

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129076/VO/2021

Date registered valid: 11 January 2021

Proposal: CITY COUNCIL DEVELOPMENT Erection of a part three, part two storey detached school building (Class F1) with associated sports facilities, access, car parking arrangements, landscaping and boundary treatment following the demolition of existing cinema building

Address: Former Showcase Cinema, Hyde Road, Manchester, M12 5AL

Ward(s): Longsight Ward

Applicant: Manchester City Council Town Hall, Albert Square, Manchester, M60 2LA

Agent (if any): Mr Peter Campbell TetraTech Planning Quay West @ MediaCity:UK, Trafford Wharf Road, Trafford Park, Manchester, M17 1HH

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 27 April 2021

Application details

Type of application: Regulation 3 Consent

Development type: Smallscale Major Other

Date of site visit:

Standard consultations:

Printed: 13 January 2021 Expired: 3 February 2021

Neighbour notifications

Printed: 13 January 2021 Expired: 3 February 2021

Site notice

Posted: 17 January 2021 Expired: 7 February 2021

Press advert

Published: 19 January 2021 Expired: 9 February 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is currently occupied by the former Showcase cinema, which is in the process of being demolished in connection with a prior notice to demolish application ref: 129662/DEM/2021. The application site is located on Hyde Road, within the Belle Vue area of Longsight ward. The former cinema was classified as D2 Assembly and Leisure use, but following legislative changes on 1st September 2020 became a sui generis use. The site accommodates a derelict single-storey cinema building and large areas of hard surfacing formerly used for carparking (1000 spaces) and associated infrastructure.

To the western boundary of the site, there is an easement which is made up of a large coppice of woodland planting.

The site is not located within a conservation area and there are no listed buildings within or adjacent to the site boundary.

Planning History

Historically, the site formed part of the Belle Vue Zoological Gardens, which consisted of a fairground, pleasure gardens, zoo, concert hall and several boating lakes until the late 1980s, when it was closed and redeveloped for use as a cinema.

Planning permission for the erection of 14 screen multiplex cinema with associated car parking for 1,000 vehicles and siteworks including landscaping. (ref. 032047) was approved on 1st September 1988. The cinema closed in March 2020 in response to the Covid-19 pandemic and has remained closed since this time. The site is now under the ownership of Manchester City Council.

There are no recent planning history records for the site which are considered of relevance for the redevelopment of the site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of Area

The immediate surrounding area is characterised by buildings of varying heights, from single storey to three storeys. The surrounding buildings and land uses range from a large retail unit to the north west of the site on Hyde Road, a leisure facility (Bingo Hall), and a former snooker club to the east of the site, and pockets of residential areas located adjacent to the north east and west of the proposed development site. To the south east of the site is a former Greyhound racing stadium, which was been granted planning approval (ref: 122160) for a residential development comprising erection of 80 no. apartments within 1 no. part 3 part 4 storey block and 1 no. 3 storey block and the erection of 167 no. 2 and 2 1/2 storey dwellings with associated car parking, boundary treatments and landscaping, the creation of new roads and access points off Kirkmanshulme Lane, site remediation and other associated engineering works following the demolition of the existing buildings. There is also the BelleVue Sports Village, comprising a Speedway stadium with grandstand, an indoor sports centre and a 4G all-weather sports pitch to the south of Kirkmanshulme Lane.

Description of Development

The proposed development comprises a part two, part three storey secondary school, with 8610m² of new build floorspace, set in a 5.4 ha site. The area of the site to be developed amounts to approximately 4.1 hectares, with a significant part of the site parallel to the western boundary which is landscaped with trees, and subject to an easement being retained as part of the scheme.

The proposed school would provide an eight-form entry secondary school catering for a maximum of 1,200 students (once at full capacity) across the Year 7 to Year 11 age groups, (ages 11-16). The new school would be planned to open in 2022, with the first cohort of 240 pupils to the Academy being temporarily accommodated for the 2021/22 academic year at the neighbouring Connell Co-op College site (planning permission for this accommodation ref:128960/FO/2020 was approved 15.03.2021). Upon completion of the proposed development, the first year group, as well as the new year 7 cohort would move into the new school for the 2022/23 academic year. The projected number of teaching staff is 75, with an additional 55 supporting staff.

The proposed school building would be positioned on a similar location to the former Showcase Cinema building facing onto Hyde Road, and would be in the form of an 'L' shaped building. The school would generally be open between the hours of 0730 and 1645 hrs, with a breakfast club operating from 0730 hrs until the school starts, and after school activities for pupils until 1645 hrs.

The staff and visitor entrance to the proposed secondary school would face onto Hyde Road, with the area in front of the entrance being over sailed by the upper floors. The ground floor of the school would comprise a main hall/activity space, drama studio, sports hall and associated changing facilities, library (accessible to the community) and associated community room, classrooms, and associated dining hall and kitchen facilities. The main entrance, and secondary

entrances for pupils are located to the rear of the building, together with a further entrance to give direct access the sports hall and changing facilities, so it can be used outside of school hours by the local community. At first floor level would be a school library and further classrooms, with additional classrooms within the second floor element of the proposed development.

In addition, users from the community would have access via the main entrance for direct access into the main hall and dining area, for school's events and out of hours community use.

In addition to the main school building and attached sports hall, external facilities would include; car parking and pupil drop-off area; 1no. senior grass football pitch; 1no. junior grass football pitch; 1no. five-a-side grass football pitch; 1no. Multi-use Games Area (MUGA), (3no. tennis courts / 3no. basketball courts / 1no. five-a-side football court / 3no. net ball courts); 12no. grass training grids; outdoor recreational space for students, together with landscaping and retained green spaces.

The existing vehicle access to the site from Hyde Road is to be retained in an adjusted format, providing an aligned signalised junction with Hyde Road and Belle Vue Street. This access would form the primary vehicle access for the site. An existing secondary vehicle access at the southern end of the site would be retained from Kirkmanshulme Lane to be used on an infrequent basis for some servicing vehicles and for emergency access. Pedestrian and cycle access would be possible from both Hyde Road and Kirkmanshulme Lane.

A staff and visitor car park is proposed with 10 visitor spaces, 6 spaces for disabled users and 79 spaces for staff as well as a designated pupil drop-off area on the site, with 18 drop-off/pick-up parking bays. A cycle parking hub for pupils with capacity for 120 bicycles is proposed alongside the car park, with additional provision for staff (10 spaces) and provision for visitors at the main entrance (10 spaces). 10 electric charging points are proposed within the car parking area.

A designated servicing and bin storage area to the rear of the school building will be incorporated.

The building would be contemporary in design, but would comprise bluff blend and grey brickwork with dark grey vertical metal cladding.

Boundary treatments would predominantly be in the form of black coloured weldmesh fencing varying in height from 1.8m to 3.0m around the proposed MUGA, with 1.8m close boarded timber fencing used in some locations within the development.

The memorial stone relating to the Belle Vue Zoological Gardens located at the entrance to the site which would be retained as part of the scheme.

Consultations & Notification Responses

The proposal has been advertised in the local press (19th December 2020) as a major development and as being a development of Public Interest, and a site notice was displayed at the application site (17th December 2020). Notification letters have been sent to an extensive area of local residents and businesses.

Local residents and local businesses

An email has been received from a local resident, who advises that they are all for the change proposed, but would like to have speed bumps on Belle Vue Street for the safety of the school and their family. They raise concerns in regard to existing fast traffic speeds on Belle Vue

Street, and the potential for accidents. Furthermore, that when heavy good vehicles go over existing potholes in the street their house shakes.

They advise that when the local school sought to get traffic calming measures some time ago, that this was not possible due to the location of an ambulance centre. However, they advise that has now closed. The resident is worried about child and pedestrian safety, is concerned that once work starts this road will be a cut through for work vehicles, and is concerned about the problems may cause.

Highways Services (Local Highway Authority and Transport for Greater Manchester) -

09.02.2021- Advised that in terms of trip generation TfGM had reviewed the information provided and have found the methodology acceptable in principle. However, it was queried where the 30% figure has come from in terms of quantifying how many of these new trips would be offset from current trips along the A57 and needed this to be clarified.

TfGM had reviewed the modelling and provided a range of detailed comment and queries which were then forwarded on to the applicant.

- updated comments from TfGM follow on from the Highways Services comments below under a separate heading titled TfGM.

Vehicle Access

Any gates should open inwards and not impact the adopted highway, gates should be set back a minimum 5m from the edge of carriageway so waiting vehicles do not impede through traffic. At the point of vehicle egress, boundary treatments should be visually permeable from 600mm upwards

Pedestrians

At the Hyde Road / Belle Vue St / site access signal junction, controlled pedestrian crossings are to be provided across all junction approaches to facilitate pedestrian access.. This is welcomed and the signals design should be agreed with TfGM - note comments on junction design above.

Additional guard railing will be required on Hyde Road to guide pedestrians to the crossings and discourage inappropriate drop off activity in the vicinity of the school.

A pedestrian crossing with refuge island is proposed circa 140 metres west of the secondary site access on Kirkmanshulme Lane. Between the proposed pedestrian crossing and site access, Kirkmanshulme Lane would be narrowed in order to promote reduced vehicle speeds by using road markings and kerb buildouts. The proposed highway narrowing is welcomed however, the proposed pedestrian facility is considered insufficient to cater for the likely pedestrian flows at the end of the school day. It is recommended that a more appropriate and safer facility is proposed -similar to the crossing provided on Pink Bank Lane.

School Entrance Clear markings will be required at all pedestrian entrances. Guard railing is also required to prevent pedestrians walking straight out onto the carriageway.

The footway widths on Kirkmanshulme Lane should be confirmed, all footways should be a minimum 2m and dropped kerbs and tactile paving should be provided across vehicle accesses and at crossing points - this should include school entrance and Ellen Wilkinson. Any redundant vehicle accesses should be reinstated as footway. It is also note that the footway on the north side of Kirkmanshulme Lane would benefit from resurfacing - this should be included in the proposed highways works.

All works on the highway are subject to detailed design approval by MCC Highways and will form part of a S278 agreement with the local highway authority. Commuted sums are required for any non-standard materials/street trees on the adopted highway.

Although it is noted that there have been no significant pedestrian related accidents recorded within the study area, Highways officers requested that an independent pedestrian, cycle and road safety appraisal be undertaken on key routes to/from the proposed school to inform potential mitigation.

Car Parking

These proposed parking allocations are acceptable in principle,

Pick Up/Drop Off

The drop off spaces should be carefully managed to avoid conflicts in the car park, and a car park management plan should be a conditioned requirement.. A swept path showing coach access and egress has been provided and is acceptable in principle.

A 2m wide drop off bay is also proposed on Kirkmanshulme Lane from the proposed buildout (see below) to the site access, with a length of circa 60m and able to accommodate up to c. 10 cars. This is welcomed and the detailed design will be subject to a S278 agreement with the local highway authority. A suitable TRO should be implemented in this area to discourage any long-stay parking in the proposed drop-off area. It is recommended that the TROs to the east of the Kirkmanshulme Lane school entrance are also extended to prevent indiscriminate drop off activity.

School Start/End Times

Confirmation is sought regarding the proposed school hours and the start and end times of schools in the nearby locality. If possible, to reduce impact on the highway it is highly recommended that school times are staggered.

Limited detail has been provided regarding the provision of any proposed breakfast and after school clubs - this information should be provided. It is anticipated that these would aid the dispersal of traffic across the respective peak periods.

Cycle Access

To better facilitate cycle access, it is recommended that improved cycle facilities are incorporated into the proposed design for Kirkmanshulme Lane.

A secure covered cycle parking area is provided for 120 bikes, the monitoring of the cycle store usage should be included in the travel plan with a commitment to provide additional cycle parking as required.

The number of spaces in the staff store should be confirmed. Some additional visitor cycle parking should be provided. The provision of cycle parking should be conditioned.

Highway Safety - Accidents

There are a relatively high number of accidents in the local area, it is therefore suggested that a more robust argument as to why the proposed development won't exacerbate the issues may be needed. This is particularly the case as given it is a school, the development will likely lead to be a significant increase in vulnerable pedestrians around the site.

Speed/Traffic Calming

Speed surveys undertaken on Kirkmanshulme Lane in 2018 indicate that Eastbound the average speed was 31.2mph, and Westbound was 30.1mph. This is significantly in excess of the posted speed limit of 20mph.

It is proposed that Kirkmanshulme Lane will be narrowed for circa 140m from the entrance westwards to promote reduced vehicle speeds by using road markings and kerb buildouts. This is welcomed and the detailed design will be subject to a S278 agreement with the

local highway authority. It is also recommended that speed limit/school flashing warning signs are installed on Kirkmanshulme Lane to raise awareness of the secondary school entrance and to encourage drivers to reduce speed. This will be subject to a S278 agreement with the local highway authority.

A traffic calming scheme on along Kirkmanshulme Lane to be delivered in connection with a nearby housing development is referenced. However, there are concerns that if the school were to be occupied and the housing development is not implemented there could be highway safety issues on Kirkmanshulme Lane that are unresolved. Traffic calming should be in place pre-occupation of the school.

Travel Plan

Limited detail has been provided regarding the school catchment area, to better understand the routes to/from school a catchment plan of the existing temporary school pupils should be provided.

A framework Travel Plan has been submitted as part of the application, which is acceptable in principle. 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.

Servicing and waste management

It is recommended that collection takes place outside of the peak pick-up and drop off hours. A swept path assessment for a 11.2m refuse vehicle is provided, this is acceptable in principle.

Carbon Footprint

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Construction Management Plan (CMP)

Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction.

This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Any requirement for hoarding, traffic management, licenses etc should be discussed and agreed with the MCC Network Resilience team.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Suggested Conditions

- o Off Site Highways including junction improvements Belle Vue Street and narrowing Kirkmanshulme Lane with ped crossing/cycle facilities, guardrailing, TROs, flashing speed signs, resurface footway, dropped kerbs and tactile paving etc.
- o Pedestrian and cycle audit
- o Car Park Management Strategy
- o Cycle Store
- o Travel Plan
- o ELV
- o CMP

06.04.2021 - Updated comments

The scheme is acceptable in principle subject to the following:

Bay numbers unchanged – bay sizes should conform with MCC standards (2.4m x 4.8m for a standard bay and 3.6m x 6m for an accessible bay) separated by a 6m aisle width.

The barriers should allow largest expected vehicle to wait off the adjacent highway, so ideally be set back circa 11.5m from Hyde Road and Kirkmanshulme Lane – that is the length of MCC refuse vehicle.

08.04.2021 - Updated comments

In regard to the traffic calming design for Kirkmanshulme Lane, they would be looking for some cycle improvements. This would be of a similar form to the improvements that the Greyhound Stadium residential development were proposing which is a cycle lane along Kirkmanshulme Lane, this can be included into the traffic calming scheme (to be agreed/conditioned).

13.04.2021- Updated comments.

The supplementary information provided by the agent on 12th April 2021 is helpful, and acceptable in principle. It was also mentioned that he should discuss the requirements of a Stage 1 safety audit with the MCC S278 team as this is part of the S278 process requirements. The off-site highways works condition should include the following:

Pedestrian improvements at the junction of Hyde Road/Belle Vue Street to facilitate green man facilities across all arms of the junction;

TROs including school entrance markings on Kirkmanshulme Lane;

Guard railing at pedestrian entrances and to guide pedestrians to safe crossing points;

Dropped kerbs and tactile paving across the proposed Kirkmanshulme entrance

Traffic Calming Scheme for Kirkmanshulme Lane that includes, but is not limited to, a pedestrian crossing, speed cushions/buildouts, drop-off and pick-up bay, TROs, cycle facilities, electronic speed warning signs and footway resurfacing.

Other suggested conditions include:

- Car Park Management Strategy
- Vulnerable User/Road Safety Audit Stage 1
- Cycle Store
- Travel Plan
- ELV
- CMP

15.04.2021 -Highways Services have advised on this basis that although the Hyde Road/Belle Vue Street junction layout still needs some work should be acceptable at present as ultimately TfGM will design the junction in detail, but request the requirement for SCOOT works is included in the off site highway works condition.

20.04.2021- The Method statement/CMP provided is fine, so happy to proceed on that basis.

TfGM - 13.01.2021 – Requested that the LINSIG files be made available to validate the findings in the Transport Assessment. These were subsequently forwarded for consideration later on 13.01.2021.

TfGM – Updated comments

TfGM HFAS (Highways Forecasting Analytical Services) and UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) issued in support of the proposed development and have provided comments in respect of the highway section.

I. Junction Modelling

The layout of the proposed junction at Hyde Road/Belle Vue Street has been amended and the west to east alignment has been improved. It is still not clear if the junction can be accommodated in the existing carriageway width and local widening may be required. A survey will be required to ensure that the layout is feasible.

The issues that they highlighted with the modelling previously have mostly been addressed, although some lane widths are still higher in the model than shown on the layout;

- Hyde Road eastbound is shown as 6.02 m on the layout, but the combined width of the lanes in the model is 6.42m
- Hyde Road westbound right turn is shown as 3.2 m on the layout but a value of 4.1 m has been used in the model.
- The Addendum states that the width of the right turn lane on Belle Vue Street has been reduced to 4.0 m but it is still showing as 5.0m in the model.

Although the capacity of the junction has been overestimated, it will not have a large effect on the results.

The results indicate that the junction will operate below practical capacity in year 2027 with the inclusion of an all-red pedestrian stage.

The results tables for Hyde Road/Mount Road/Kirkmanshulme Lane have been clarified and they indicate that in 2027, the development will increase junction delay from 147 s/pcu to 161 s/pcu during the am peak.

II. SCOOT Infrastructure

TfGM recommend that SCOOT infrastructure is added to the Access arm of the Hyde Road/Belle Vue Street junction and that the local SCOOT network is updated, which will include some extra ducting and detector loops.

Environmental Health - recommend that conditions relating to delivery hours, fume extraction, a Construction Management Plan, external lighting, acoustic insulation of external plant, together with restrictions to the hours of use of the pitch, storage of refuse in accordance with the submitted waste management strategy, air quality, and contaminated land are attached to any approval.

They advise that a kitchen fume extract strategy report needs to be submitted for approval. The strategy should include risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial

Kitchen Exhaust Systems' dated September 2018. Details should also be provided in relation to replacement air)

Furthermore, that additional information is required in addition to the submitted acoustic report with the applicant needing to confirm that all external plant at the development would be switched off overnight (including any refrigeration units serving kitchens, air conditioning/heating units etc). If this is not the case then the applicant will need to amend the acoustic report to reflect this. The applicant will also need to confirm details of the external plant to be installed at the development and confirm that the noise limits set out in the acoustic report are not exceeded.

They also advise that a restriction of hours of use of pitch needed, as the acoustic report submitted with the application suggests that noise mitigation measures are required to reduce noise from outdoor pitches etc so as not to cause disamenity to nearby residents when in use. In addition to the above condition, the applicant will also need to confirm the mitigation measures to be installed and confirm that they are sufficient to reduce noise from the outdoor pitches.

In regard to air quality they recommend proposals for best practice principles for both the design and operational phases: MCC's Electric Vehicle Charging Best Practice Recommendations include minimum 25% EV charge points, and cable routes for all other spaces for this development, and reference should be made to IAQM/EPUK guidance at <http://iaqm.co.uk/guidance> for other considerations, for example boiler emissions.

10.03.2021 Updated comments - The Phase II report is fine now that their queries are answered. They would need to see the report for the additional ground investigation which will be undertaken once the existing cinema is demolished.

20.04.2021 – In regard to the revised CMP they request a bit more information on how noise from site will be managed. Although some information is provided, the document does not state what the upper limits of noise from the site are, how noise from site will be managed, who will be responsible for taking corrective action if levels are exceeded etc.

Also, the document states that vibration is not expected to be an issue but again, no limits are provided and no information as to the 'unusual activities' which may cause disturbance.

Arboricultural Officer – Has confirmed that most of the tree removals on this site are situated in the inner section of the site and are not easily visible from the road.

The site has a heavily treed perimeter which offer an excellent green screen for the residents and road users.

The applicant has proposed to plant more trees around the perimeter to mitigate the loss of the on site trees.

All construction work must be carried out in accordance to BS:5837 and any necessary tree protective fencing should be erected to ensure the retained trees are not damaged by the storing of materials or machinery.

Design for Security - having looked at the documents submitted, recommend that a condition to reflect the physical security specifications set out in section four of the Crime Impact Statement should be added, if the application is to be approved.

Greater Manchester Ecology Unit - have considered the proposal and the submitted information: -

They have advised that the report appears to have used reasonable effort to survey the habitats on site and make an assessment of their suitability to support protected/species of principal importance (Section 41, NERC 2006 [Natural Environment & Rural Communities Act]). Furthermore, that the survey was conducted in November which is recognised as suboptimal for the majority of surveys, but given the nature and current condition of the site this is not considered to be a constraint on the assessment and does not invalidate its findings.

The Report concludes that the site supports a building of negligible value to bat roosting and the surrounding habitats within the site are of only local and in part limited value to biodiversity. There is currently no known reason to contradict the findings of the Report and the application can be forwarded to determination in respect of biodiversity without the need for any further work.

The recommendations of the report should be secured via informatives / conditions to ensure that the following are implemented: -

Ø Japanese Knotweed- The JK Report indicates that there are stands of Japanese knotweed across the site. The submitted JK report includes a methodology, but for the avoidance of future doubt, Method Statement would include: -

- Detailed mapping of the distribution of the plant across the site.
- Suitable signage and protection from vehicle tracking and/or earth moving. This is usually 7m from above growing parts of the plant
- Treatment programme . GMEU cannot recommend which method of treatment is most appropriate but advise this may be on or more of the following –
 - o Spraying over multiple seasons (3 – 5 years). An Environment Agency permit might be required to treat the plant adjacent to a watercourse
 - o Root/rhizome injection (3 years)
 - o Burying on site with suitable depth and geotextile root barrier membrane
 - o Removal and disposal at a licenced tip
- Biosecurity protocols for machinery and soil handling & storage
- Monitoring and retreatment programme for minimum of 5 years post site clearance.

Ø Tree protection of retained trees and scrub to be conditioned

Ø Design of the external lighting scheme, particularly along the western and north western boundaries, to be conditioned as identified within 5.1.11.

Ø Potential Roost Features in trees – moderate potential The Report concludes (section 5.1.4) that the site supports trees (T16 & T19) and trees within Group 8 that are identified as having moderate potential value to bat roosting. Pre-commencement inspections of these trees and activity surveys are required. This should be implemented via a condition and the results submitted in writing to the Planning Authority with any changes in conditions, need for additional mitigation and/or licences.

Ø Potential Roost Features in trees – low potential Section 5.1.7 identifies a number of trees which should be felled using Reasonable Avoidance Measures. The details of this should be provided, agreed and implemented via condition. This includes the need to stop work until advice has been sought and implemented from the consultant ecologists if bats are unexpectedly found or suspected during any operations.

Ø Breeding birds – Condition vegetation clearance including trees, shrubs and undergrowth (eg bramble) should avoid of the breeding season (March – August inclusive) unless it can be demonstrated that there is no nesting activity present. All wild birds are protected whilst nesting (Wildlife & Countryside Act 1981).

Ø Landscape Specification – The planning specification did not appear to be appended to the landscape plans. GMEU would be willing to comment on the submitted detail if a clean copy of the plan can be supplied.

· The Report makes some recommendations (section 5.1.10) in respect of biodiversity enhancement as guided by the NPPF (February 2019, paragraph 175 d)), however, this does not appear to be translated to the landscape plan. Therefore notwithstanding the landscape proposals it is recommended that a Biodiversity Enhancement Plan is conditioned and subsequently implemented on any permission if granted.

Comments on revisions to plans 12.04.2021 - Advise they have noted the new planting and the wildflower grassland, but still seem unable to locate the species specification for the scheme. However, as indicated previously GMEU have no substantive objections to the proposals as indicated in their original response

Environment Agency - Have no objection to the proposed development and recommend that the following conditions, outlined below, are included as part of any subsequent planning approval.

Groundwater and Contaminated Land

The Groundwater and Contaminated Land (GWCL) Team has reviewed the submitted reports with respect to the potential risks to controlled waters from land contamination.

However, it has been identified within the current reporting that further site investigation works are to required characterise the areas of the site currently inaccessible for investigation. As part of further investigations of these areas it is possible that adverse contamination may be identified which necessitates remedial action.

In light of the above they recommend the following planning conditions are included as part of any subsequent planning permission granted for the site.

Condition [1] - Previously Unidentified Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

Condition [2] – Piling

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

Reason -To ensure that the proposed piling activity is protective of controlled waters in line with paragraph 170 of the National Planning Policy Framework.

Advice to Applicant / Agent

The redevelopment of the site may give rise to waste management and groundwater issues, and the Environment Agency has provided detailed advice in regard to re-use of material on site ; waste to be taken off-site and dewatering activity to be forwarded to the applicant.

Flood Risk Management Officers – Have recommended a pre-commencement condition relating to surface water drainage works, and a condition relating to the maintenance of the drainage system , which are detailed below

Condition 1: No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

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

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

- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of achieving greenfield runoff rates, where feasible.
- Existing Brownfield run-off rates should not include an additional 40% for climate change allowance as this will offset the 50% betterment. Therefore, existing brownfield rates should be calculated using no climate change allowance – however the proposed drainage system should be designed to attenuate up to the critical 1 in 100 year event plus 40% climate change.
- Survey of the proposed point of outfall to confirm location and invert levels.
- 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 40% 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.
- Hydraulic calculation of the proposed drainage system.
- United Utilities are unlikely to accept the surface water flows from the sports pitches as this would be classed as land drainage. Therefore, further ground investigations should be carried out (in the areas of the proposed sports pitches) under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices (below the made ground level if possible). Proposal of the attenuation that is achieving half emptying time within 24 hours.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. This should include if UU will accept the drainage from the sports pitches. An email of acceptance of proposed flows and/or new connection will suffice.
- Construction details of flow controls and SuDS elements.

Condition 2: 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.

GMAAS – Have advised that they are satisfied that there is no archaeological interest that will be impacted on by the proposed development.

Sport England – in summary Sport England support the application, subject to conditions, as it is considered it meets Sport England 'Planning For Sport' objectives and section 8 of the NPPF. The conditions required relate to:

- Ground Condition Survey and Pitch Specifications to be undertaken by a Sports Turf Specialist
- Community Use Agreement

It is understood the proposal intends to provide:

1. 3 court MUGA
2. Senior Football Pitch 106m x 70m including minimum 3m run off
3. Junior Football Pitch 88m x 56m including run off
4. Training Grids
5. 5v5 pitch 44m x 33m including run off
6. Summer sports overmarked onto the winter sport pitches to include cricket, 2no. rounders pitches, grass sprint track and rugby training area 116m x 77m
 - a. it should be noted the outfield for rounders should be 100m x 60m not the 50m specified on the plan
 - b. As the summer sports are not shown overlaid onto the winter sports it is not clear whether the cricket wickets fall between the football pitches or not. Cricket wickets should be located between the pitches and not encroach into the playing area or within the 3m run off of the pitches.
7. 4 court sports hall measuring 594sqm. This size is suitable for recreational curriculum and recreational community use but is not large enough to support competitive play. A community size hall of 690sqm is required if the school and/or community use intends competitive play.

An Agronomy Report has not been submitted that shows the underlying ground conditions are acceptable for pitch construction. A condition is required to ensure a Ground Condition Survey and Assessment, and pitch specifications based on the findings of the Assessment are submitted and approved prior to commencement of the playing field construction. This is to ensure the pitches are constructed and designed to meet Sport England's 'Natural Turf for Sport' standards and that the dimensions of each pitch, winter and summer, meet the relevant National Governing Body of Sport requirements.

This proposal will help address some of those deficiencies as long as community use

of the pitches and sports hall is formally secured. For that reason a condition requiring a Community Use Agreement to be agreed and secured prior to first use of the sports facilities is required.

An informative is also requested to be attached to any approval advising that Sport England recommend that the Assessment and Scheme is developed by a specialist turf consultant/Agronomist. Furthermore, that the applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled 'Natural Turf for Sport' (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.

EIA screening

The proposed development of a secondary school on the site of the former Showcase cinema site was subject to a screening opinion following a request from the applicant dated 18st December 2020 . In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) was required to support the proposed development, Manchester City Council, as Local Planning Authority, took into account the supporting information contained within the applicants correspondence, and the supplied drawing refs: Existing Site Red Line Plan – Dwg no. XX-DR-L-90-0001 Rev P01; and Proposed Site Landscaping Plan – Dwg no. 08191-SPACE-00-XX-DR-L-01-001. It was also noted that assessment in their correspondence has been informed by the following documents:

- Existing authorised land use and proposed land use;
- Bat Survey – Showcase Cinema;
- Ecological Desk Study and Site Visit;
- Arboricultural Assessment of trees on and adjacent to the site;
- Highways Scoping Report;
- Phase I Geo-Environmental Desk Study; and
- Phase II Ground Investigation & Assessment.

It was concluded that this development would have some impact on the surrounding area. However, it was been judged that these would not be significant to warrant a formal Environmental Impact Assessment. Therefore, the opinion of the City Council, as Local Planning Authority, was that an Environmental Impact Assessment was not required in this instance. A screening opinion to that effect was issued on 31st December 2020.

Policy Context

Land Interest

The City Council has a land interest in the site, and the proposal.

National Planning Policy Framework (NPPF)

National Planning Policy Framework (NPPF) - This 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.

The Framework has been related to the proposed development, with particular emphasis given to the following:

Chapter 8: Promoting healthy and safe communities

Paragraph 91 states that planning decisions should aim to achieve healthy, inclusive and safe places which:

- a) Promote social interaction;
- b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;

Paragraph 92 discusses the importance of providing social, recreational and cultural facilities and services that communities need.

Paragraph 94 specifically relates to the provision for school places and states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- Give great weight to the need to create, expand or alter school through the preparation of plans and decisions on applications; and
- Work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

It is considered that the proposal would facilitate the development of a new modern secondary school on the site of a former cinema to meet demand in the east of Manchester. The proposals will provide safe and accessible new sports facilities for use by the school and local community. It is not considered that the development would harm residential amenity. Chapter 8 would therefore be positively responded to.

ii. Chapter 9. Promoting sustainable transport

Paragraph 108 states that in assessing applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be made dependent of the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The development would be used by students who are likely to walk or get public transport to the premises. The proposed school would be located on Hyde Road which has numerous frequent bus services, and is in walking distance of further bus services on Mount Road and rail services at Belle Vue Station at the junction of Hyde Road and Mount Road. Cycle storage facilities are proposed within the development, and the application is accompanied by a Framework Travel Plan. The development would therefore incorporate sustainable transportation options and chapter 9 would be positively responded to.

ii. Chapter 12: Achieving well-designed places

Paragraph 124 states that the creation of high quality 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.

Paragraph 127 states that planning and decisions should ensure that developments:

- o Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- o Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- o Are sympathetic to local character;
- o Maintain a strong sense of place;
- o Create places that are safe, inclusive and accessible and which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In this case, the development would involve the erection of a part three, part two storey detached school building (Class F1) with associated sports facilities, access, car parking arrangements, landscaping and boundary treatment following the demolition of existing cinema building. The proposed built form has been designed to be contemporary in nature and is considered to be acceptable in terms of its form and siting.

On this basis, it is considered that chapter 12 would be appropriately responded to.

iii. Chapter 14. Meeting the challenge of climate change, flooding and coastal change

Paragraph 150 seeks to ensure that new development is planned in ways which help to reduce greenhouse gas emissions through means such as through its location, orientation and design.

Paragraph 153 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption.

,Paragraph 155 seeks to direct development away from areas which are at the highest risk of flooding.

Paragraph 163 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment.

Paragraph 165 specifies that major developments should incorporate sustainable urban drainage systems, unless there is clear evidence that this would be inappropriate. These systems should take account of advice from the lead local flood authority; have appropriate proposed minimum operating standards; have maintenance arrangements in place to ensure an

acceptable standard of operation for the lifetime of the development; and have multifunctional benefits, where possible.

The proposed development has been designed with a fabric first approach, and through location, orientation and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

iv. Chapter 15 - Conservation and enhancement of the natural environment

Paragraph 170 sets out that planning decisions should enhance the local environment through means including:

- Minimising impacts on and providing net gains for biodiversity;
- Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water, noise pollution or land instability.

Paragraph 178 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination.

Paragraph 180 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should:

- Mitigate and reduce to a minimum the potential adverse impacts resulting from noise from new development;
- Limit the impact of light pollution from artificial light on local amenity.

The proposed development has been designed in the knowledge of the ground conditions present at the site. Furthermore, the proposed landscaping scheme would retain all the trees on the periphery of the site include those present on the area of the easement to the western margins of the site, and include significant levels of new tree planting. Careful consideration has been given to the external lighting being proposed, together with the associated lux levels.

On this basis, it is considered that chapter 15 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

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

Core Strategy

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

Appendix C of the Core Strategy has a list of superseded policies and their replacements.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

Policy SP1 - Spatial Principles

The secondary school proposal in Longsight ward will make a positive contribution to the neighbourhood by improving local services: it will improve access to local sports facilities - both the external grass pitch, MUGA and the sports hall will be publicly accessible. It will also provide improved educational facilities in the local area.

Policy EC 1 - Employment and Economic Growth in Manchester;

The proposal would lead to the creation of new jobs. This aspect of the scheme is considered on detail elsewhere in this report.

Policy EC 2 - Existing Employment Space

Whilst the proposed development would involve the loss of a former cinema, the cinema has been vacant for a number of years. The creation of a secondary school of the site would broadly accord with policy EC2, in that it would enable the site to continue to facilitate employment in this area of Longsight .

Policy EN 1- Design Principles and Strategic Character Areas

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

Policy EN 3 - Heritage

Historically the site was occupied by Belle Vue Zoological Gardens, and there is a memorial stone and plaque within the existing landscaped area to the Hyde Road frontage, which would be retained in situ. The building on the site is not listed nor a non designated heritage asset. In view of the observations from GMAAS , it is considered that there is no archaeological interest that will be impacted on by the proposed development.

Policy EN 8- Adaptation to Climate Change

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

Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.

Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways

The need to control overheating of buildings through passive design

The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

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

The new building will be a well-insulated modern building thereby reducing carbon emissions. This in conjunction with the proposal to incorporate the installation of electric vehicle charging points is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

Policy EN 9 - Green Infrastructure

The proposed development would lead to the creation of additional green space due to the additional areas of soft landscaping for informal play and the provision of a grassed sports pitch within the site .

The site is not located within the Manchester Green Infrastructure Network.

Policies EN 10, EN 11 and EN 12 - Open Space, Sport and Recreation Facilities

The proposed development would include the provision of a senior grass football pitch, a junior grass football pitch, together with a . five-a-side grass football pitch, and a Multi-use Games Area (MUGA), (3no. tennis courts / 3no. basketball courts / 1no. five-a-side football court / 3no. net ball courts). In addition there would be 12no. grass training grids, and outdoor recreational

space for students, The proposals will provide accessible high quality, sports facilities that will be available for use by local residents out of the core times required for use by the school.

The proposed indoor sports hall and would also provide a further sporting facility which would also form part of a community access agreement. It is considered that the proposed development would contribute the level of sports facilities available locally for used by both the students and the local community, and accord with policies EN10, EN11 and EN12.

Policy EN14 -Flood Risk

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

In addition to the requirements for site-specific Flood Risk Assessments (FRAs), an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.

The application is accompanied by a Flood Risk Assessment and Outline Drainage Strategy rev.P01 January 2021, which identified that the site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1. This issue is dealt with in greater detail elsewhere in this report.

Policy EN15- Biodiversity and Geological Conservation

Trees are to be retained where possible, which effectively means that for the most part trees within the site which are located towards the periphery would all be retained. It is, however, proposed to incorporate significant levels of tree planting as part of the soft landscaping scheme. It is also proposed to provide bird and bat boxes to improve biodiversity at the site. This issue is dealt with in greater detail elsewhere in this report.

Policy EN16 - Air Quality

The application is accompanied by an Air Quality Assessment. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN18 - Contaminated Land and Ground Stability

The site investigation shows that there is some contamination on the site due to its history of industrial uses. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN19 - Waste

Plans have been submitted which show the location of the proposed bin store together with details on the type of waste and capacity of the storage proposed. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy T1 - Sustainable Transport

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

The proposed development is located within an area served by numerous bus services on Hyde Road and Mount Road, and is in walking distance of Belle Vue Station on Hyde Road close to the junction with Mount Road. The proposal includes measures to support future sustainable travel, including a high level of cycle parking and the adoption of a Travel Plan. which would accord with the aspirations of Policy T1.

Policy T2 Accessible areas of opportunity and need

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

The submitted Transport Assessment indicates that the site benefits from a good level of accessibility by all transport modes. Measures are included as part of the development to support non-car access. Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. The supporting information which had been submitted indicated the level of parking that will serve the development, in conjunction with the travel plan would meet the operational needs of the proposal, and would therefore accord with the aspirations of policy T2.

Policy DM1 Development Management

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

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

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

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines. The importance of considering the needs of children and young people in the proposed design of open space areas is also recognised, with particular reference given to the requirement for safe routes to schools needing to be an integral feature of new development schemes.

Guidance within Chapter 3 requires developments to be fully inclusive and accessible for all and take into consideration the requirements of disabled people. Chapter 4 seeks the adoption of energy efficient design. In respect to non-residential developments the guidance identifies that the City Council will encourage developers to use the BREEAM standards to assess the environmental performance of buildings and that development should achieve a post construction rating of 'very good'. However, the guidance indicates that alternative modelling tools that enable the developer to exceed the requirements of BREEAM are also encouraged. Chapter 8 promotes consultation with Greater Manchester Police, to incorporate measures to help crime prevention through design

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

Manchester Green and Blue Infrastructure Strategy

The Manchester Green and Blue Infrastructure Strategy Action no.5 seeks to embed green infrastructure as part of the school new build and major refurbishment. This proposal would increase the levels of soft landscaping at the site, and incorporate a grassed sport pitch on areas currently occupied by hardsurfacing, thereby according with the objectives in the strategy.

Issues

Principle of use

The proposed development is located on the site of the former Showcase multiplex cinema site in Longsight ward.

National Planning Policy gives considerable weight to proposals for a new school. The provision of a new secondary school to serve this area of Manchester is therefore afforded weight in its own right, with this location being accepted in principle for educational development.

Educational Need

The Core Strategy recognises the importance of education to the social and economic progress of the city. Objective 1 'Spatial Principles' (Policy SP1) refers to improving access to education by locating it in areas that reduce the need to travel and providing good access to sustainable transport provision.

Over recent years Manchester's population has experienced significant continued levels of growth. East Manchester has seen substantial levels of development over recent years, significantly increasing the resident population in the area.

There are presently large cohorts of primary school aged children in the area, as has been

identified in the school census, and this will lead to a subsequent need and demand for future secondary school places. There is also a long-established trend of in-year applications for places at both primary and secondary schools in the area, with pupil cohorts increasing throughout the academic year. As a consequence of this demand, the Council has identified there is a need to establish and open a new secondary school in East Manchester by September 2021.

The Council's latest School Places & Admissions Report, published in February 2020, provided data relating to 2019 school admissions and pupil forecasts. Section 2 of the report states that the September 2019 Year 7 mainstream intake was 6,295 and that further demand was anticipated as families move into the city. This is projected to increase to 6,732 places for the September 2020 intake, 6,952 for the September 2021 intake and to 7,046 in September 2022. The projected increases are linked with a noted rise in demand for, and a recorded trend of increasing pupil numbers entering primary school education.

The report notes the Council has been seeking to safeguard sites for future development to accommodate a new secondary school in East Manchester to meet the growing need for places, and specifically identifies the Showcase Cinema site as a preferred option to develop a secondary school. The increased demand within East Manchester was originally intended to be met through the development of a secondary school at Matthews Lane, however a decision was taken to abandon this site due to significant costs which would have exceeded the Department for Education's affordability measures. The decision to progress the Showcase Cinema site to provide a new secondary school has subsequently been taken to address the need within East Manchester.

Paragraph 94 of the NPPF identifies that the Government places great importance in ensuring a sufficient choice and supply of school places are available to meet the needs of existing and future communities. Given the identified need to provide additional secondary school places in East Manchester, it is considered that the proposed development accords with the aspirations of the NPPF to supporting educational development and the provision of school places.

Loss of Employment

Whilst the scheme would involve the loss of an employment generating use, the site is currently vacant following the permanent closure of the cinema complex. The proposed development would have the potential to deliver economic benefits to the area, by the provision of employment opportunities directly at the school, and would lead to the development of a secondary school, which would provide students with qualifications they will need to secure employment, apprenticeships or to continue their education, which would broadly accord with policies EC1 and EC2.

Design and Appearance

The proposed development has been designed in the form of an 'L' shaped building in a similar location on the site as the former Showcase Cinema, in that it has been sited to be in proximity to Hyde Road, and would contribute to the street scene on a busy main radial route into the City.

The location of the building would enable (for the most part) the tree planting and soft landscaping to the perimeter of the site to be retained, and provide a mature landscaped setting to the proposed building.

The proposed building would be part three, part two storeys in height. The height of the development has been assessed in relation to the character of the surrounding area, in particular the two storey residential element of the houses to the west of the site beyond the retained easement planted with trees, and to the north of Hyde Road, together with the

commercial buildings to the north west and east of the site . The proposed school would be located further west within the existing site than the former cinema building, but would be a significant distance from existing buildings on adjacent sites. Given the location of the building it is considered that the proposed scale of the proposed development is a suitable and appropriate response to the local area in which it would be located.

The school would be contemporary in design and comprising buff/grey brickwork for the double hall sports hall element within the eastern section of the building, and for the three storey rearward projecting part of the building. A contrasting brick has been chosen for between the windows to break up the large brick elevation, and grey brick has been chosen for the main core of the building.

The central core and public facing block are composed of a grey brick base with dark vertical metal cladding above. The cladding on the upper levels is proposed to be used to assist in the reduction of the mass of this central block. A central glazed area is proposed the key performance spaces and the sports hall. It is considered that the proposed palette of materials would be acceptable in this location, however, in order to fully assess the impact of the suggested materials it is recommended that a materials condition is attached to any approval to require the submission of samples.

Visual Amenity

It is inevitable that the proposed building on this site will result in a visual change in the locality. The design for the school building has been formulated to assimilate appropriately to its surroundings and the host site, and is considered to be in-keeping with the scale of neighbouring buildings in the surrounding locality. The school building itself would be set back within the site, but would have a frontage to Hyde Road, and would create a focal point in the streetscene.

The site is not considered to represent a particularly sensitive location in respect to visual amenity. The design proposed is considered to be appropriate for the existing character of the surrounding physical environment, using high quality materials to provide visual interest within the Hyde Road streetscene , through presenting a modern contemporary design. This includes the incorporation of a distinctive expansive plaza to be created in front of the school's front elevation. Furthermore, the proposals will be supported by a complementary landscaping and planting scheme to enhance the setting of the scheme within the Hyde Road streetscene,

There are no heritage assets which would be potentially impacted by the proposals. The application site is not within a Conservation Area and there are no Listed buildings in the neighbouring vicinity which the development proposals would potentially impact the setting of.

Residential Amenity

There are some residential properties facing the site where the proposed school would be located. The development of the site with built form will undoubtedly have some impact, however, it is not considered this would be significant, particularly as the proposed building would only be part three , part two storeys in height and located centrally between the western and eastern boundaries of the site.

The orientation and siting of the school building has been designed to provide suitable set-back distances to the surrounding neighbouring properties in order to reduce the level of impact on the amenity of the occupiers of nearby dwellinghouses to the north and east of the site, and retain appropriate levels of privacy and amenity for all neighbouring occupants

The closest neighbouring properties to the proposed school building are residential properties found to the west of the site, the nearest of which are on Bracewell Close where a number of properties have private rear garden which share their boundary with the western site boundary. At the close point there would be a distance of 27m would be retained between the rear boundary of the closest residential property and the eastern elevation of the school building. This would provide a minimum elevation to elevation separating distance of 33m. The majority

of properties found to the west of the site would be sited a significantly greater distance away from the school building.

In addition, mature trees and vegetation lines the western boundary of the site which will serve to provide screening between the school building and the neighbouring residential properties.

Given the combination of the landscaped buffer and distance involved between the proposed school buildings and existing properties it is considered that there would be no undue harmful impact.

In the southern half of the site the sports pitches have been sited as far as feasible towards the eastern boundary, away from the neighbouring residential properties. The lighting scheme does not include the installation of floodlighting to the proposed pitches, so subject to a suitable condition controlling the hours of use, it is not considered that the proposal would give rise to unacceptable impacts in terms of residential amenity. Although, it is acknowledged that activity relating to the outdoor sports facilities may be audible from neighbouring houses during the day.

The proposal by its nature will increase comings and goings from the site from its current use as a vacant cinema. However, this site previously was used as a 14 screen cinema with a 1,000space parking facility, it is not considered that the proposed use would not give rise , significant impacts from arrivals and departures from the site . Whilst it is acknowledged these will be concentrated at peaks at the start and end of the school day , rather than the varied times due to the staggered nature of the film timings at the cinema, any noise and disturbance with be limited to school hours and not the late night departure associated with the previous use as a multiplex cinema.

Noise

An acoustic design strategy report has been submitted with the application, which considers both the potential noise impacts upon the closest neighbouring occupants as well as to guide ensuring that an appropriate noise environment for teaching will be achieved at the site.

The report identifies that the main source of noise would be from traffic on Hyde Road and Kirkmanshulme Lane, and that the school would not significantly influence or materially change this situation. The noise survey data has been used to predict noise levels affecting the development and establish insulation requirements for the building fabric and to establish appropriate maximum noise limits for any required external plant equipment.

The internal configuration of the school has been designed to locate rooms with the highest internal operational noise levels i.e. the main hall, drama studio and sports hall are located at the front of the proposed building closest to Hyde Road.

It is not expected that the proposed school facilities would produce unacceptable levels of noise pollution. The site would be an education facility which would be primarily operated during the day, and any particular plant or other items which would generate noise would, if necessary be acoustically insulated to prevent unacceptable noise outbreak.

It is, however, recommended that a condition is attached to ensure that the externally mounted ancillary plant, and equipment is implemented in accordance with the plant noise limits recommended in the submitted Noise Impact Assessment to ensure that they are appropriately insulated.

It is considered that the temporary impacts of noise associated to construction activity can be appropriately managed through construction management practices and controlled construction working hours.

In relation to the proposed development, it is acknowledged that the creation of external sports pitches and MUGA will lead to the creation of some noise associated with play. However, the

sites to the south of Kirkmanshulme Lane, currently accommodate a sports village with a pitch and speedway stadium, and until recent years a Greyhound racing Stadium was located to the south east of the site, which also accommodated stockcar events. Furthermore, there are no proposals to install flood lights to the playing pitches at this time. It is however, recommended the use of the sports pitches and MUGA be restricted to 09:00 - 21:00 Mondays to Saturdays and Sundays, 10:00 to 20:00 hours to reduce the potential noise impacts associated with the use of the sports pitches and MUGA would not adversely impact on the amenity of local residents.

The Noise Assessment includes a preliminary assessment of the external sports pitches which indicates that local authority criteria may be exceeded, and indicative mitigation measures have been raised for consideration. It is therefore proposed to attach a condition to enable further exploration of appropriate measures.

Consideration of the comments made by Environmental Health officers seeking further information about noise and vibration as part of the Construction Management Plan have been noted. However, given the hours of working which have been stated, and the submitted Construction Methodology Statement point (vi) includes a list of measures which may be undertaken in regard to noise and vibration to reduce the potential impacts to the surrounding community, it is proposed to require that the development is implemented in accordance with the contents of the Methodology Statement.

Access and Traffic

The application is accompanied by a Transport Assessment

The primary vehicle access to the site is proposed from Hyde Road, as is the situation on the existing site. However, modifications to the existing access would need to be implemented to provide a more efficient arrangement to form a signal-controlled site access integrated into the existing Hyde Road/Belle Vue Street signal junction. Signal-controlled pedestrian crossings would be provided across all junction approaches to facilitate pedestrian access. This access from Hyde Road would serve as the main point of entry and exit for all vehicles visiting the site. An existing secondary vehicle access at the southern end of the site from Kirkmanshulme Lane is proposed to be retained. This would primarily serve as a pedestrian and cycle route of access, however, it would also be suitable for use on an infrequent basis for some servicing/maintenance vehicles and for emergency access when requirements arise. The design allows for both safe pedestrian and cycle access to be available from Hyde Road and Kirkmanshulme Lane.

The Transport Assessment provides analysis of the expected vehicle trips which would result from the secondary school. This data has been analysed in the report against the main junctions identified to be influenced by the new proposed use, and suggests that the development would have a negligible impact upon neighbouring junctions, with no significant congestion issues envisaged to occur.

Given the site has already been occupied by a large cinema, it is anticipated that there is unlikely to be a material increase in the demand for travel in connection with the proposed development overall and above the extant use. Notwithstanding this, consideration has been given to the likely demand for travel that would occur as a result of the proposed development.

The report also suggests that the proposed pupil drop-off/pick-up facilities to be provided within the school site would enable significant parking capacity at peak times to assist in minimising any disruption. Furthermore, it is noted that with Hyde Road being a busy principal road through the area which carries daily traffic of more than 25,000 vehicles, the authors of the report are of

the view that it would be appropriate to assume that a proportion of vehicular trips generated by the proposed school would represent pre-existing pass-by vehicles movements which would already feature on the local highway network.

The assessment undertaken of the proposals and the identified resultant impacts upon the highway network considered within the Transport Assessment suggest that there would be no significantly adverse impacts upon the local highway network. The scheme would therefore broadly accord with Core Strategy policies T1 and T2

As mentioned earlier, signal-controlled pedestrian crossing points are proposed to be provided across all junctions in the revised site access/Hyde Road/Belle Vue Street junction. In addition, the report also makes reference to proposed off site highway works to Kirkmanshulme Lane, with a pedestrian crossing with refuge island is proposed circa 140 metres west of the secondary site access on Kirkmanshulme Lane to aid pedestrian accessibility to the secondary access point. Furthermore, that between the proposed pedestrian crossing and site access, Kirkmanshulme Lane would be narrowed in order to promote reduced vehicle speeds by using road markings and kerb buildouts, with a 2m wide parking bay also proposed from the buildout to the site access, with a length of circa 60m.

It is also noted that a traffic calming scheme has been proposed along the section of Kirkmanshulme adjacent to the school site, which is to be delivered to support the approved residential development by Countryside Properties at the site of the former Belle Vue Greyhound Racing Track site (Ref.122160/FO/2018), which was approved in November 2020. This traffic calming scheme includes for the introduction of speed cushions on Kirkmanshulme Lane and would not be compromised by the highway works put forward under this application.

Following the updated comments received from TfGM and Highway Services, it is recommended that both the works to the Hyde Road junction and Kirkmanshulme Lane form part of a detailed off site highway works condition. Whilst an updated plan relating to the Hyde Road junction was submitted which has led to the updated comments from Transport for Greater Manchester, as further amendments will be needed in connection with the off site highway works condition, this plan has not been referenced in the specified plans condition

Road Safety

The Transport Assessment provided an assessment of existing road safety and accident, and has not identify any particular clusters of accidents which point to a deficiency in the local transport infrastructure. Hyde Road (A57) carries circa . 2100 vehicles in the AM and PM peak hours respectively. The submitted traffic information indicates that the school would result in increases of less than two vehicles per minute (c. 5% of the total traffic on the road) at those peak periods.

Furthermore, the school it not expected to give lead to significant junction congestion which would alter the characteristics of the roads or be expected to lead to an increase in accidents. The proposed improvements such as the pedestrian phase on the junction at Hyde Road, improved crossing arrangements on Kirkmanshulme Lane, together with guard rails, and tactile surfacing to crossing points would improve pupil and pedestrian safety

In addition, the proposed school operating times would be staggered to the existing St Peter's RC High School hours to minimising travel impacts at the start and end of the school day (St Peters 8am to 3.15pm then after school activities till 5pm)

As advised earlier, a suitably worded off-site highways condition is proposed to be attached to any planning which make reference the highway works identified above.

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

The comments of the local resident in regard to seeking that traffic calming to Belle Vue Street to the north of Hyde Road has been noted. However, due to the distance from the proposed school, and the potential traffic calming measures to Kirkmanshulme Lane directly adjacent to the south of the site, and the inclusion of a pedestrian phase to the Hyde Road and Belle Vue Street junction, it is not considered reasonable to require that traffic calming measures be incorporated to Belle Vue Street.

Parking

Visitor parking is located adjacent at the main entrance to the school building and within the car park to the east of the site. The car park is accessed from Hyde Road via a signalised junction. Four parking space for disable users would be located at the front of the school building in close proximity to the main entrance of the building, with a further two spaces located to the east of the proposed building in the main parking area, in proximity to the spaces for visitors to the school (10 short stay spaces).

A pupil drop-off is located to the periphery of the car park and is accessed via a one-way system. The drop can accommodate 18 cars with room for additional cars to queue on site while waiting to access the drop off lane. The drop off can also accommodate up to 6 coaches.

A staff car park which can accommodate 79 cars would be located to the east of the school building. The primary access is from Hyde Road with a secondary access on Kirkmanshulme Lane, via controlled access point. As such north /south access can be provided to accommodate traffic at peak times, such as during events. It is not envisaged that this north south access will be used on a day to day basis, However, should future needs require it, the route could be opened. This route would also provide access to the MUGA which could be used for informal overflow parking and can accommodate up to 80 cars, if needed for events. The parking facility would have a barrier control. No details have, however, been provided in relation to how the drop off spaces would be managed at this time, as this will need to be formalised with the school itself. It is therefore recommended that this aspect of the scheme is conditioned.

From the south the site is access via the existing entrance road from Kirkmanshulme Lane. The access is controlled ensuring only pedestrian and cycle access during school arrival and at the end of the day. The access road is 6m wide as with entrance from the north can provide segregated pedestrian and cycle access to the secure compound.

It is understood that 10 electric charging points would be provided at the site, however finalised details of numbers and location have not been provided for consideration. It is therefore proposed that this aspect of the scheme is conditioned, together with a requirement for ducting within the car park to enable introducing further provision.

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

Cycle Storage

Short stay visitor cycle parking (10 spaces) would be located externally at the main entrance to the school building under the building canopy in the form of Sheffield cycle stands. Secure covered staff parking is also located to the rear of the school in

separate compound from the one used by pupils (10 spaces), and the 120 spaces are proposed for use by pupils. The location of the proposed staff and pupils cycle storage facilities. would be in proximity to the changing facilities located within the building. The secure cycle compound for pupils located to the rear of the school, and can be accessed at the north and south to provide entrance points for pupils arriving from Hyde Road and Kirmanshulme Lane. This is considered to be an acceptable approach, and a condition is recommended to ensure that the proposed levels of provision are implemented and made available for use prior to the occupation of the proposed school.

Servicing

Delivery access is through the primary site access from Hyde Road, with a drop off point at the rear of the school in a secure service yard. Maintenance vehicles can also access the site from this point of via a controlled point from Kirkmanshulme Lane.

Servicing would be restricted to supply and catering deliveries, and refuse collection, and would not require a long duration, and as such this should not adversely impact on traffic on Hyde Road. In order to safeguard residential amenity a condition is proposed which would restrict the hours which servicing could take place at the site.

Travel Plan

The application is accompanied by a Framework Travel Plan .

Dur to the location of the site on a main radial route into Manchester which is served by a number of bus services, with further bus services on Mount Road, and that the proposed school would be in walking distance of Belle Vue station, the proposed development would accord with the sustainable transport objectives set out in policies T1 and T2 of the Core Strategy. It is anticipated that the majority of the school's pupils will reside within the East Manchester area, many of which being local to the Gorton, Belle Vue, Beswick and Levenshulme areas which are within a 2km walking catchment of the site. Furthermore, the level of cycle provision of both students , staff and visitors would encourage the use of alternative means of transport.

It is considered that a Travel Plan will be central to assisting the school to reduce vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network. Highways Services have recommended that any approval has a travel plan condition. A suitably worded planning condition setting out this requirement is therefore proposed.

Contaminated Land

The site was originally part of Belle Vue Gardens, later becoming the Belle Vue Zoological Gardens. Several ponds and boating lake features were subsequently infilled and by 1991 the site was redeveloped to the current layout principally comprising a cinema building and associate car parking. Surrounding land has comprised a mix of industrial, commercial leisure and residential uses. Nearby breweries, tanks, engineering and other works were present locally from the late 1800's, however heavy industrial uses are now no longer present in the local area. The combination of former historical uses, in particular the infilling of the ponds and boating lake have the potential to give rise to ground gas and contaminated land.

The application is accompanied by a Phase 1 Geo Environmental Desk Study and a Phase II Phase 2 Intrusive Ground Investigation & Assessment. The Phase I desktop assessment identified the overall environmental risk of developing the site for the proposed school use to be 'low to moderate'. The identified historical land uses identified at the site would not be expected to result in specific significant land contamination issues for the redevelopment of the site. Furthermore, the intrusive Phase II ground investigation assessment identified some contamination in made ground soils including the presence of metals, polyaromatic hydrocarbon's and chrysotile . The ground gas assessment has identified low gas risk on the site. The investigation reports suggest that the site can be safely developed for the proposed

use subject to the implementation of appropriate mitigation measures, to be identified within a Remediation Strategy for the site.

In view that it has not been possible to undertake intrusive site investigations in the area of the site where the former cinema building is located, and that a remediation strategy has not been submitted for consideration, it is proposed that a contaminated land condition be attached to any approval to require the submission of a remediation strategy and a subsequent verification report.

Unexploded Ordnance (UXO)

A search of Zetica UXO Risk Map identified the site is located within an area of moderate risk from UXO. The area is indicated as having a bombing density of 15 to 49 bombs per 1000 acres. A Pre-Desk Study UXO Assessment has been submitted and, a detailed desk study is not considered essential for this site.

Ecology

The application is accompanied by a daytime bat survey – preliminary roost assessment and a preliminary ecology survey to establish the ecological value of the site, the potential for the site to support protected species and their habitat and any ecological constraints for the redevelopment of the site.

The site comprises predominately of hardstanding (former cinema and large associated car park) with amenity grassland, introduced shrub, plantation woodland, scattered broad-leaved and coniferous tree, and hardstanding. The habitats within the site are common with no nationally rare or locally rare plant species found. Furthermore, there are no statutory or non-statutory designated sites within the site or within a 2km radius thereof.

Limited potential for the site to support any protected species has been identified. A preliminary bat roost assessment of the cinema buildings and trees within the site has been undertaken. The former showcase cinema building and substation on the site were assessed as having negligible suitability to support roosting bats. No evidence of bats were identified during the internal inspection of the former cinema building, and there was no evidence of roosting bats was identified during the survey of the site. The cinema building is now being demolished as part of planning permission ref: 129662.

However, a small number of mature trees along the boundaries of the site have been identified to possess low and moderate suitability to support roosting bats. It is therefore proposed to attach two conditions. The first would require that prior to any works to trees T16 & T19, and trees within Group 8, a pre-commencement inspection of these trees and an activity survey in regard to bats is required to be undertaken, and any mitigation measures arising in association with the tree inspection and bat activity surveys shall be implemented within a timeframe to be agreed with the local planning authority. The other condition would require that any works to trees identified as having low potential for bat roost in Day Time Bat Survey December 2020, revision 01 Section 5.1.7 shall be felled using Reasonable Avoidance Measures, with the details of the Reasonable Avoidance Measures being submitted for consideration before any works are undertaken to those trees. The development shall be implemented in accordance with the approved measures.

There are no suitable waterbodies for Great Crested Newts within a 500m radius of the Site. The proposed development is considered to have a negligible impact on the local Great Crested Newt population, and there was no evidence of badger activity was identified during the ecology site survey.

There is also potential suitable nesting bird habitat (plantation belts, scattered trees, introduced shrub and buildings) on site. A condition is therefore proposed to ensure that no works to trees or shrubs, take place between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present.

Through the implementation of the proposals it is envisaged that a net gain in bio-diversity will be achieved, principally through the replacement of extensive areas of hardstanding which exist at the site and the incorporation of new areas of green landscaping, native tree planting and the retention and improvement of existing green infrastructure. The submitted report also states that a 5 year habitat management plan would be produced to ensure the biodiversity of the site is upheld and promoted.

The preliminary ecology survey also suggests mitigation measures including the planting of replacement trees, maximising the use of native species planting, areas of biodiverse planting, and the integrate a variety of bird and/or bat boxes within the development.

It is therefore proposed to attach a condition to any approval relating to the submission of a scheme to encourage bio-diversity within the application site including the provision measures to encourage habitats for native bird and bat species. With a further condition relating to the type design and location of bird and bat boxes to be submitted for approval prior to their installation.

It is consideration the proposed measures, and conditions would ensure that the scheme accord with the aspirations set out in policy EN 15 (Biodiversity and Geodiversity).

Landscaping

The proposed scheme would introduce formal landscaping to the north of the site which fronts onto Hyde Road. To the south of the building the landscape would be made up of grassed playing fields. The planting will consist of retained trees to the perimeter of the site, specimen tree planting, low shrubs, wildflower meadow planting and amenity grass. The planning agent has indicated that the tree species would be chosen to provide year-round interest, offering screening and shade. It is recommended that this aspect of the scheme is conditioned.

The proposed new tree planting will help to break up the predominantly hard surfaced areas to the front of the site and would be used to create a formal avenue on the pedestrian plaza. The submitted documentation indicated that all trees would be planted with high clear stems to ensure that secure sight lines through the external spaces are maintained. This would also assist with secure by design recommendations.

To enhance the sites biodiversity the proposed site plan allows for the retention of the mature woodland planting within the easement to the west of the site and retention of mature trees to the site boundary. The submitted documentation states that access to the easement will be limited to maintenance only with some access for supervised learning.

Furthermore, it has been indicated that the proposed shrub planting will consist of both deciduous and evergreen species, to provide seasonal interest, be low maintenance and to provide some shelter from prevailing winds, with species being chosen for their robustness and their sensory qualities. It is recommended that this aspect of the scheme is conditioned.

To the west of the main entrance plaza is an area open space which has been identified as having the potential in the future to be used as a school or community garden. To further improve the biodiversity within the site it proposed to plant an area of wildflower

meadow within this space. In-between the main pedestrian plaza and the access road there is large area of formal shrub planting which will also provide a setting for the retained Memorial Plaque, which highlights the sites former use as zoological gardens and pleasure grounds. To the south of the building an area is provided which is to be used by the school as a growing area/kitchen garden. It will consist of allotment style planters and will be left unplanted to allow the school to develop their own planting scheme based on curriculum requirements.

Given the comments made by GMEU it is also proposed to attach a further condition in relation to biodiversity measures at the site.

Trees

An Arboricultural Assessment accompanies the application. A site tree survey was undertaken in December 2020 in accordance with 'BS 5837:2012 Trees in relation to Design'.

Existing trees on the site are primarily concentrated along the western and eastern boundaries of the site, with further trees dispersed within the site as part of the existing soft landscaping scheme associated to the cinema development. Trees across the site are mostly early-mature specimens formally planted within low level shrub borders, the majority of which appear to be part of the original landscape planting for the cinema complex.

The most significant areas of tree coverage along the western and eastern boundaries are to be retained and will be largely unaffected. None of the trees surveyed on the site have been identified as being of individual importance, and none are subject to Tree Preservation Orders.

The majority of trees and tree groups surveyed on the site were assessed as category B and C quality (36 and 35 respectively), with 13 category U trees/groups and just 4 category A trees/groups. To facilitate the proposed development some tree removal will be required. These would predominantly be trees sited in from the site's boundaries, and forming part of the refuges between parking spaces, or along the northern boundary with Hyde Road.

Trees requiring removal are identified in the Arboriculture Impact Assessment as mostly being internal early-mature specimens for which it is considered that appropriate replacements can be easily provided for. However, there are several mature trees present that are remnants of the previous development (G1, T13, T15, T16, T17, G6, T24, T26, T35, T36 & T43). The majority of these trees are Manchester Poplars (G1, T16, T17, G6 & T43) that show evidence of major failures. There are also four Copper Beech trees (T24, T26, T35 & T36) that are located within landscaped islands and have been affected by the surrounding compaction over the years.

Any necessary tree removal would be compensated for through replacement new planting as part of a comprehensive planting scheme. The proposed landscaping scheme would include the planting of 54 new trees to mitigated for those being lost. Furthermore, the 9 trees proposed to be planted in proximity to the plaza area facing Hyde Road would be extra heavy standards to create a presence in the street scene and some maturity to the proposed planting within the wider development.

Tree protection measures are outlined to protect trees to be retained on site during the construction period, and is it recommended that this aspect of the scheme is conditioned

It is considered that the proposed tree planting would be appropriate mitigation for the trees which would be lost and would accord with policy EN 9 (Green Infrastructure).

Invasive Species

The applicant has confirmed that there is Cotoneaster, and also Japanese Knotweed (recorded in five locations on the site, two further locations outside the site, but in proximity to the eastern and south eastern boundary) on the site. Following the observations regarding the submitted report, it is recommended that a condition is attached to any approval stating that notwithstanding the details in the submitted report, that an invasive non-native species Method

Statement (including detailed mapping of the distribution of the plants across the site; suitable signage and protection from vehicle tracking and/or earth moving; and treatment programme) are submitted for consideration , together with measures relating to the treatment of the Japanese Knotweed and Cotoneaster .

Games Courts and Sports Provision

The proposed development would involve the removal of large area of tarmac , previously used for parking for cinema users, replacing it with a grass playing field, and a three court MUGA located to the south of the main school building which can accommodate 3 tennis courts, a five a side pitch, 3 basketball courts, netball and hockey practice area.

To the south of the site playing fields would be marked out for summer and winter sports and is large enough to accommodate a senior football pitch and junior football pitch as well as training grids and a rugby practice pitch in winter, with the summer sports provision having space for a 100m sprint , in addition to softball, hockey, rounders and cricket wickets.

The availability of outdoor play space for the school is considered to be acceptable. It is proposed to condition the hours of use of the outdoor sports facilities to reduce the potential impact of the proposed development in terms of amenity to residents close to the site. It is also proposed to attach a condition relating to the submission of a Community Access Agreement, with particular reference to the sports facilities at the site.

External Lighting

The application is accompanied by an External Lighting layout and an associated document regarding external lighting.

The houses located on the other side of Hyde Road are 50m across a busy radial route with associated street lighting and thus are not expected to be affected by the proposed external lighting scheme for the development , particularly as only low level and low lux level lighting is proposed at the front of the school. However, houses which lie to the west of the site , and those which have yet to be developed to the south of Kirkmanshulme Lane in proximity to the external sports pitches would be the most susceptible to light nuisance. However all lighting in the locality is again at a low level and low lux level.

External lighting will consist of;

- The building perimeter for security, pedestrian movement, bicycle racks;
- Car parking areas for parking and associated roadways, plus pedestrian footpaths;
- The service yard for vehicle turning plus loading/unloading.

It is therefore recommended that a condition to require the lighting scheme to be implemented in accordance with the submitted plans, together with a further condition to respond to any future issues which could arise from any light spill. This is in order to ensure security of the site, whilst ensuring any impacts to local residents, and any nocturnal animals potentially present to the treed area forming the easement to the west of the site are minimised.

Air Quality

The information submitted with the application suggests that during the construction phase the potential impacts from construction on air quality will be managed through site-specific mitigation measures detailed within this assessment. With these mitigation measures in place, the effects from the construction phase are not predicted to be significant.

The impacts during the operational phase take into account exhaust emissions from additional road traffic generated due to the proposed development.

The long-term (annual) assessment of the effects associated with the proposed development with respect to Nitrogen Dioxide (NO₂) is determined to be 'negligible'. With respect to PM₁₀ and PM_{2.5} exposure, the effect is determined to be 'negligible' at all identified existing sensitive receptor locations.

All proposed receptor locations are expected to be exposed to air quality below the Air Quality Objectives for NO₂, PM₁₀ and PM_{2.5}., and the authors of the report are of the view that no further mitigation is required to protect future occupants.

Air quality impacts after any construction phase would relate to the school's traffic generation. This site has been used previously as a cinema with an associated 1000 space car park. It is therefore considered the use of the site for a secondary school with the levels cycle parking and car parking, together with the provision of electric charging points would not generate significant impacts to air quality from traffic and impacts from the construction phase can be mitigated through measures identified within the submission. It is, however, proposed to attach a condition to any approval to require detailed mitigation measures to be submitted to safeguard local air quality and accord with the aspirations policy EN16 of the Core Strategy.

Flood Risk

The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1 (land designated as having a less than 0.1% annual probability of flooding from rivers or the sea).

There are no bodies of water located on the site or within the directly neighbouring vicinity and there have been no known historic flooding problems in the vicinity of the site. The site is identified as being of 'medium – low' risk of flooding from pluvial and groundwater sources. The risk from all other sources is assessed to be 'low'.

The residual flood risk on site from pluvial sources will be mitigated through appropriate drainage design and the application of SuDs which are identified within the drainage strategy, which has been submitted. It is considered that the development of the site will not lead to any increased flood risk to the wider catchment area. The proposals would accord with the requirements of the NPPF and policy EN14 (Flood Risk).

Drainage

The site is, however, located within a Critical Drainage Area (CDA), which is indicated to be an area of major regeneration and redevelopment that could have significant impact on surface water runoff to the sewer network. However, there is indicated to be no history of surface water flooding.

At present the site currently comprised significant areas of hard surfacing due to the former cinema building and associated 1,000 space car park. The proposed scheme would introduce areas of additional soft landscaping and a grass surface sports pitch, which would improve the absorption of rainwater on the site, in comparison to the current situation. However, the site is brownfield in nature, and is unsuitable for the use of infiltration techniques for surface water management due to high perched groundwater, soil condition and presence of Made Ground.

It is proposed that the surface water developments peak discharge flow rate would be limited in accordance with MCC requirements that "Development should aim for a minimum reduction in surface water runoff rates of 50% for Brownfield sites, with an aim of reducing runoff to Greenfield rates up to a 1 in 100-year storm event, considering climate change". It is therefore proposed, to apply suitable SuDS without use of infiltration. On site attenuation and storage is proposed to be incorporated, primarily underneath the school car park, MUGA courts and rear amenity space which will aid surface water run-off rates. The proposed surface water site outfall will be connected to the existing public surface

water network located on Ellen Wilkinson Crescent. The proposed site surface water drainage system will be designed to maintain the surface water flows below ground for up to and including the 1 in 30 year return period. The proposed surface water discharge rate is identified as an 82% betterment in comparison to the estimated existing discharge rate on site. The post-development foul drainage is proposed to discharge to the adjacent public foul water sewer, also located on Ellen Wilkinson Crescent.

Whilst the details within the submitted information relating to drainage would accord with the aspirations set out in policy EN14 (Flood Risk), given the observations made by Flood Risk Management officers in relation to surface water drainage, and the on-going management of the surface water drainage systems, it is recommended that conditions requiring the submission of surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards prior to the commencement of development, together with the submission of details of the implementation, maintenance and management of the sustainable drainage scheme are attached to any approval.

Sustainability

An Environmental Standards Statement accompanies this application, which includes BREEAM tracker for this development in an appendix. Within that document it indicated that a pre-assessment BREEAM score of 71.15% would be targeted, thereby significantly exceeding the minimum 55% required for BREEAM Very Good. The proposed scheme is expected to score well in areas of transport, water, waste, land use and ecology.

The proposed building has been designed with a fabric first approach. With U Values exceeding building regulations within a very airtight envelope. The envelope has been designed to minimise embodied carbon throughout and uses the most effective structural solution. The orientation of the building has been developed to promote passive measures that relate to the orientation (e.g. use of solar heat gains for the heating period). Variable solar energy transmittance values (g-values) for the external glazing were considered in order to minimise the solar heat gains. The use of natural daylight is also a key part of the passive design of the building. In regard to natural ventilation, due to the location of the site and noise and poor air quality arising from the nearby traffic, a fully naturally ventilated solution is not possible. However, the design has been carefully developed to provide a mix of natural and mechanical ventilated spaces, thereby reducing the energy demand compared to a fully mechanically ventilated building. In relation to thermal mass, the compact form of the building, being rectangular, results in a low surface-to-volume ratio due to the deep plan and large areas of three floors, means there is less envelope areas through which heat can escape. As per the requirements of Policy EN6 (Target Framework for CO₂ Reduction from Low or Zero Carbon Energy Supplies), developments must achieve a minimum 15% reduction in emissions (i.e. a 15% increase on Part L 2010). Since the issue of the Core Strategy, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirement translates as a 6% improvement over Part L 2013.

The energy hierarchy has been implemented, resulting in a 14% reduction in building emissions over Part L 2013 (which equates to an improvement of 23.4% over the Part L 2010 regulations). This exceeds the 6% requirement in Part L 2013, thereby meeting the requirements of Policy EN6.

It is therefore recommended that an appropriately worded condition is proposed in relation to this matter to secure the delivery of an energy efficient development.

Waste

A completed waste proforma accompanying the planning application has been assessed. Subject to a condition requiring compliance with the strategy submitted, this is considered to be acceptable.

The proposed school will have a secured bin storage area located to the rear of the proposed school adjacent to the proposed kitchen entrance and the proposed staff cycle storage facility which accessed from the existing access to the site on Hyde Road. The bins that would be housed in this area are:

Pulpable Recycling:: 1 x 1100 litre eurobin

Mixed Recycling: 2 x 1100 litre eurobins

Food Waste: 2 x 1100 litre eurobins

General Waste :6x 1100 litre eurobins

It is considered that this level of provision would be acceptable and would accord with policy EN19. It is recommended that this aspect of the scheme is conditioned.

Access for disabled people

The proposed development has been designed to ensure level access, with the main entrance to the school building incorporating automatic sliding doors, to facilities disabled access and emergency egress. All entrances would have level thresholds, with lift access provided to the upper floor, and accessible toilet facilities are included on all floors.

It is also noted that 6 parking spaces would be provided for disabled users in the visitor parking areas.

It is, however, recommended that a condition be attached to any approval to require the submission of route widths, levels and gradients to ensure that the proposed development is accessible.

Secure by Design

The application has been supported by a Crime Impact Statement (CIS) prepared by Greater Manchester Police. This outlines the particular crime issues in the locality, and advises that the overall crime rate in the local area is above the average for Manchester,. The CIS indicates that proposed development is suitable for this area, and that further consideration should be given to boundary treatments; lighting & CCTV coverage ; and physical security & access control. Since the submission revised plans have been received which locates fencing to secure a significant proportion of the proposed parking area.

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

Boundary treatment

It is proposed to erect a 2.4m black coloured weld mesh fence to western boundary with the area of land forming the easement (with gated access in to the area over the easement), and the southern and eastern perimeter of the site, and part of the boundary with Hyde Road , returning the front elevations of the building each side of the piazza area ,and parking spaces for disable users located in front of the front facade. A 1.8m black weldmesh fence would be erected to secure the staff and pupil cycle storage facilities and a 1.8m timber fence around the proposed bin storage area. A 3.0 m black coloured weld mesh fence would be erected to the perimeter of the proposed MUGA. The proposed approach is considered to be acceptable in this location.

Statement of Community Involvement

The Co-op Academy Trust undertook public consultation in Autumn 2020 regarding plans to open the new Co-op Academy Belle Vue. The consultation process involved writing to local residents and business to inform them of the plans for the new school. The consultation was hosted on the Co-op Academy website, with opportunity provided for interested parties to leave their comments. This consultation ran from 30th September to 14th November 2020. A second stage of public consultation was undertaken in December 2020, prior to the submission of the planning application. This involved an online consultation hosted via Manchester City Council's website, with opportunity for interested parties to provide their comments of the proposals. A mailshot was distributed to local residents and key stakeholders in advance of the consultation. This public consultation period ran from 7th December to 18 December 2020.

7 responses were received from the consultation, with most of the respondents supporting the proposed development of the site and expressing views that the scheme would be beneficial to the local area. Most respondents also considered the design of the proposed development to be appropriate for the function and area.

Matters regarding highways impact and traffic was the most prevalent topic raised by respondents, when asked if they had any concerns with the development. In particular, comments included that the proposals would create additional traffic on an already busy road; pick up / drop off arrangements of existing nearby school causes issues and obstructs pavements and proposed development will add to this unless adequate measures are included; access arrangements are unclear; and speed bumps are needed as cars drive too fast in the area, which could be a safety issue for students. These matters are considered in detail earlier in this report.

Other matters raised included increased levels of noise due to increase in student numbers and car movements; that the school looks small compared to the size of the land; that student numbers are not provided and no indication of if students will be from local area; and that the site is currently used as a cut through between Kirkmanshulme Lane to Hyde Road and whether this access would be maintained. Student numbers and noise impacts are addressed in the report above. In respect of access through the site there are no formal public rights of way which traverse the site which are required to be maintained. Whilst a connection between these two roads would be retained, it is intended that this would be for use by school staff, pupils and visitors to the site only.

Furthermore a resident requested the provision of a swimming pool. Whilst the proposed development does not include for this provision. The level and amount of sports facilities and provision has been designed to reflect the curriculum of the school and has been agreed in consultation with both Sport England and MCRAActive.

The developer has stated that all these matters have all been considered by the design team throughout the design process and the scheme presented address these concerns where possible. The planning agent also stated that further engagement would be undertaken with the Local Highway Authority with regards to off-site highway improvements, however pedestrian crossing improvements on Hyde Road and Belle Vue Street along with traffic safety measures on Kirkmanshulme Lane, were all been identified for inclusion.

Conclusion

This proposal offers the opportunity to provide a new secondary school in response to an identified need, which is an essential facility to serve the local community. All other issues have been addressed in the report and subject to conditions the recommendation is to approve in line with the relevant policies.

Human Rights Act 1998 considerations

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

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to works to the access from Hyde Road and traffic issues on Kirkmanshulme Lane. The scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

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 documents and plans :

009433 01-XX- DR-L-90-0001 rev.P01 (Site location plan);
009433 00-DR-A-01-0001 rev.P04 (Level 00 GA);
009433 01-DR-A-01-0001 rev.P04 (Level 01 GA);
009433 02-DR-A-01-0001 rev.P04 (Level 02 GA);
009433 03-DR-A-01-0001 rev. P01 (Proposed roof plan);
009433 XX-DR-A-02-0001 rev.P02 (Building elevations sheet 1);
009433 XX-DR-A-03-0001 rev.P01 (General Arrangement Sections Sheet 1);
009433 XX-DR-A-21-0001 rev.P01 (Typical Strip Section and Bay);

009433 XX-DR-A-91-0001 rev.P01 (Aerial perspective);
009433 XX-DR-A-91-0002 rev. P01 (Visuals)

HRS-BDP-EX-00-PL-E-6301 rev.P02 (Lighting Systems Strategy External);
Design and Access Statement January 2021;
Air Quality Assessment January 2021;
Crime Impact Statement Version A : 11th January 2021 ref:2020/0754/CIS/01;
Environmental Standards Statement ref: HRS – BDP-XX-XX- RP-J-0804 January 2021 revision 1;
External Lighting -Planning Statement ref: HRS-BDP-XX-XX-RP-E -0001 rev.P02 dated 08.01.2021;
Planning Statement rev. A ref: 784-B118318 dated 11.01.2021 ;
Statement of Community Involvement January 2021;
Japanese Knotweed removal proposal ref: 13976;
Transport Assessment ref: B118318 Issue 1 January 2021;
Framework Travel Plan ref: B118318 Issue 1 January 2021;
Acoustic Design Strategy report ref: 3001502(REP)U001 rev.P01 December 2020;
Preliminary Ecology Assessment rev.01 January 2021;
Daytime Bat Survey rev.01 – (Preliminary Roost Assessment);
Arboricultural Assessment rev.01 January 2021
Flood Risk Assessment and Outline Drainage Strategy rev.P01 January 2021;

Phase I - Geo-environmental Desk Study ref: Report: 10041634-ARC-XX-XX-RP-ZZ-0002-01-P1DS JUNE 2020 Version 01;

Waste Management Strategy Proforma;
Ventilation and Extract Planning Statement ref: HRS-BDP-XX-XX-RP-M-5701 rev.01 04.01.2021;
Received 11th January 2021

Phase 2 Intrusive Ground Investigation – Land off Hyde Road Ref: 10041634-ARC-XX-XX-RP-ZZ-0005-02-P2GIA dated August 2020 version 02 received 24th February 2021;

Method Statement 001 rev.02 relating to Construction Management received 2nd March 2021;

Plan refs:

009433 01-XX-DR-L-910001 rev.P02 (Proposed site plan);
009433 01-XX-DR-L-910002 rev.P03 (Application boundary);
009433 01-XX-DR-L-910003 rev.P03 (Proposed site area around building);
009433 01-XX-DR-L-910004 rev.P02 (Fencing and security plan);
009433 01-XX-DR-L-910005 rev.P01 (Indicative site sections);
009433 01-XX-DR-L-910006 rev.P02 (Maintenance Strategy and Access);
009433 01-XX-DR-L-910007 rev.P02 (Pedestrian and Vehicular access)
009433 01-XX-DR-L-910008 rev.P02 (Tree retention and removal);
009433 01-XX-DR-L-910009 rev.P02 (Sports and play provision);
009433 01-XX-DR-L-910011 rev.P02 (Winter sports provision);
009433 01-XX-DR-L-910012 rev.P02 (Soft landscaping plan) ;
009433 01-XX-DR-L-910013 rev.P02 (Hard landscaping plan) ;
009433 01-XX-DR-L-910014 rev.P02 (Parking plan) ;
received by email dated 26th March 2021

Email from planning agent clarifying matters in relation to land in the north-west corner of the site 16th April 2021;

Plan ref: 009433 01-XX-DR-L-910010 rev.P03 (Summer sports provision) received 16th April 2021;

Email from planning agent clarifying matters in relation to the proposals providing a total of 95 parking spaces, including 79 standard parking spaces, dated 19th April 2021.

Email from planning agent clarifying numbers of electric vehicle charging points and that the photovoltaic array would no longer form part of the proposed development dated 23rd April 2021

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

3) The development shall be undertaken in accordance with Method Statement 001 rev.01 in regard to construction management.

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

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

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

5) Before implementation of the hard and soft landscaping treatment scheme, 009433 01-XX-DR-L-910012 rev.P02 (Soft landscaping plan) ; and 009433 01-XX-DR-L-910013 rev.P02 (Hard landscaping plan) ; finalised details of tree and shrub species, together a management and maintenance strategy, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

6) Prior to the first use of the school hereby approved, full details of a car parking implementation strategy, in connection with the phased occupation of the school shall be ~~The car parking hereby approved shall be surfaced, demarcated and made available for use within three months of the development hereby approved being first occupied. If on first occupation the car park is not fully completed as hereby approved, then temporary parking provision shall be made available in accordance with details first~~ submitted to and approved by the City Council as local planning authority. The car parking spaces shall then be implemented in accordance with approved strategy and subsequently be available at all times whilst the building is occupied.

The implemented parking spaces, ~~and~~ shall not be used for any other purpose than the parking of vehicles associated with the use of the building, and the all weather sports pitch.

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

7) Finalised detailed designs of the proposed cycle storage facilities shown on plan ref: 009433 01-XX-DR-L-910004 rev.P04 (Fencing and security plan), 009433 01-XX-DR-L-910007 rev.P02 (Pedestrian and vehicular access shall be submitted to and approved in writing by the City Council as local planning authority, prior to the development hereby approved being occupied or used .The approved facilities shall then be implemented prior to the occupation of the school and retained and permanently reserved for bicycle parking.

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

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

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

9) Within 3 months of the date of the permission hereby approved full detailed designs (including specifications) of all off site highways works, including the incorporation of a pedestrian phase to the crossing at the junction of Hyde Road/Belle Vue Street to facilitate green man facilities across all arms of the junction (which may be necessary to include SCOOT infrastructure to the access arm of the Hyde Road/Belle Vue Street junction and updating of the local SCOOT network); any Traffic Regulation Orders, including school entrance markings on Kirkmanshulme Lane; guard railing at pedestrian entrances and to guide pedestrians to safe crossing points; dropped kerbs and tactile paving across the proposed Kirkmanshulme entrance; and traffic calming to Kirkmanshulme Lane (which may be necessary to include, a pedestrian crossing, speed cushions/buildouts, drop-off and pick-up bay, TROs, cycle facilities, electronic speed warning signs and footway resurfacing), shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the school accommodation being brought into use.

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

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

The plan shall include:

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

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

11) Prior to any above ground works finalised details of the provision and location of electric vehicle charging points within the car park (together with the infrastructure, ducting and capacity) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the school accommodation being brought into use, and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for Manchester .

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant national policies within the NPPF and NPPG and policies EN08 and EN14 of the Core Strategy for Manchester.

13) 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 national policies within the NPPF and NPPG and policies EN08 and EN14 of the Core Strategy for Manchester.

14) The development shall be carried out in accordance with the Crime Impact Statement (Version A : 11th January 2021 ref:2020/0754/CIS/01), in particular section 4 prepared by Design for Security at Greater Manchester Police The development shall only be carried out in

accordance with these approved details. 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 Core Strategy for Manchester and to reflect the guidance in the National Planning Policy Framework.

15) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

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

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

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

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

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 for Manchester.

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

Reason - To ensure that the proposed piling activity is protective of controlled waters in line with paragraph 170 of the National Planning Policy Framework, pursuant to policy EN17 and EN18 of the Core Strategy for Manchester .

18) a) Notwithstanding the contents of the Ventilation and Extract Planning Statement, fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

b) Prior to commencement of the use hereby permitted confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

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

19) 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.

b) Prior to occupation of the development 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 nonconformity 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 policies SP1 and DM1 of the Core Strategy for Manchester.

20) a) Prior to above ground works mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for Manchester.

21) The development hereby approved shall be implemented in full accordance with the Waste Management Statement received on 11th January 2021 in the location on plan ref: 009433 01-XX-DR-L-910003 rev.P03 (Proposed site area around building). The approved scheme shall be implemented prior to first occupancy and shall remain operational thereafter.

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

22) Prior to the occupation of the school hereby approved , finalised hours of operation of the school shall be submitted to and approved in writing by the City Council as local planning authority. The school shall not open outside the approved hours .

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

23) The outdoor sports facilities (sports pitch /sports field and MUGA's shall not be used outside the following hours:-
09:00 - 21:00 Mondays to Saturdays and Sundays, 10:00 to 20:00 hours.

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

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

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

25) Prior to any works to implement the outdoor sport facilities , finalised details of any mitigation measures in respect of noise attenuation to the outdoor sports facilities referred to in the Noise Assessment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance the approved details.

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

26) a) The development shall be implemented in full accordance with the details shown plan refs; HRS-BDP-EX-00-PL-E-6301 rev.P02 (Lighting Systems Strategy External); and External Lighting -Planning Statement ref: HRS-BDP-XX-XX-RP-E -0001 rev.P02 dated 08.01.2021; and section 5.1.11 in the Preliminary Ecological report in regard to the western and north western boundary in relation to external lighting. Final specifications of the colouration of lighting fittings including lanterns, cowls, columns, the wall mounted external lighting, and locations shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, whilst safeguard protected species pursuant to policies EN15, SP1 and policy DM1 of the Core Strategy for Manchester.

27) Prior to occupation of the development a verification report will be required to validate that the external lighting scheme undertaken throughout the development conforms to the recommendations and requirements in the External Lighting -Planning Statement ref: HRS-BDP-XX-XX-RP-E -0001 rev.P02 dated 08.01.2021; section 5.1.11 in the Preliminary Ecological report in regard to the western and north western boundary in relation to external lighting, and plan ref; HRS-BDP-EX-00-PL-E-6301 rev.P02 (Lighting Systems Strategy External). 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, and to safeguard protected species pursuant to policies EN15, SP1 and policy DM1 of the Core Strategy for Manchester.

28) Notwithstanding the methodology within the submitted Japanese Knotweed Proposal report (Environet, 24.07.2020), prior to the commencement of development (including ground works and vegetation clearance) an invasive non-native species Method Statement (including detailed mapping of the distribution of Cotoneaster and Japanese Knotweed across the site; suitable signage and protection from vehicle tracking and/or earth moving; and treatment programme) shall be submitted to and approved by the local planning authority. The measures shall be carried out strictly in accordance with the approved scheme.

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

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

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

30) Prior to any works to tree refs:T16 & T19 and trees within Group 8 (in the Arboricultural Assessment) that are identified as having moderate potential value to bat roosting in the Day Time Bat Survey and Preliminary Ecological Appraisal , pre-commencement inspections of these trees and an activity survey in regard to bats is required to be undertaken and the results shall be submitted to and approved in writing by the City Council, as local planning

authority .Any mitigation measures arising in associated the tree inspection and bat activity surveys shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

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

31) Any works to trees identified as having low potential for bat roost in Day Time Bat Survey and Preliminary Ecological Appraisal (Section 5.1.7) shall be felled using Reasonable Avoidance Measures. A Method Statement detailing the Reasonable Avoidance Measures to be implemented shall be submitted to and approved in writing by the City Council, as local planning authority , prior to any works being undertaken the those trees. The development shall be implemented in accordance with the approved measures

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

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

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

33) Before the occupation of the school hereby approved, full details of the design and locations of bat and bird boxes to form part of the development shall be submitted and agreed with the Local Planning Authority. The permanent bat and bird boxes shall be installed in accordance with the agreed designs.

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

34) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plan refs: BDP854/SCHR/05 - Tree Protection Plan 1 of 2 and BDP854/SCHR/06- Tree Protection Plan 2 of 2 and particulars in the Arboricultural Assessment rev.01 January 2021 ; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and

the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

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

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

37) Within 3 months of commencement of development, finalised details of elevational designs and colouration of the proposed gates ,and vehicular barrier, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the building and shall thereafter be retained.

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

38) The development shall be implemented in accordance with the boundary treatment details shown on plan ref: 009433 01-XX-DR-L-910004 rev.P02 (Fencing and security plan); prior to the occupation of the building and shall thereafter be retained.

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

39)(a) No development of the playing fields shall commence until the following documents have been submitted to and approved in writing by the City Council as Local Planning Authority after consultation with Sport England:

(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could adversely affect playing field quality; and

(ii) Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include plans and a written specification of the proposed

soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of maintenance and implementation.

(b) The approved scheme shall be carried out in full and in accordance with the approved programme of implementation. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason- To ensure that the playing field is prepared to an adequate standard and is fit for purpose, pursuant to policies EN 10, EN11 and EN12 of the Manchester Core Strategy (2012) and paragraph 127 of the NPPF.

40) Prior to first use of the sports facilities a Community Use Agreement has been submitted to and approved in writing by the City Council as Local Planning Authority after consultation with Sport England. The Agreement shall apply to the indoor and outdoor sports facilities and shall include details of pricing policy, hours of use, access by non educational establishment users, management responsibilities, a mechanism for review and a programme for implementation. The approved scheme shall be implemented upon the start of use of the development and shall be complied with for the duration of the use of the development.

Reason- To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and pursuant to policies EN 10, EN11 and EN12 of the Manchester Core Strategy (2012) and Section 8 of the NPPF.

41) Prior to the development being occupied or brought into use details of any CCTV to be incorporated within the scheme, including design and location of columns and cameras, within the college's curtilage, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

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

42) There shall be no use of any external loudspeakers, amplifiers, bells, tannoy or other similar public address systems at the sports pitch in association with events taking place on the pitch.

Reason - In the interests of the amenity of the occupiers of nearby premises, pursuant to policy DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan.

43) At the commencement of the works, the Belle Vue Zoological memorial stone shall be surrounded by protective fencing. Prior to any works to the Hyde Road entrance area within the site, the Belle Vue Zoological memorial stone shall be removed from its existing location, and retained securely in a safe fenced off location within the site, until the approved landscaping to the Hyde Road frontage has been implemented. The Belle Vue Zoological memorial stone shall be then sited permanently in the location identified on plan ref: 009433 01-XX-DR-L-910003 rev.P03 (Proposed site area around building), within 2 months of the implementation of the approved landscaping scheme.

Reason – To protect the Belle Vue Zoological memorial stone from damaged during construction works, pursuant to policies EN3 and DM1 of the Core Strategy for Manchester.

Informatives

1) Informative: As per IAQM/EPUK guidance, good practice principles should be applied.

2) Informative : Environment Agency Advice to Applicant

Re-use of material on site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from the site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- Excavated materials that are recovered via a treatment operation can be re-used on site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution.

- Treated materials can be transferred between sites as part of a hub and cluster project.

- Some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status of any proposed on -site operations is clear.

If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- The [position statement](#) on the Definition of Waste: Development Industry Code of Practice.

- The [waste management](#) page on GOV.UK.

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991

- Hazardous Waste (England and Wales) Regulations 2005

- Environmental Permitting (England and Wales) Regulations 2016

- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 '

Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.

If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the [hazardous waste](#) pages on GOV.UK for more information.

Dewatering Activity

Should dewatering be required during site investigation works we ask that the applicant refers to our regulatory position statement on 'Temporary dewatering from excavations to surface water' available via the link below to assess whether the relevant criteria can be complied with.

<https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water/temporary-dewatering-from-excavations-to-surface-water>

If the relevant conditional criteria cannot be complied with within the regulatory position statement a permit may be required for the purposes of dewatering and any long term

dewatering requirements post development.

3) Materials Informative

Building Regulations - Fire Safety

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

4) UXO Informative

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

5) Informative advice from Sport England : It is recommended that the Assessment and Scheme is developed by a specialist turf consultant/Agronomist. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled 'Natural Turf for Sport' (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch team sports, for example the Football Association.

Guidance on preparing Community Use Agreements is available from Sport England.

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/community-useagreements>

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Sport England
MCR Active