, Manchester, M18 7WS

10 Harlow Drive, Manchester, M18 7WS  
137 Holmcroft Road, Manchester, M18 7WQ  
135 Holmcroft Road, Manchester, M18 7WQ  
133 Holmcroft Road, Manchester, M18 7WQ  
119 Wembley Road, Manchester, M18 7WF  
117 Wembley Road, Manchester, M18 7WF  
115 Wembley Road, Manchester, M18 7WF

## **Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH2