

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128966/JO/2020

Date registered valid: 22 December 2020

Proposal: Variation of conditions 3 (specified plans), 4 (materials), 14 (fume extraction), 27 (Drainage), 30 (landscaping), and 37 (Community access agreement) attached to planning permission referenced 124268/FO/2019 to allow reduction in sports hall building height, elevational alterations including changes to the external materials, removal of louvres, introduction of a sustainable drainage scheme and associated changes to landscaping, and to revise the timeframe for the submission of the community access agreement,

Address: Manchester College Of Arts And Technology , Ashton Old Road, Manchester, M11 2WH

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Niall Wright on behalf of LTE Group The Manchester College, Whitworth House , Ashton Old Road, Manchester, M11 2WH

Agent (if any): Mr Michael Giblin EillisWilliams Architects Wellfield, Chester Road, Preston Brook, Runcorn, WA7 3BA

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 16 March 2021

Application details

Type of application: Variation or Removal of Condition

Development type: Smallscale Major Other

Date of site visit:

Standard consultations:

Printed: 31 December 2020

Expired: 21 January 2021

Neighbour notifications

Printed: 31 December 2020

Expired: 21 January 2021

Site notice

Posted: 8 January 2021

Expired: 29 January 2021

Press advert

Published: 12 January 2021

Expired: 2 February 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application relates to the Openshaw campus of The Manchester College. The works proposed form part of a comprehensive development, following the demolition of the Westlands Building , Electric Workshop & Music Studios , external theatre and 5 -a -side pitch, and replacement with a Sports & Social Care Building, single storey extension of existing workshop accommodation, and construction of new full size artificial turf football pitch.

The demolition of the electrical engineering workshop / music studio building together with concrete ramps and stairs to the north west of the building , an external theatre canopy, stands and associated structures (including areas of concrete hardstanding), and two timber pergolas was approved on 18.07.2019. The building and structures to be demolished form part of a wider masterplan for the redevelopment of the Openshaw Campus , with a programme of renovation and refurbishment for the retained accommodation , the enhancement of the existing retained landscaped areas , and in the future the provision of a sports pitch.

Planning history

124016/DEM/2019- Demolition of existing Electrical Engineering Workshop and Music Studio building, outdoor theatre canopy and associated structures.

Manchester College Of Arts And Technology, Ashton Old Road

No objection 18.07.2019

124268/FO/2019 - Proposed erection of a three storey (with partial basement) Sports & Social Care Building, single storey extension of existing workshop accommodation, construction of new full size artificial turf football pitch (106m x 70m) with 8 no. 15m high floodlights and spectator seating, associated changes to the existing landscaping and car parking arrangements, and new boundary treatments following the demolition of existing buildings. Manchester College Of Arts And Technology ,Ashton Old Road.
Approved subject to conditions 29.10.2019.

Background

The Manchester College is currently based at 15 sites across Manchester: as well as several locations in the City Centre. Many of the existing facilities occupied by the College are underutilised and outdated. The information provided by the college states that the existing estate is inefficient, expensive to operate and maintain and difficult to manage. An Estate Strategy has been approved by the Board of Governors which will result in the rationalisation of the estate spread across 5 Campuses.

The Openshaw Campus is to become a Centre of Excellence for Automotive, Construction, Engineering and Logistics as well as Sports, Health and Social Care.

Openshaw is a well-established campus consisting of a wide variety of building sizes and types. Existing buildings such as the Whitworth and Cube buildings are accessible and rationally planned allowing focused curriculum delivery. Other buildings such as the construction workshops at Welcomb Street, the Westlands Building and the Music and Engineering Buildings do not meet modern teaching requirements.

The proposals forming the planning application will provide accessible, efficient, fit for purpose spaces, allowing the College to improve curriculum delivery, whilst lowering maintenance and running costs.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The Manchester College is located within a predominantly commercial area of Openshaw. The application site is located in an urban setting of commercial buildings on Ashton Old Road within Openshaw and Clayton ward. The application site is located in a mixed area predominantly characterised by college properties to the west, east and north, commercial premises further to the east, Bridge college further to the west, and the Manchester to Marple rail line and associated former Ashburys sidings to the south.

Whitworth Street runs in a west-east direction through the Openshaw campus route. A Stopping-up Order was obtained for Whitworth Street between Oddell Street and Clayton Lane South in 1997, effectively creating a pedestrianised link between the CUBE building, the Bungalow building and the rest of the campus.

Previously approved development

The previously approved scheme, which this application seeks to variations to related to the erection of a three storey (and partial basement level) Sports & Social Care Building, a single storey extension of existing workshop accommodation, construction of new full size artificial turf football pitch (106m x 70m) with 8 no. 15m high floodlights and spectator seating, associated changes to the existing landscaping and car parking arrangements, and new boundary treatments following the demolition of existing buildings within the Manchester College Of Arts And Technology campus at Openshaw.

The existing vehicular access points to the College premises are via Whitworth Street and Clayton Lane South, were to be retained.

The Sports and Social Care Building comprised changing facilities and plant at basement level facing the proposed pitch, with classrooms, sports laboratories, and a further changing facilities at ground floor level, a six court Sports Hall and associated storage area, gym and a

fitness studio at first floor level and a viewing gallery and plant room above.

The split in ground levels across the site allowed for a Lower Ground Floor which contained changing accommodation that opened directly onto the football pitch. This allowed the security strategy to be developed whereby the Lower Ground Floor could be opened out of hours whilst the rest of the college could be closed.

The proposed single storey workshop extension to Whitworth House provided teaching space for Construction, Automotive, Engineering and Logistics.

A new parking area was proposed and there were also some reconfiguration works proposed to the retained existing parking areas, including a minimal increase in the number of parking spaces, and associated reduction in landscaping to the Odell Street car park. Associated revisions were also proposed to the existing external landscaping and pedestrian access routes across the site.

Description of development

This application seeks to vary condition nos. 3 (specified plans), 4 (materials), 14 (fume extraction), 27 (drainage) and 30 (landscaping) attached to planning permission referenced 124268/FO/2019 to allow reduction in sports hall building height, elevational alterations including changes to the external materials, removal of louvres, introduction of a sustainable drainage scheme and associated changes to landscaping.

The overall height of the sports hall has been reduced by 1m in height. The reduction in the height of the sports hall building is as a result of the use of deep cellular beam, rather than a deep section truss, which enables an unrestricted height of 7.5m above the badminton court to be maintained as per the original approval.

Other elevational alterations include :-

- Omission of Sports hall rooflights;
- Metal vertical standing seam cladding below windows omitted and substituted with polished faced blockwork in a dark grey pewter colour.
- A Blockwork plinth added to the compound;
- The addition of an access hatch and roof access system;
- The materials on the North front Façade changed from render to stone panel plinth from ground to soffit / Spandrel with secret fixed jointed cement fibre panel over and up to roof line; and the areas of changed to polycarbonate to opaque glazing;
- The omission of access from plant room to workshop roof;
- The incorporation of PV units;
- Reduction to Rooflights to the Workshop;
- The addition of access ladders to Workshop Roof;
- Revision to the Canopy to a cantilever, instead of posted;
- Re configuration of Stepped Terrace levels
- Increase of compound area to abut the staircase walling
- The installation of purge vents into the linear windows
- The use of QED louvres to the façade
- The reduction in size of the louvres to East & West Elevations
- The addition of ventilation chimneys to sports hall roof
- The introduction of mullion to picture window

It is not proposed to incorporate any fume extraction equipment within the proposed development, due to the installation of ventilation chimneys and purge vents ,and as such condition no.14 is no longer required.

In regard to the surface water drainage condition (no.27) Green SuDs in the form of rain gardens are proposed. This revision to the approved scheme also involves changes to the previously approved landscaping scheme due to the incorporation of the proposed rain gardens.

Consultations & Notification Responses

Publicity - The proposed development was advertised in the press on 12th January 2021 , and a site Notice was displayed at the site from 8th January 2021.

Local residents / Local Businesses - No comments received.

Environmental Health - Have advised in regard to Condition 14 (fume extraction)
The application form states the following:

"No Fume extraction is incorporated within the design Refer to Sustainability Statement"
and
"Refer to OC-EWA-ZZ-ZZ-GA-A-P-S73-08_Fume Extraction Statement".

The submitted Sustainability Statement does not refer to fume extraction, and there is no drawing or document entitled 'OC-EWA-ZZ-ZZ-GA-A-P-S73-08_Fume Extraction Statement'.

Our previous comments regarding this matter were that the relevant section ('3.0 Filtration System (Odour, Particulate and Grease Removal)') of the BDP Ventilation and extract planning statement dated July 2019, as submitted with the original app, was incomplete.

Could the applicant confirm whether or not there is any kitchen fume extraction? If not, we will have no further comments.

Highway Services - Advise that they support the proposals . In relation to the sustainable drainage proposals they anticipate that the Flood Management Team will comment.

Arboriculturalists - No comments received.

Flood risk Management team - 14.01.2021. Advised that in order to discharge condition no.27 the following additional information needs to be provided:

Drawings OC-BM-ZZ-FN-DR-D-4001 and OC-BM-ZZ-FN-DR-D-4002 don't appear to have been submitted and will require review.

Proposed discharge rate calculations need to be provided - no calculations are presented within the BDP Drainage Strategy OPE-BDP-RPT-S-005, only figures are shown.

Further details of the point of SW discharge are required.

If surface water is to be 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. An email of acceptance of proposed flows and/or new connection will suffice;

An updated drainage layout will need to be provided showing the position of the raingardens and how they are incorporated into the proposed drainage network.

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;

For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures(preferably through SuDS) is required;

Hydraulic calculations will need to be updated for the proposed drainage system following the introduction of the raingardens;

Construction details of flow control and SuDS elements required.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, they suggest the following construction and maintenance condition to be considered by the LPA. This was previously actioned in connection with the previous approval and is condition no.28:

29.01.2021 - Updated comments .

Recommend drainage conditions as outlined below.

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and details that 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.

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

- o Maximise use of green SuDS in design;
- o 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, as the site is located within Critical Drainage Area;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- o 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;
- o 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. An email of acceptance of proposed flows and/or new connection will suffice;

- o For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required;
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, we suggest the following construction and maintenance condition to be considered by the LPA:

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:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o 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.

10.02.2021 -Updated comments

Recommended that condition 1 still be attached to any approval, but the criteria in order to discharge the condition were revised to the measures below.

- A survey should be carried out to confirm the position and invert level of the SW public sewer located with Clayton Lane South (the proposed outfall), to ensure that the proposed drainage
- No raingardens are shown on the most recently issued drainage layout: OS-BDP-ZZ-EX-PL-C-50_30-0001 P1, other documents presented to the LPA (including the hydraulic model) include raingardens. The drainage layout and hydraulic model do not correspond.
- The Drainage Strategy Report still states 'it is therefore proposed that the development will be served via separate foul and surface water drainage with connection to the existing onsite drainage systems which ultimately outfall to the existing 900 dia. combined sewer crossing the campus to the south', which is contradictory to the drainage layouts, this need to be updated.
- o The hydraulic model should be designed to ensure a maximum pass flow of 47.5l/s (as specified on the drainage layout BMC OC-BM-ZZ-FN-DR-D-4001) during the critical 1 in 100 year event - current model shows a discharge rate of 57.4l/s which is not acceptable.
- o If surface water is to be 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. An email of acceptance of proposed flows and/or new connection will suffice;
- o 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;
o Construction details of flow control and SuDS elements (rain gardens) required.

It was also recommended that the second condition previously recommended was attached to any approval, but it was also noted that the maintenance of the raingardens needed to be specified in the submitted documents.

Updated comments 10.03.2021

Recommended that condition 1 still be attached to any approval, but the timeframe is revised as it would be rephased to read 'Within a period of 3 months following planning approval, the applicant is required to submit the proposed surface water drainage works which should be in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Drainage works can only take place on site following submission of the proposed designs and details and the approval of this information in writing by the Local Planning Authority'. The criteria in order to discharge the condition were revised to the measures below.

A survey should be carried out to confirm the position and invert level of the ordinary watercourse located with Clayton Lane South (the proposed outfall), to ensure that the proposed drainage can successfully drain via a gravity connection.

No raingardens are shown on the most recently issued drainage layout: OS-BDP-ZZ-EX-PL-C-50_30-0001 P1, other documents presented to the LPA (including the hydraulic model) include raingardens. The drainage layout and hydraulic model do not correspond.

The Drainage Strategy Report still states 'it is therefore proposed that the development will be served via separate foul and surface water drainage with connection to the existing on-site drainage systems which ultimately outfall to the existing 900 dia. combined sewer crossing the campus to the south', which is contradictory to the drainage layouts, this need to be updated.

The hydraulic model should be designed to ensure a maximum pass flow of greenfield rates to the OWC during the critical 1 in 100 year event and Brownfield rates with a 50% betterment to the UU combined sewer. The split this is likely to be Phase 1 to the UU combined sewer and Phase 2 to the OWC - however this will be confirmed by MCC and UU.

If surface water is to be 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. An email of acceptance of proposed flows and/or new connection will suffice;

As a connection to an ordinary watercourse is proposed a Land Drainage Consent will be required and submitted to MCC.

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;

All hydraulic calculations (and model) should be updated accordingly.

Construction details of flow control and SuDS elements (rain gardens) required.

It was also recommended that the second condition previously recommended was attached to any approval, but it was also noted that the maintenance of the raingardens needed to be specified in the submitted documents.

United Utilities - United Utilities has no objection to the proposed variation to Condition 27 of Approval 124268/FO/2019.

GMAAS - Have advised that they commented on the previous application stating that there was no requirement for archaeological mitigation and this applies to this application as well.

Greater Manchester Ecology Unit - Have advised that they commented on the previous application at this site, and have no further comments to add in relation to this planning application.

The comments below are those made on the previously approved scheme

Bats

The buildings on site are to be demolished. A preliminary bat inspection was undertaken in June 2019 and found 3 of the buildings (B2, B5 & B6) to have some, albeit low, potential to support roosting bats and further survey effort was recommended. A dusk emergence survey was undertaken on 3rd June 2019 on these buildings. No bats were seen to emerge from the buildings during survey and only a low level of bat activity was recorded at the site. No further surveys for bats are therefore considered necessary and work can commence with a low risk to roosting bats. However, contractor's should be reminded of their legal responsibilities in relation bats and if, in the unlikely event bats are found or suspected during works, work should cease immediately and advice sought from a suitably qualified bat worker. They suggest that an informative to this effect be placed on any permission.

The trees on the site were considered to have a negligible potential to support roosting bats with the exception of a single mature aspen on the south eastern corner of the site had bat boxes fixed to it and was considered to have a moderate potential to support roosting bats. It is unclear from the report if this was subject to the emergence survey. However if this tree is to be affected/lost to the development then the boxes should be inspected for roosting bats, by a suitably qualified bat worker prior to any works. They would recommend that a condition to this effect be placed on any permission, if granted.

Birds

The trees and hedgerows on the site have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). They would therefore recommend that any tree/hedgerow works should not be undertaken in the main bird breeding season (March-August inclusive), unless nesting birds have found to be absent, by a suitably qualified person. They recommend that a condition to this effect be placed on any permission.

Hedgehog

The site was considered suitable to support hedgehog. Hedgehogs hibernate between October and March and use wood piles and other materials/vegetation for cover. We would therefore suggest that in the interest of best practice, between October and March any wood piles or other suitable materials and vegetation within the site area should be checked for hibernating hedgehogs before disturbance/clearance. If hedgehogs are found at any time during works they should be moved to a safe place outside of the working area where they will be safe from predators. They suggest that an informative to this effect be placed on any permission.

Invasive species

Three invasive species Cotoneaster, Montbretia and Curly pondweed were found on the site. All of these species are listed on Schedule 9 of the Wildlife and Countryside Act (1981), for which it is an offence to allow the species to grow in the wild. We recommend that the applicant

is advised of their presence and that they are disposed of appropriately. They recommend that an informative to this effect be placed on any permission.

Biodiversity Enhancement

In line with the requirements of the NPPF, they recommend that opportunities for biodiversity enhancement be incorporated into the new development. These should include:

- o Bat bricks and/or tubes within the new development
- o Bird boxes
- o Hedgehog boxes
- o Native tree and shrub planting
- o Wildflower sowing
- o Sensitive lighting on the southern boundary

In conclusion they are satisfied that the application can be forwarded for determination and that any permission if granted is supported by the conditions/ informatives above.

Design for Security -Have advised that they have no further comments to add at this stage, and recommend that the applicant makes an application for the Secure by design accreditation, so that they can provide a checklist of measures that we set out in the Crime Impact Statement.

Sport England - The only comment they wish to make was in relation to condition 3 and the proposed reduction in height of the sports hall of 1m. Although the external elevation showed the impact of the reduction in height it was not clear from the plans whether there would be a corresponding reduction in the internal sports hall height. Sport England advised that for a six court sports hall there needs to be a clear 7.5m height above the courts, and sought confirmation from the applicant that the 7.5m internal height required will not be affected by the external alterations.

11.01.2021 -Following clarification of the reduction in roof height and the sports hall, and given there will be no impact on the sports hall and the required 7.5m will be maintained they have no objection to the variation of condition 3.

Network Rail - Have advised that the applicant is reminded that the proposal documents and construction works require an interface with Network Rail. The applicant is reminded to submitted the Asset Protection form to Network Rail and no works are to commence on site until agreed with Network Rail.

Issues

Policy Context

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

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.

It is considered that the proposal would facilitate the expansion of facilities at an existing college. The proposals will provide safe and accessible new sports facilities for use by the College and local community. The new artificial turf Sports Pitch would be a direct replacement of the existing pitch at Nicholls Community Football Centre. It is not considered that the development would harm residential amenity. Chapter 8 would therefore be positively responded to. The revisions proposed would not change this aspect of the approved scheme.

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 level of car parking spaces would only increase by 1 space to 332 spaces on the site, but the number of cycle spaces would increase by 80 to an overall provision of 132. This represents a proportionate addition in relation to the up lift in staff and pupil numbers which would result due to the proposed accommodation, on the basis that this application is accompanied by a travel plan, the site is located adjacent to a bus route with frequent services,

and is in walking distance to a railway station . The development would therefore incorporate sustainable transportation options and chapter 9 would be positively responded to. The revisions proposed would not change this aspect of the approved scheme.

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 a workshop extension to the main college building. The proposed built form of the extension has been designed to be sympathetic to the original building and would comprise matching materials. The proposed sports and social care building would incorporate an arcade at ground floor level, reinforcing the existing arcaded façade to the Whitworth Building. Furthermore, this building would have extensive clear glazing and would have had translucent polycarbonate cladding facing towards Ashton Old Road to create an active frontage. The revisions proposed retain the areas of clear glazing, but would involve the replacement of the polycarbonate cladding with opaque glazing . This substitution of materials is considered to be acceptable as the opaque glazing would continue to allow diffused light from the building at first floor level during the evenings in winter.

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

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

The amount of new building at the Openshaw Campus is being kept to a minimum. The existing Whitworth Building is being extensively refurbished to ensure it continues to provide practical teaching and learning space for the College. The new buildings are set at a level 500mm above the adjacent ground levels, in order to take account of the potential impacts of climate change and the potential for flooding in the future.

The revisions proposed would not change this aspect of the approved scheme.

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.

Manchester Core Strategy

The policies relevant to this application are :-

Policies SP1 - Spatial Principles

The Manchester College Proposal at Openshaw will make a positive contribution to the neighbourhood by improving local services: it will improve access to local sports facilities - both the external pitch and the fitness gym will be publicly accessible. It will also provide improved educational facilities in the local area.

Policy DM1 - Development Management;

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.

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

The Manchester College is consolidating its activities at Openshaw. The construction department is relocating from the poor quality buildings at Welcomb Street to a new purpose built extension to the existing Whitworth Building. The proposed floorspace created as part of the proposed Sports and Social care building and workshop extension would off set the floorspace lost by the demolition of the Westlands Building and Electric Workshop and Music Studio. Whilst some courses - art and design for example - are relocating to the City Centre - the overall number of students at Openshaw will remain stable or slightly increase. This would broadly accord with policy EC2.

Policy CC 5 -Transport

The Manchester College Site at Openshaw is currently well served by public transport to and from the City Centre. This aspect of the proposed development is addressed in detail elsewhere in the report .

Policy T 1 - Sustainable Transport

The proposed development is located within an area served by numerous bus services on Ashton Old Road, and is in walking distance of Ashburys Station on Pottery Lane. The previously submitted Transport Assessment suggested that the majority of students currently travel by non-car modes (85%) and 27% of staff. The proposal includes measures to support future sustainable travel, including a high level of cycle parking and the adoption of a Travel Plan.

Policy T 2 Accessible areas of opportunity and need

The previously submitted Transport Assessment indicated 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 is based on surveyed parking demand at the campus, to

make sure the provision meets the operational needs of the proposal. There are no changes proposed to this aspect of the approved scheme.

Policy EC 5 East Manchester

The project will provide enhanced educational facilities for occupational courses to local residents and wider Manchester. The project is close to the arc of employment along Alan Turing Way and will help to re-enforce the integration of the neighbourhood with the wider area.

Policy EN 1- Design Principles and Strategic Character Areas

Openshaw is located within the Central Arc Character Area. The character of the immediate context of the campus is a mix of long span industrial buildings clad with metal sheet cladding in a variety of colours, 2 and 3 storey red brick and render housing units, unused 2 storey red brick commercial buildings.

In terms of the character of the Manchester College Site, the Whitworth building which is predominantly composed of long span industrial units clad with black composite metal cladding. The front of the building facing Ashton Old Road is two storey and clad with two shades of brown brick. The West facing façade of the building has a series of ceramic clad fins supporting a roof over and external area in front of the refectory. There is a landscaped area in front of the West elevation of the Whitworth Building containing two ponds, various stepped levels, seating areas and grass lawns.

The Cube Building is a four storey building located on Ashton Old Road and clad with terracotta brick and metal cladding panels.

There is a single storey brick bungalow on the north west corner of the site with terracotta roof tiles.

There are no listed buildings on the site and it is not in a conservation area.

The proposed Workshop Extension to Whitworth House has been designed to match the existing portal framed, black, composite clad workshops.

The new Sports and Social Care Building would be higher than buildings in the immediate vicinity, but would be located well within the site, looking towards Ashton Old Road. The previously approved building would comprised metal cladding, glazed curtain walling and translucent polycarbonate cladding. It is now proposed to use a stone panel plinth from ground to soffit / Spandrel with secret fixed jointed cement fibre panel over and up to roof line; and opaque glazing. Furthermore the building would now be 1m lower in height than the previously approved structure.

The revised design approach is considered to be appropriate in this location.

Policy EN 3 - Heritage

A desktop archaeology study was undertaken in association with the previously approved scheme. Historically the site was occupied by open fields and Openshaw Bleachworks. By 1891 the site was occupied by Joseph Whitworth and Company and Armstrong engineering works until 1933. The factories built armaments and other heavy engineering items. From 1933 to 1937 the factory buildings were dismantled. By 1968 the site was occupied by buildings for Openshaw Technical College on the western half of the site and a warehouse/factory on the eastern half of the site. By 1985 the Whitworth Building was in place beside the Technical College. By 2010-2014 the site was in its current layout.

None of the buildings on the site are listed or are non designated heritage assets. In view of the observations from GMAAS, it is considered that the revisions to the previously approved development would not give adverse impacts in regard to heritage.

Policy EN8 - Adaptation to Climate Change

The new building for construction courses will be a well-insulated modern building that replaces the existing uninsulated buildings at Welcomb Street, thereby reducing TMC's carbon emissions. Whilst the amount of open green space on the site is being reduced. The reduction is being kept to a minimum and new green areas have been added where possible. The new buildings have long span open spaces which can be easily adapted for future uses.

The new buildings have floor levels approximately 500mm above ground level to avoid any future flooding risk. The revisions to the previously approved scheme include the provision of rain gardens to slow surface water flow rates in regard to the wider college site. This amendment in conjunction with the proposal to incorporate PV's to the roof of the sports building is welcomed and will assist in managing matters arising from climate change in the future.

Policy EN 9 - Green Infrastructure

Whilst some open green space is proposed to be removed due to the footprint of the new building and the football pitch, additional green spaces have been added wherever possible. The proposal retains the two existing fish ponds and creates additional landscaped areas to the east of the proposed pitch and the retained auto electrical workshop within the Campus.

The site is not located within the Manchester Green Infrastructure Network. Provided some standard precautions related to reducing light spill are taken along the southern boundary, the proposed development is unlikely to impact upon other habitat corridors in the area.

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

The proposed artificial turf pitch at Openshaw would be a replacement for the pitch that the College will lose through the disposal of its site at their Nicholls Campus at Hyde Road, Ardwick. The proposed pitch will be to a modern improved standards, with spectating facilities incorporated, and technical areas for coaches and teams. The location of the new pitch is currently occupied with a part of the existing Westlands building, car parking and a small 5-sided pitch. The proposals will provide accessible high quality, sports facilities that will be available for use by local residents out with the core times required for use by the College.

The proposed sports and social care facility would also provide a 6 court sports hall, a gym and a fitness studio facility, thereby expanding the range of sports facilities available at the Openshaw site. Other than the provision of the rain gardens, no other amendments are sought in regard to this aspect of the approved scheme.

Policy EN 14 - Flood Risk

The application is accompanied by a Drainage Strategy report and Flood Risk Assessment. 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. Other than the provision of the rain gardens, no other amendments are sought in regard to this aspect of the approved scheme.

Policy EN15- Biodiversity and Geological Conservation

All the proposed planting would as far as reasonably practical, replicate existing. Trees and hedgerows are to be retained where possible, and new trees and shrub planting would incorporate a range of native species. Bird and bat boxes would also be incorporated into the new buildings towards the southern boundary of the site. No amendments are proposed to this aspect of the approved scheme.

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

The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste. Collections of the waste are shown on the submitted schedule below. The College anticipated that the waste collection strategy for the proposed facilities will remain the same as the existing arrangements.

Principle

The western half of the Openshaw campus site was occupied by buildings for Openshaw Technical College In 1968. By 1985 the Whitworth Building was in place beside the Technical College, and by 2010-2014 the site was in its current layout. The principle of the site for educational purposes had been therefore been established, prior to the previous approval for the erection of a three storey (with partial basement) Sports & Social Care Building, single storey extension of existing workshop accommodation, construction of new full size artificial turf football pitch (106m x 70m) with 8 no. 15m high floodlights and spectator seating, associated changes to the existing landscaping and car parking arrangements, and new boundary treatments following the demolition of existing buildings (ref: 124268) approved in October 2019 . However, the potential impact of the proposal and the proposed revision on the neighbouring properties must be assessed.

Design

The previously approved three storey Sports & Social Care Building (with partial basement) comprised glazed curtain walling with an external louvre band and translucent polycarbonate cladding system above to the north elevation visible from Ashton Old Road. This was to enable visual images to be projected onto the polycarbonate cladding as shown in one of the submitted visual images, to create visual interest. This combined with the visible activity at both ground and first floor would contribute to an active frontage and contribute to surveillance at the site. The escape stairwell would be finished in rainscreen cladding, with the eastern elevation being completed in metal cladding with eternal louvres. It is now proposed to use a stone panel plinth from ground to soffit / Spandrel with secret fixed jointed cement fibre panel over and up to roof line; and opaque glazing.

The southern and western elevations predominantly comprised a metal clad finish, but incorporate glazed curtain walling at ground floor level across the full extent of the southern and western elevations, with a further large glazed element at first floor level in the western elevation to create visual interest in design terms. The cladding material to used on the western elevation has been revised to a Seren Copper Vertical ribbed profile as Brake Pressed, which would look very similar to the material previously approved.

The single storey double height extension to the Whitworth building to form a new vehicle maintenance workshop would comprise dark grey metal cladding (Anthracite in colour), to

match the existing workshop accommodation.

It is considered that the proposed design solution, including the revisions being proposed to the originally approved scheme would be acceptable in this location.

Massing

The originally approved Sports and Social care building was to be taller than the existing buildings on the campus. However, by positioning the building further back on the site and detaching it from the context of the three-storey buildings to the north and the single-storey industrial units to the east and west, the immediate visual impact from Ashton Old Road of this height was reduced.

The massing of the building was a result of its internal functions and the desire to create a compact footprint on the site, thus maintaining as much of the existing landscape and car parking provision as possible. The form of the workshop extension was a continuation of the existing Whitworth House workshop, and as such replicated it in terms of height, scale and mass. It was considered that the height and mass of the proposed development would be satisfactory in the locations proposed.

The overall height of the sports and social care building has been reduced by 1m in height. The reduction in the height of the sports and social care building is as a result of the use of deep cellular beam, rather than a deep section truss, which enables an unrestricted height of 7.5m above the badminton court to be maintained as per the original approval. It is considered that the reduction of the height of the sports hall would not give rise to any issues in relation to height and the relationship with the adjoining buildings.

Visual Amenity

The previously proposed buildings were to be set well within the site forming the Openshaw campus, but the proposed Sports and Social Care building would (as advised previously) be visible from Ashton Old Road. The design of this building (as described above) was considered to be satisfactory in this location, would not adversely impact on visual amenity of the local residents on Ashton Old Road or the adjacent college or local businesses, and would accord with policy DM1 of the Core Strategy. It is considered that the proposed changes to the height and changes to the materials to the elevations as described earlier in this report would not give rise to significant issues in regard to the visual amenity of local residents, and local businesses.

Residential Amenity

The previously approved development lies some 122m from the residential properties to the north side of Ashton Old Road. The reconfigured parking arrangements forming the previously approved scheme only led to the increase in parking spaces by one, but increased cycling storage provision on the site by 80 spaces.

The provision of additional classrooms /cycle provision was expected to give rise to an increase in activity on and around the application site as a result of students arriving and leaving the college at the beginning and at the end of the day. It was not considered that arrival and departure of students would give rise to unacceptable impacts on residential amenity.

In view of the distance of the development to the existing houses, it was not envisaged that the proposal would give rise to privacy and overlooking issues. Furthermore, as the nearest houses lay to the north of a main radial route into the City Centre was considered that the impacts of the proposed development would not give rise to a significant increase in disturbance and that the proposal would not cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants, and would accord with policy DM1 of the Core Strategy. The proposed revisions under consideration do not affect this aspect of the approved scheme.

Noise/ Vibration

An environmental noise survey accompanied the previously approved scheme. The survey was been carried out to determine the existing noise climate at the site and at the nearest or most exposed noise sensitive receptor locations. Analysis of noise egress from the proposed football pitch was undertaken. The analysis indicated that noise levels at the nearest noise sensitive receptors due to noise from the proposed football pitch would comply with the proposed external noise emission criteria related to this noise source.

Using the on site noise survey data , the report confirmed that noise levels at the façades of the proposed development had been used to inform the building envelope design. The assessment indicated that conventional external window, wall and roof build-ups and ventilation strategies would enable compliance with the proposed indoor ambient noise level criteria. External noise limits due to fixed plant and equipment installations and workshop and manufacturing processes at nearest or most exposed noise sensitive receptors were recommended to comply with the proposed external noise emission criteria related to these noise sources. It was therefore proposed to attach a condition requiring any externally mounted plant or equipment to be chosen to achieve a level of 5 dB below background noise levels.

Due to the proximity of the railway line to the proposed site being in excess of 30 metres, no vibration survey or assessment was considered necessary to verify site suitability in relation to existing external vibratory source impact on the proposed development noise.

The submitted report also suggested that Indoor Ambient Noise Level criteria should be achieved when the ventilation systems are operating in their normal condition; when providing intermittent boost ventilation; and when operating to control summertime overheating. However, high ventilation rates are likely to be required in workshops and laboratory spaces when certain workshop or production activities would occur.

It was not considered that the proposals would give rise to unacceptable impacts on noise to nearby Bridge college or the residential properties to the north of Ashton Old Road. No issues have been raised by Environmental Health, but it is proposed that the previous conditions relating to acoustic insulation are reattached to any approval for the proposed amendments.

Ventilation /Fume extraction

The previously approved ventilation strategies complied with the building regulations. The Sports Hall was to be naturally ventilated, but the workshops, activity spaces and teaching spaces were to be mechanically ventilated.

The building had been split into zones with each served by a separate air handling systems or local mechanical ventilation with heat recovery that would have filtered and tempered air supply and heat recovery on the extract. The air intake and discharge would be separated to ensure no cross contamination.

In relation to the lower ground ventilation the scheme comprised local mechanical ventilation with heat recovery.

The ground floor perimeter rooms were to be supplied with local mechanical with heat recovery or natural ventilator units to avoid ducts to the roof. The units would take in intake and discharge through a band of louvres above the window and below the floor. Separation of air in and air out would be achieved by running ducts internally above ceiling voids.

Revisions to the previously approved scheme include the installation of purge vents into the linear windows; the use of QED louvres to the façade; the reduction in size of the louvres to East & West Elevations; and the addition of ventilation chimneys to sports hall roof

As part of the previously submitted report relating to filtrations systems was not complete , it is was proposed to attach a condition to any approval relating to fume extraction. On the basis of the observations by Environmental Health officers ,the confirmation from the planning agent that no kitchen extract system is needed , it is proposed to remove condition no.14 .

Highways Impacts

The previously approved scheme was accompanied by a Transport Assessment that considered the existing transport conditions within the vicinity of the site and the proposed development's access and parking provision. The assessment suggested that the redevelopment would not cause an unacceptable impact on highway operation or road safety. The proposed parking levels which were shown were considered suitable to meet future with development operational requirements. Measures were also proposed within the Travel Plan to support more efficient car movements.

Furthermore, an assessment was made in relation to accessibility. This showed that the site was well served by public transport and walking and cycling routes offer opportunities to access by non-car modes.

It was considered that the proposal accorded with NPPF and provided suitable access to the development. The development included measures that were commensurate with the scale, impact and nature of the proposal to facilitate and maximise access by sustainable modes and minimise the traffic impact of the proposal. This included a high level of cycle parking and the adoption of a Travel Plan.

In view of the observations of Highways Services as part of the earlier approval regarding the need for give way markings to the retained access at Clayton Lane South, an off-site highway works condition was recommended to be attached to any planning approval . There are no changes proposed to this aspect of the approved scheme.

Access and Servicing

Access from Whitworth Street and Clayton Lane South would be retained. The previously approved scheme involved reconfiguring car parking arrangements within the campus. The existing parking provision was 331 spaces (14 allocated for disabled users). Following the proposed reconfiguration 332 parking spaces were proposed spaces (16 allocated for disabled users)

The servicing yard was to be retained to the rear of the site. A swept path analysis was undertaken to ensure that service access could be undertaken by forward moving vehicles and had removed the need for vehicles to reverse or undertake multiple point turns as occurs at present .Furthermore, the recycled waste, general waste and construction specific waste had been gathered into a single enclosed compound.

There were 52 cycle spaces on site off Whitworth Street which were to be retained . This level of provision was to be increased to 132 (in total) with the additional 80 spaces provided to the rear of the proposed Sports and Social Care building. A statement within the previously approved Design & Access Statement indicated that currently less than 1% of respondents to a college survey travelled by cycle to the college. As such the proposed level of cycle parking would give an over provision when compared to the existing use by staff and students . However, the college confirmed their commitment to adopting a clear policy on sustainable transport and travel plan, and the proposed level of cycle storage would contribute to encouraging greater use of sustainable transport options. At that time no designs of the type of

stands or shelters for cycle storage had been provided for consideration. It was therefore recommended that this aspect of the scheme was conditioned.

Highway Services did not raise any objections to those parking and cycle storage amendments. It was however proposed to attach a condition relating to the proposed highway works including those which may require off site works, together with a condition to require details of special event parking measures arising due to sports fixtures necessitating the use of the pitch which are likely to have significant spectator attendance over and above normal college use. There are no changes proposed to this aspect of the approved scheme.

Accessibility

As part of the previously approved scheme, a fully accessible approach to the main entrance of the building was to be provided. The current main entrance to Whitworth House is approached via a series of hard landscaped squares that rise with the gradient of the site. These are joined by a series of steps and ramps, with the exception of the final rise to the main entrance which is by stepped access only.

As part of the landscaped proposals it was the intention to simplify the accessible route by providing a direct ramped access to the main entrance so that all building users could approach along the same route. All new access routes would be at least 1.8m wide.

The main entrance doors would be power assisted and glazed and their presence would be made apparent, with appropriate manifestation. All entrance thresholds to the building were to be level, with a mat well designed to be capable of receiving wheelchair traffic.

16 parking spaces were allocated for disabled users within the reconfigured parking arrangements, which equated to 5% provision. Eight spaces were allocated in close proximity to the main entrance of the Whitworth Building, 4 spaces adjacent to the Cube Building entrance, with the remaining 4 spaces in the newly created car park adjacent to the proposed sports pitch.

The layout plan was further revised to relocate the gate leading to the proposed pitch, next to the disabled parking bays on the new parking area adjacent to the pitch, to improve accessibility for disabled users to the pitch.

Level access from the basement changing facilities to the pitch would be provided under a promontory/short tunnel arrangement giving direct access to the pitch. Access from the ground floor of the proposed Sports and Social Care Building to the pitch is available via the retained series of ramps which run from the side elevation of the Whitworth Building to down to the car parks and Whitworth Street. Furthermore, the proposed Sports and Social Care Building has lift access (including the basement level) to facilitate disabled access.

Toilet facilities for disabled users would be located at basement, ground and first floor level within the sports and social care building.

No changes are proposed to these aspects of the approved scheme.

Crime and Safety

The previously approved proposals were accompanied by a Crime Impact Statement which confirmed that the development was broadly acceptable, in terms of designing out crime. The report confirmed that the overall crime rate in the local area is relatively low for Manchester. The proposed development would improve natural surveillance across the site and car park areas and the arrangement and proximity of the outdoor football pitch to the lower ground level changing areas, allow facilities to be made available when the college is a

whole is closed. The proposed pitch would increase activity in the area particularly before and afternoon the college main core hours. It was not, however, considered that the proposed use would give rise to unacceptable increases in crime in the wider area.

The recommendations in the Crime Impact Statement relate to the provision of access control systems to the main entrances and internal rooms and the specification of the proposed ground level windows and doors, lighting and a monitored alarm system and secure boundary treatment to restrict access into the site outside of hours.

The proposed development forms an extension to an existing college facility, and whilst additional lighting and CCTV coverage is proposed it is envisaged that the proposed accommodation would be linked into existing security measures.

It was previously considered appropriate to attach an appropriately worded condition that the development reflected the physical security specifications set out in the Crime Impact Statement. No changes are proposed to this aspect of the approved scheme.

Flood risk / Drainage

The development is located within Flood zone 1, i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%). Clayton Lane South on the western boundary is shown as within Flood Zones 2/3, associated with the surcharging of Corn Brook. The EA have provided modelled water level data taken from the Corn Brook 2017 modelling study in connection with the earlier application; this confirmed a 1 in 1000-year flood level of 52.950m AOD. According to topographical survey information, the lowest level on the site is 54.230m AOD adjacent to the site entrance off Clayton Lane South, this level is some 1.28m higher than the 1000-year level and confirms that the site is at low risk of fluvial flooding.

The development target has been previously assessed against the NPPF 'Sequential Test'. Taking into consideration that the previously approved scheme was for an educational development in Flood Zone 1, Tables 1, 2 & 3 of the NPPF were appraised to confirm that the development was appropriate and an Exception Test would not be required.

However, the previously submitted report recommended flood mitigation strategies be implemented, which were outlined in the accompanying Drainage Strategy report.

Flood risk from other sources including reservoirs, canals and groundwater was assessed and represented a low residual risk to the site.

The site is indicated to lie within the Conurbation Core Critical Drainage Area, 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 the site. To manage any residual flood risk, the mitigation measures in the submitted report recommended that ground levels should be profiled to encourage pluvial runoff and overland flows away from the built development and level accesses towards the nearest drainage point. Furthermore, that floor levels should generally be raised 150mm above surrounding ground levels to prevent any overland flow resulting from pluvial runoff or overland exceedance from entering buildings.

The approach to surface water drainage had followed the hierarchy of starting with infiltration, however, permeability tests were undertaken which established infiltration rates to be poor and therefore this method was not considered to be feasible. Discharging water to a water course was then explored. The nearest water feature to the site is Corn Brook which lies approximately 150m from the southern boundary of the site. However, the existing railway separates the site from the Brook and any route along the adopted highway would ultimately require a connection through third party land. It was therefore proposed that the development would be served via separate foul and surface water drainage with connection to the existing on-site drainage systems which ultimately outfall to the combined sewer crossing the campus to the south.

It was proposed to restrict discharge from each catchment to the 1 in 1 year and 1 in 100 year peak brown runoff rates with a 50% reduction when compared to existing rates as the site is located in a critical drainage area.

The proposed restricted discharge and calculated post-development runoff rates generated a storage requirement during periods of intense rainfall. Microdrainage design software was used to estimate the storage volume required on-site to accommodate the 100 year return period with a 40% allowance for climate change.

The total storage volume across all three catchments had been calculated at 180m³ and it was currently intended that this would take the form of geocellular attenuation and sub-base storage below the proposed pitch, and to the east of the pitch and parking area.

In view of the observations from the Flood Risk Management Team it was proposed to attach a condition relating to surface water drainage and , a condition relating to the implementation, maintenance and management of the sustainable drainage scheme.

As part of this application ,the applicant sought to provide additional drainage information, including Drainage Strategy Statement , Drainage Strategy Report Run off Calculations; Micro Drainage Data; BMC Storm Water Design - Hydraulic Calculations prepared for the whole site (rev.A) 12th March 2020 (for planning phases 1 ,2 and 3 as indicated on drawing ref: OS-RHA-XX-00-DR-A-PL 002 rev.D Site Plan and Landscape 1236040 (Planning Phasing Plan); BMC Storm Water Design - Hydraulic Calculations prepared for phase1 only (rev.A)12th March 2020 (for planning phases 1 , and 2 as indicated on drawing ref: OS-RHA-XX-00-DR-A-PL 002 rev.D Site Plan and Landscape 1236040 (Planning Phasing Plan);BMC SUDS drainage maintenance plan 12th March 2020 rev.B; Plan ref: OC-BM-ZZ-FN-DR-D-4001 rev.04 (General Arrangement of below ground drainage) and Plan ref: OC-BM-ZZ-FN-DR-D-4002 rev.02 (Below ground drainage details), with a view to discharging condition no.27. As advised above, the previous agreed drainage drawings for this site, specified a connection to the UU network.. However, the connection identified has now been confirmed by UU as an ordinary watercourse and not a public surface water sewer. As such Flood Risk officers would require discharge rates from the development to be set to a maximum of greenfield run-off rates . This matter has yet to be resolved, and in order to not further delay the determination of this application the applicant has requested that this aspect of the scheme is not considered at this time .

Contaminated Land

The previously approved scheme application was accompanied by a Phase 1 GeoEnvironmental Desk Study, a Phase II Geoenviromental Investigation, and a UXO Risk Assessment.

The desk top report identified that there had been previous potentially contaminative uses on or near the site include a bleach works, engineering works, railway sidings, and numerous redevelopments as potential sources of Made Ground. Potential contaminants, including heavy metals, hydrocarbons, inorganic compounds, asbestos had been identified. Furthermore, Council records indicated the presence of an additional historic landfill site within 250m of the development site which was a potential source of landfill gas.

Site investigations had identified the presence of Made Ground (some of which contained asbestos tiles) with groundwater levels between 0.45m and 2.10m below ground level . The report, however , confirmed that , no samples exceeded relevant screening criteria with the exception of asbestos detected in seven samples (chrysotile and amosite fibres).

The risk to end users from soil contamination associated with Made Ground at the site was concluded to be low (based on a commercial end use) due to the coverage of proposed buildings and hardstanding across the site. The risk to controlled waters was concluded to be moderate to low.

The risk to end users from ground gas was considered to be moderate associated with the probable Made Ground beneath the site and former bleach works and engineering works. Although it was noted that clean capping was proposed in proposed soft verge areas, information confirming the importation of materials complied with the Council's guidance was required, together with further quantification testing of the asbestos fibres in order to provide a more robust risk assessment. Asbestos was located in areas of proposed hardstanding, however a remediation strategy was required for the removal of any material from these areas. In view of the actions which were required in relation to existing ground conditions and the observations made by Environmental Health officers, it was recommended that a contaminated land condition be attached to any planning approval. No changes are proposed to this aspect of the approved scheme.

UXO

A report relating to the assessment of Unexploded Ordnance accompanied the previously approved scheme. The preliminary assessment had identified a Medium risk from German unexploded bombs at this site, and a high risk from British / Allied UXO. It was therefore proposed to attach a condition to any planning approval to require the submission of an Unexploded Ordnance mitigation strategy, and a report prepared outlining what measures, if any, are required to remediate the land. This condition has been subsequently discharged. No changes are proposed to this aspect of the approved scheme.

Sustainability

A BREEAM Pre -assessment report accompanied the previously approved scheme. This indicated that credits which were being targeted as part of the development, and suggested the development would achieve a Very Good BREEAM rating. The scheme comprised a fabric first approach. It was understood that a low and zero carbon feasibility study was being undertaken for the new build areas proposed and the introduction of photo voltaic panels to the new sports building and retained bungalow building would result in reductions of CO2 emissions.

5 Electric charging points were being proposed. Furthermore, low water demand appliances had been chosen to minimise water demand, and all external lighting would have daylight sensors and PIR's in areas of intermittent pedestrian traffic.

It was recommended that this aspect of the scheme was conditioned, with an additional condition proposed to ensure the implementation of the proposed charging points.

The project approach to carbon reductions targets energy efficiency measures including insulation, and efficient building services, followed by carbon compliance measures (onsite low/zero carbon technologies). The previously submitted energy report stated that all buildings would have U-values which improve upon part L 2010 by 20%, and air permeability levels of half those allowed under part L 2010. Efficient ventilation systems with heat recovery were also applied along with solar control glazing to minimise cooling loads. Appropriate carbon compliance measures were selected for those buildings submitted in detail: The Sports Facility on the Openshaw Campus of 'The Manchester College' included Air Source Heat Pump technology to generate low carbon heat for the building. Design stage National Calculation Methodology (NCM) calculations reported a 15% improvement upon part L 2010 for the Sports Facility, equivalent to a 6% carbon reduction over Part L2013. The scheme was designed around the energy hierarchy, with appropriate carbon compliance measures applied. On the basis of the submitted details, it was considered that the development would accord with the aspirations set out in policies EN 4, EN6 and EN8. No changes are proposed to this aspect of the approved scheme.

Waste Storage

The previously approved scheme included the provision of waste storage within the service yard to the south of the proposed workshop extension. Within the enclosed wheelie bin storage area 1810 litres of food waste, 3,330 litres of plastic and cans, 240 litres of glass and 1810 litres of garden waste would be accommodated. In addition adjacent to the enclosed storage area it was proposed to locate a skip for construction waste four receptacles for general waste, one for card and mixed paper and one for mixed recycling (10 FEL capacity for each receptacle). The planning agent had confirmed that the additional 400 + pupils had been included in the calculations of waste, which was queried by Environmental Health officers. It was proposed that this aspect of the scheme was conditioned together with the required for internal waste and recycling arrangements to be provided for consideration. No changes are proposed to this aspect of the approved scheme.

Trees

The previously approved scheme was accompanied by a Tree Survey. The proposal involved the loss of 31 trees from the western part of the site, with trees elsewhere on the site retained which was welcomed. 42 additional native trees (two of which would be heavy standards) were proposed to be planted to the new car park to the north of the proposed pitch, and to the west and south of the retained pond, and to the north east of the Auto Electric Workshop within the south car park, and along the southern boundary, to offset the loss of trees where the proposed pitch would be located. Due to the constraints of locating new college buildings, and retaining the existing college within the overall site, it would be difficult to accommodate further tree planting within the site. In view that a significant number of trees would be retained, the loss of trees outlined above, with the replacements proposed, was considered to be acceptable in this instance. No changes are proposed to this aspect of the approved scheme.

Landscaping

The previously approved scheme included the small area of grassland with trees around the perimeter of the reconfigured parking area to the north of the proposed sports pitch, and to the rear the proposed cycle storage facility to the south of the sports and social care building and along the southern boundary of the site. Due to the constrained nature of the site, following the provision of the sports pitch, the proposed landscaping, when considered in conjunction with the retained planting, whilst limited in extent was considered to be an acceptable approach in this instance.

It was proposed that this aspect of the scheme was conditioned, to ensure any planting which dies within 5 years is replaced. The proposed revisions to the approved scheme relate to the inclusion of rain gardens. Whilst this is fundamentally designed to respond to drainage matters, the proposed change is reflected in the landscaping scheme for the overall development. It is therefore proposed to condition this revision to the previously approved scheme.

Ecology

The nearest Local Nature Reserve is at Clayton Vale 1.8km to the north, and there is a SBI (Ashton Canal West) 800m to the north. It is not considered that the proposed development would have any impacts upon any designated sites, or priority habitats.

A Bat emergence survey was undertaken in the existing buildings as part of the previous approval. These buildings had previously been identified as having low bat roost suitability. No roosting bats were found, and only low levels of bat activity were observed. A dusk emergence survey was undertaken on 3rd June 2019 on these buildings. No bats were seen to emerge from the buildings during survey and only a low level of bat activity was recorded at the site. It was therefore likely that the proposed works would have a minimal impact upon bats and their

roosts. No further surveys for bats were therefore considered necessary. An informative, however, was recommended to be attached to any approval relating to legal responsibilities if bats are found.

The trees and hedgerows on the site have the potential to support nesting birds. It was therefore previously proposed to attach a condition to any approval to require that any tree/hedgerow works should not be undertaken in the main bird breeding season (March-August inclusive), unless nesting birds have found to be absent, by a suitably qualified person.

The site was also considered suitable to support hedgehogs. An informative was therefore recommended to check the site area for hibernating hedgehogs between October and March before any disturbance/clearance takes place, and that if hedgehogs are found at any time during works they should be moved to a safe place outside of the working area where they will be safe from predators, and that this recommendation be attached to any approval as an informative.

In order to improve /safeguard biodiversity on the site, it was also proposed to attach conditions to require the submission of details of bat tubes/brisk and bird and hedgehog boxes .

Three invasive species Cotoneaster, Montbretia and Curly pondweed were found on the site. It was therefore proposed that a condition be attached to any approval to require details of the removal and disposal of these species. This condition has been subsequently discharged. No changes are proposed to this aspect of the approved scheme.

Boundary treatment

New boundary treatment was proposed to the proposed pitch and to create an enclosed play area for the relocated nursery the bungalow building as part of the earlier approval. 4.5m high fencing was also proposed to three sides of the perimeter of the proposed pitch. As no elevational details or colouration of the proposed fencing had been submitted for consideration, so it was proposed that this aspect of the scheme was conditioned. Comments from Network Rail regarding height of fencing to the pitch were noted. However, following clarification they advised that the comments were general comments. The proposed fencing to the northern, western and southern boundary of the pitch would be 4.5m high and would be approximately 43m away from the boundary with the rail line. As such it was not considered likely that any issue would arise in connection with the use of the pitch and the rail line .However, the attachment of a condition relating to fencing would also enable any changes arising in connection with the Basic Asset Protection Agreement between the applicant and Network Rail in connection with fencing to be responded to without the need for a further application. The applicant has confirmed that a completed Basic Asset Protection Agreement proforma has been sent to Network Rail.

Air Quality

The previously approved development is located within the Manchester College Openshaw campus, which fronts onto Ashton Old Road, which is an area identified as experiencing elevated pollutant concentrations. As such there is potential for the proposals to cause impacts at nearby sensitive receptors during the construction and operational phases, as well as to expose future site users to elevated pollutant concentrations. An Air Quality Assessment accompanied the earlier application to assess site suitability for the proposed end-use and assess the potential impacts as a result of the proposed development.

During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These have been assessed, and provided appropriate mitigation measures are implemented, air quality impacts during the construction phase were considered to be acceptable for a development of this size and nature.

Dispersion modelling had also undertaken in order to predict pollutant concentrations across the site, and to predict air quality impacts as a result of road vehicle exhaust emissions associated with traffic generated by the proposed development.

The dispersion modelling in the submitted report indicated that pollutant levels across the site were below the relevant air quality standards and the location was therefore considered to be suitable for the development under consideration without the inclusion of mitigation methods.

The assessment also concluded that impacts on pollutant levels as a result of operational phase were predicted to be not significant at any sensitive location.

However, in order to reduce the impacts of the scheme in regard to air quality 5 electric vehicle charging points were to be provided. Whilst this was welcomed it was recommended that additional EV charging points form part of a condition to ensure their delivery.

Whilst the existing cycle parking spaces are currently underutilised, it was also proposed to increase their number of spaces from 52 to 132 (80 additional spaces) to encourage a further shift to sustainable modes of transport. It was also proposed to condition this aspect of the scheme. No changes are proposed to this aspect of the approved scheme.

Lighting

The previously approved proposals included provision of lighting to the perimeter of the proposed sports pitch, including the installation of 8no. 15m columns and with flood lights. However, no details of lighting to the proposed car park or the colouration and design of the proposed columns had been provided for consideration.

A Light Spill Analysis had been undertaken and was submitted as part of the earlier planning approval, which showed that there would be minimal light spill outside the curtilage of the college.

It was acknowledged that there would be some impact from lighting which was a change from the current prevailing position on the application site. However, with the imposition of conditions relating to the minimisation of any potential glare, and finalised details of the design and colouration of columns and car park lighting, it was not considered that the proposals would give rise to unacceptable impacts in terms of lighting to warrant refusal of the application. No changes are proposed to this aspect of the approved scheme.

Archaeology

The previously approved scheme was accompanied by an Archaeological Desk Based Assessment. The report concluded that the archaeological potential of the site would have been severely reduced by more recent development activity. In particular, the construction of the present buildings of Openshaw Campus would have severely truncated or destroyed earlier archaeological remains. Furthermore, the report recommended that no further archaeological work were required in relation to the proposed development. GMAAS accepted the Desk Based Assessment's conclusions and recommendations. On this basis no further archaeological requirements were requested. No changes are proposed to this aspect of the approved scheme.

Demolition works

The demolition works shown on plan ref: OS-RHA-XX-00-DR-A-PL-017(submitted with the earlier approval) were approved as part of an earlier application ref: 124016/DEM/2019 for the

demolition of existing electrical engineering workshop and music studio building, outdoor theatre canopy and associated structures. Manchester College Of Arts And Technology, Ashton Old Road which was approved on 18.07.2019.

Proposed pitch

As part of the earlier approval a 11-a-side football pitch was proposed, with spectator seating for up to 500 people. This was to replace the current provision at Nicholls Campus which would be vacated as part of the strategic reorganisation of the College.

The pitch would be formed using artificial turf to provide maximum flexibility for the educational needs of the College. The pitch would be surrounded by a 4.5m high fencing to the north, south and west boundary, with a 1.2m high fence to the east boundary at the edge of the pitch and a 2m high boundary at the top of the proposed terraced seating area, for safety and security reasons. No changes are proposed to this aspect of the approved scheme.

Employment

A part of the earlier approval it was estimated that the scale of the development could support 315.2 person years of construction related employment, comprising 145 on-site construction job years and a further 170.2 indirect job years in supporting industries such as specialist suppliers and manufacturing. It was estimated that the project could be completed over a 26-month period which implied that there would be 73 construction FTE jobs supported on-site during the build period and a further 85 off-site indirect FTE jobs.

It was estimated that the site currently supports 580 FTE College staff. This was estimated to rise to 606 once the development was completed - an increase of 26 direct FTEs, but giving rise to 31 jobs. 4.4% of staff live within the Bradford ward where the campus is located. No changes are proposed to this aspect of the approved scheme.

Condition no.37 timeframe

Condition no.37 required a community use agreement prepared in consultation with Sport England within 12 months of the permission being granted. Due to the circumstances associated with the pandemic commencing within 5 months of the previous application being granted approval, the matters relating to the community access agreement were not able to be addressed within the prescribed timeframe. The applicant is seeking that the time frame specified within the condition be revised to state the detailed need to be submitted within 2 months of the date of the permission relating to the variations of conditions. It is considered that the limited time frame demonstrates the applicant's on-going commitment to resolve this matter, and as such it is considered to be an acceptable approach given the circumstances.

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 the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The original submission raised initial concerns about drainage . Officers worked in a positive and proactive manner with the applicant to negotiate a scheme .The scheme is considered to be in accordance with the guidance contained within policies EC1, EC2, CC5, T1, T2, EC5, EN1, EN3, EN8, EN9, EN10, 11 and 12, EN14, EN16, EN18, EN19, 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 29th October 2022.

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

2) Development shall be carried out in accordance with the Phasing Plan ref: OS-RHA-XX-00-DR-A-PL -002 rev.D (Proposed site plan and landscape) and that site enabling works and development in any particular phase may be carried out concurrently.

Reason - To ensure the development is carried out in accordance with the phasing as shown on plan ref: OS-RHA-XX-00-DR-A-PL -002 rev.D , to ensure that the provision of infrastructure and public realm is properly co-ordinated and comprehensively provided with the built development.

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

OS-RHA-XX-00-DR-A-PL -001 (Existing site plan and landscape)
OS-RHA-XX-00-DR-A-PL -003 (Proposed service yard layout)
OS-RHA-XX-00-DR-A-PL -004 (Proposed Whitworth House ground floor)
OS-RHA-XX-00-DR-A-PL -005 (Proposed Whitworth House first floor)
OS-RHA-XX-00-DR-A-PL -006 (Proposed Sports Building Plans)
OS-RHA-XX-00-DR- A-PL-007 (Site Elevation Plans)

OS-RHA-XX-00-DR-A-PL -008 (North and East Elevations)
OS-RHA-XX-00-DR-A-PL -009 (South and West Elevations)

OS-RHA-XX-00-DR-A-PL -010 (new waste and recycling store elevations)

OS-RHA-XX-00-DR-A-PL -011 (Site edged red Location Plan)
OS-RHA-XX-00-DR-A-PL - 012 (3D visuals View from Ashton Old Road)

OS-RHA-XX-00-DR-A-PL - 013 (3D visuals Views of New Sport and Social Care building)

OS-RHA-XX-00-DR-A-PL - 014 (3D visuals View from the football pitch)

OS-RHA-XX-00-DR-A-PL - 015 (3D visuals Aerial View from the North West)

OS-RHA-XX-00-DR-A-PL -016 (Whitworth House Enabling Works Plan and elevation)

OS-RHA-XX-00-DR-A-PL -017 (Site Demolition Works)

OS-RHA-XX-00-DR-A-10_0004 rev.B (General Arrangement Layout -Site logistics & Constraints - Phase 3)

OS-RHA-XX-00-DR-A-10_0005 rev.B (General Arrangement Layout -Site logistics & Constraints - Phase 4)

OS-RHA-XX-00-DR-A-10_0006 rev.B (General Arrangement Layout -Site logistics & Constraints - Phase 5)

OS-RHA-XX-00-DR-A-10_0007 rev.A (General Arrangement Layout -Site logistics & Constraints - Phase 6)

Design and Access Statement 15 July 2019;

Archaeological desk based assessment July 2019

Preliminary Ecological Appraisal report April 2017

Preliminary Ecological Appraisal report R-4081-01 June 2019

Bat emergence survey report ref: R-4081-02 June 2019

Ecological Search Badger records

BREEAM Pre-Assessment report rev.B dated 8th July 2019;

Openshaw Campus Redevelopment - Socio-economic Assessment

Energy Statement ref: OS-BDP-XX-XX-RP-08 rev.P01 12th July 2019

External lighting Calculations ref: C4C17816 02.07.2019

OS-BDP-ZZ-XX-DR-YL-3201 rev.P02 (external lighting for planning submission)

Overview of the Estate Strategy

Phase 1 GeoEnvironmental Study ref: A2876/19 May 2019

Phase II GeoEnvironmental Investigation ref: A2876/19 / B.0 May 2019

Geosure Geo Insight data documents

Preliminary Unexploded Ordnance Risk Assessment

Crime Impact Statement Version A: 1st July 2019 2019/0232/CIS/01

Waste Management Plan

Air Quality Assessment ref: AQ107786 July 2019

Environmental Noise report ref: P3000694 (REP) U001 July 201930 P3000694/(REP)U001 00694/(REP)U001 3000694/(REP)U001

Flood Risk Assessment ref: OPE-SHD-00-ZZ-RP-C-0001

Drainage Strategy report July 2019 ref: OPE-BDP-RPT-S -005

Plan ref: OS-BDP-ZZ-EX-PL-C-50_30-001 rev.P1 (Foul and surface water drainage General Arrangement)

Run off Calculations

Micro drainage data

Travel plan190705/SK21921/TP01(-01)

Transport Assessment ref: 190709/SK21921/TA01 (-02)

Tree Survey plan ref: P486.17.07

Ventilation and Extraction Statement (notwithstanding section 3)

stamped as received 18th July 2019

Euroflood Maxi LED specifications as received 23rd July 2019

P.846.17.07_A Tree Survey received by email 23rd August 2019 from planning agent

Email from planning agent dated 10th October 2019 confirming additional tree planting and relocated gate to pitch from adjacent car parking area.

OS-RHA-XX-00-DR-A-PL -002 rev. D (Proposed site plan and landscape) received by email 25.10.2019.

Email from applicant 29.10.2019 confirming all tree planting would be native species

AS AMENDED BY

Plan ref: OC-EWA-ZZ-00-GA-A-10300 (Land);

Plan ref: OC-EWA-ZZ-00-GA-A-10300 (Landscape and Green SuDS);

Plan ref: OC-EWA-ZZ-ZZ-GA-A-P-S73-00 rev.1 (Elevation Key)

Plan ref: OC- EWA- ZZ- ZZ- GA- A- P-S73-01 rev.01 (Site Elevations);

Plan ref: OC- EWA- ZZ- ZZ- GA- A- P-S73-02 rev.01 (Proposed elevations);

Plan ref: OC- EWA- ZZ- ZZ- GA- A- P-S73-03 (Proposed Views);

Design Development Document - Materials (ref: OC- EWA- ZZ- ZZ- GA- A- P-S73-04);

Sustainability Statement (ref: OC- EWA- ZZ- ZZ- GA- A- P-S73-07);

Letter from QED confirming that the joinery workshop is fitted with a dust extraction system;
(ref: OC- EWA- ZZ- ZZ- GA- A- P-S73-08)

Received 4th January 2021

Agent email dated 5th January 2021 confirming clear 7.5m height above the courts in the proposed sports hall.

Email from agent 15th March 2021.

Openshaw College Digital reference materials Section 73 Application Openshaw College document ref: OC-EWA-ZZ-ZZ-RP-A-P-S73-06 received 14:54 16th March 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.

4) The development shall be implemented using Colonnade Equitone Natura by Etex colour Quartz white ref:N164; Shackerley Engineered Stone, ref: VAL42 Honed white speckle;to the sports hall, with the use of Ribbed Façade Panel Brake Panel by ASL Architectural Steel Ltd ref IRR-75 Seren Copper to the western elevation; and Polished Blockwork Forticrete Pewter to sports hall and stairacase plinth ;

Pewter Block Mortar as mid grey and weather struck jointing quoin reveal and finished ends;

Pewter Fairfaced to the Construction Centre / quoin reveal and finished ends;

Façade panel Eurobond - BY Europanel s5 Ribbed colour black;

and the use Euroclad Profiled Sheet ref 32/1000F colour Merlin Grey for the roofing.

Curtain walling Polyester Powder Coated as Anthracite Grey - RAL 7016 Clear Glazed

Windows : Polyester Powder Coated as Anthracite Grey - RAL 7016 Clear Glazed

Glazed Doors : Polyester Powder Coated as Anthracite Grey - RAL 7016 Clear Glazed

Steel doors :Polyester Powder Coated as Anthracite Grey - RAL 7016 Clear Glazed

Roller shutter : Black as Cladding

Glass Balustrading :Clear glass and stainless steel brushed finish

Wire mesh Fencing 4mm Darfen Triton panels pvc coated black / gates black

The Spectator Terrace : slightly textured concrete with black insert nosing to steps

Roof lights to the workshop : clear polycarbonate

Cycle Canopy : Anthracite Grey frame and clear polycarbonate Broxap 'Gullwing'

Roof Top natural vent terminals : Passivent as Goosewing Grey

Canopy to Workshop Compound as Goosewing grey trapezoidal roofing sheet

Façade Louvres added as polyester powder coated to match Façade finishes West Elevation as Seren Copper and South Elevation as Black;

as shown in the Openshaw College Digital reference materials Section 73 Application
Openshaw College document ref: OC-EWA-ZZ-ZZ-RP-A-P-S73-06 received 14:54 16th March 2021.

The development shall be carried out in accordance with the agreed details.

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

5) The proposal (or phase thereof) should be constructed in accordance with the recommendations contained within the submitted Crime Impact Statement rev. A dated 1st July 2019 (ref:2019/0232/CIS/01).

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.

6) The Phase of development comprising Sports & Social Care Building, and single storey extension of existing workshop accommodation, 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 buildings hereby approved is first occupied. The Sustainability Review document will provide evidence once the buildings 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.

7) The development shall be implemented in accordance with the Construction Method Statement dated 13th May 2020 by Caddick Construction (received 15th May 2020) and the details annotated on drawing ref: OS-RHA-XX-00-DR-A-10_0004 rev.E (General Arrangement Layout Site Logistics & Constraints - Phase 3).

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.

8) Within 3 months of the commencement of above ground works of any Phase of development, full detailed designs (including specifications) of all off site highways works (including any Traffic Regulation Orders) shall be submitted to and approved in writing by the City Council as local planning authority, relevant to that Phase of development. The

development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use.

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

9) The sports pitch hereby approved, shall not be used until details of special event parking measures are 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, and all the agreed works shall be completed prior to the proposed sports pitch being brought into use.

Reason - In the interests of highway safety, and ensure that there is adequate car parking for special events when the sport pitch is used, pursuant to policies SP1, DM1 and T1 of the Core Strategy for Manchester.

10) The development shall be implemented in full accordance with the measures College travel Plan Travel plan190705/SK21921/TP01(-01).

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

The approved Travel Plan pursuant to this condition 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 development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

11) The car parking for each Phase shall be surfaced, demarcated and made available for use before that Phase of development hereby approved by this permission is occupied or brought into use. The car parking spaces shall then be available at all times whilst the buildings are occupied, or the sports pitch is in use and shall not be used for any other purpose than the parking of vehicles associated with the use of the college(LTE Group), and the users of the 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. .

12) The development shall be implemented in accordance with the cycle storage space on plan ref: OS-RHA-XX-00-DR-A-PI-002 rev.D. Finalised details of the design of the proposed stands and shelter shall be submitted to and approved in writing by the City Council as local planning authority before any Phase of development hereby approved by this permission is occupied or brought into use.. The approved cycle storage facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policy DM1 and T1 of the Core Strategy.

13) a) The development shall be implemented in accordance with following documents:

- Remediation strategy and verification plan by Tier Environmental limited ref: TE 1291ROARS 1.0 12th March 2020;
- Phase II GeoEnvironmental Investigation report ref : A2876/19/B.3 August 2019
- Supplementary Statements in relation to the Site Investigation received by email from the planning agent on 21st May 2020
- Gas Monitoring record sheet ref: A2712
- Email from planning agent 9th July 2020 relating to gas monitoring and the importation of materials, and Soil Analysis certificates from DETS Ltd report ref: 19-07404 received 9th July 2020
- Supporting statement regarding ground gas in email dated 13th July 2020 from BMC
- Environmental Monitoring Calibration Certificate ref nos:3967, 4006 received 3rd June 2020
- Statement from EEG in email dated 11th June 2020 confirm that the ground gas monitoring and data assessment are in accordance with UK guidance, and any topsoil that is imported should be chemically validated by EEG.
- Email from planning agent dated 27th July 2020 with additional information relating to asbestos sampling.

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

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

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

14) The development shall be implemented in full accordance with External lighting Calculations ref: C4C17816 02.07.2019 the lighting locations shown on plan ref: OS-BDP-ZZ-XX-DR-YL-3201 rev.P02 (external lighting for planning submission). Notwithstanding the Euroflood Maxi LED specifications , finalised details of the type , and height of column and lantern design for all external lighting products relevant to that Phase of development shall be submitted to, and approved in writing by, the City Council as local planning authority, before that Phase of development is occupied or brought into use.

The development shall be implemented in accordance with the approved details.

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

15) Prior to the installation of flood lighting of the sports pitch, hours of use of the flood lighting shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The flood lighting to the sports pitches/multi use games courts shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby 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.

16) If any lighting at any Phase of the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby properties, and the adjacent rail line within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

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

17) Before any Phase of development is 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, relevant to that Phase 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.

18) Before any Phase of development is occupied or brought into use any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme, submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment (relevant to that Phase). The approved scheme shall be completed before that Phase of development is occupied or brought into use.

Upon completion of the Phase of development a verification report will be required to validate that the work undertaken throughout that Phase of development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report relating to that Phase of development, shall be detailed along with any measures required to ensure compliance with the agreed noise criteria

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

19) The Sports and Social Care building and workshop extension shall be implemented in full accordance with measures in the Environmental Noise report ref: P3000694 (REP) U001 July 2019.

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

20) 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

21) The development shall be implemented in accordance with the Waste Management Strategy received on 12th August 2019, and details on plan refs: OS-RHA-XX-00-DR-A-PL -004 (Proposed Whitworth House ground floor); OS-RHA-XX-00-DR-A-PL -003 (Proposed service yard layout) ; OS-RHA-XX-00-DR-A-PL -010 (new waste and recycling store elevations) prior to first occupancy of the accommodation hereby approved, and shall remain operational thereafter. Prior to the implementation of the bin store finalised elevational details of the proposed. Elevational design and materials shall be submitted to and approved in writing by the City Council as local planning authority. The bin store shall be implemented in accordance with the approved details.

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

22) The development shall incorporate the provision of 5 no. Electric Vehicle Charging points , together with the infrastructure (ducting and capacity) as shown on plan ref: OS-RHA-XX-00-DR-A-PI-002 rev.D , prior to the occupation of the development hereby approved . All electric vehicle charging points , 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.

23) Deliveries, servicing and collections, including waste collections to the hereby approved development shall not take place outside the following hours:

Monday to Saturday; 07:30 to 20:00

No deliveries/waste collections on Sundays/Bank Holidays.

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

24) Prior to the use of the Sports and Social Care building and workshop hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Sports and Social Care building and workshop shall then be used in accordance with the approved hours.

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

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

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

26) Within 3 months of the date of this planning permission, the details and the design of the surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, for that phase of development, shall be submitted to and approved in writing by the local planning authority. The details and design of the surface water drainage works shall be provided in accordance with Phasing Plan ref: OS-RHA-XX-00-DR-A-PL -002 rev.D. The development shall be implemented in accordance with the approved scheme prior to the completion of works within that phase.

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

27) No Phase of development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme relating to that Phase of development 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:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies within the NPPF and NPPG and local policies EN08 and EN14.

28) The development shall be implemented in accordance contents of document ref: 2602 - 26 / PCC-01 Date : 01.04.2020 by the Ellis Williams Partnership and Management Plan by Professional Remedial Services dated 31/03/2020 ref: RMN/KS /200201in relation to non-native invasive species present on the site.

Reason - To prevent the spread of non-native invasive species present on the site, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981. pursuant to Policy EN15 of the Core Strategy.

29) The development shall be implemented in accordance with the hard and soft landscaping treatment scheme on plan ref: OS-RHA-XX-00-DR-A-PI-002 rev. C P.846.17.07_A Tree Survey received by email 23rd August 2019 from planning agent and Email from planning agent dated 10th October 2019 confirming additional tree planting, and email dated 29th October 2019 from the applicant confirming that all tree species would be native; as amended by plan ref OC- EWA- ZZ- 00- GA- A- 10300 rev. P0 (Landscaping and Green SuDS) received 4th January 2021 solely in relation to the location of the proposed rain gardens within the soft landscaped areas.

The approved scheme shall be implemented not later than 12 months from the date the proposed extensions 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.

30) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained on plan ref: OS-RHA-XX-00-DR-A-PI-002 rev. D and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located 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 BS 5387:2012 'Trees in relation to design, demolition and 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 EN1 of the Core Strategy.

31) 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.

32) Within 3 months of any Phase of the development commencing full details of the design and locations of bat and bird boxes, as part of the approved development of that Phase shall be submitted and agreed with the Local Planning Authority. The permanent bird and bat boxes shall be installed in accordance with the agreed design, prior to the occupation of the teaching accommodation hereby approved.

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.

33) Within 3 months of any Phase development commencing full details of the design and locations of hedgehog boxes within the college campus, as part of the approved development

within that Phase , shall be submitted and agreed with the Local Planning Authority. The permanent hedgehog boxes shall be installed in accordance with the agreed design.

Reason - To provide hedgehog boxes to comply with policy EN15 of the Core Strategy for Manchester.

34) The proposed sports pitch shall be implemented and brought into use before the existing Artificial Grass Pitch at Nicholls Campus is decommissioned or removed .

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use pursuant to policy EN10, EN11 and EN12 of the Core Strategy for Manchester and paragraph 97 of the NPPF.

35) No above ground works in connection with any Phase of development shall commence until the finalised detail of the design and layout of the Artificial Grass Pitch, Changing Rooms and Sports Hall, for that Phase of development, have been submitted to and approved in writing by the Local Planning Authority. The Artificial Grass Pitch, Changing Rooms and Sports Hall shall be implemented in accordance with approved details.

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

36) Within 2 months of the date of this planning permission, a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to all sports facilities forming part of the development and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

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

37) Details of access proposals to each Phase of the development (including the proposed pitch facility) for mobility impaired persons including route widths, levels and gradients ,relevant to that Phase 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 pursuant to policy DM1 of the Core Strategy for Manchester.

38) Finalised design details of elevational designs and colouration of boundary treatment in conjunction with the proposed sports pitch , and gated area to the bungalow building to 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 use of the pitch 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) The development shall be implemented in accordance with the completed Network Rail asset of Protection Enquiry questionnaire, OS Grid reference, site layout plan, aerial view image in connection with works in proximity to the southern boundary of the college campus.

Reason - To prevent any of ground levels, earthworks and excavations piling from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Core Strategy for Manchester.

40) The development shall be implemented in accordance with the information contained within the Detailed Unexploded Ordnance Risk Assessment V1.1 RC ref: 8200 RA dated 4th July 2019 prepared by Safelane Global; and Detailed Method Statement and Risk Assessment, relating to the onsite watching brief during excavation prepared by Safelane Global, and the original Risk Assessment (as revised by the greater depth of 3m excavation).

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies SP1 and DM1 of the Core Strategy.

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2) Contractor's are reminded of their legal responsibilities in relation bats and if, in the unlikely event bats are found or suspected during works, work should cease immediately and advice sought from a suitably qualified bat worker

3) As Hedgehogs hibernate between October and March and use wood piles and other materials/vegetation for cover, it is recommended that between October and March any wood piles or other suitable materials and vegetation within the site area should be checked for hibernating hedgehogs before disturbance/clearance.

If hedgehogs are found at any time during works they should be moved to a safe place outside of the working area where they will be safe from predators.

4) The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to: AssetProtectionLNWNorth@networkrail.co.uk

5) The applicant will provide at their own expense (if not already in place):

- A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land.
- The fence must be wholly constructed and maintained within the applicant's land ownership footprint.
- All foundations must be wholly constructed and maintained within the applicant's land ownership footprint without over-sailing or encroaching onto Network Rail's boundary.
- The fence must be set back at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments.
- Existing Network Rail fencing, and boundary treatments, must not be damaged or removed in any way.
- Network Rail will not allow any maintenance works for proposal fencing or proposal boundary treatments to take place on its land.
- Proposal fencing must not be placed on the boundary with the railway.
- Any fencing over 1.8m in height will require agreement from Network Rail with details of foundations and wind loading calculations submitted for review.
- The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

6) The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments. Any construction works on site and any future maintenance works must be conducted solely within the applicant's land ownership.

7) Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

8) If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail for agreement.

o All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.

o The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

9) The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- o All surface waters and foul waters must drain away from the direction of the railway boundary.
- o Soakaways for the proposal must be placed at least 30m from the railway boundary.
- o Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.
- o Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's land and infrastructure.
- o Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- o Drainage works must not impact upon culverts, including culverts/brooks etc that drain under the railway.
- o The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.
- o Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

NB: Soakaways can materially effect the strength of soil leading to stability issues. A large mass of water wetting the environment can soften the ground, and a build-up of water can lead to issues with the stability of Network Rail retaining walls/structures and the railway boundary. Network Rail does not accept the installation of soakaways behind any retaining structures as this significantly increases the risk of failure and subsequent risk to the travelling public.

If the developer and the council insists upon a sustainable drainage and flooding system then the issue and responsibility of flooding, water saturation and stability issues should not be passed onto Network Rail. We recognise that councils are looking to proposals that are sustainable, however, we would remind the council that flooding, drainage, surface and foul water management risk as well as stability issues should not be passed 'elsewhere', i.e. on to Network Rail land.

The drainage proposals are to be agreed with Network Rail.

The HSE identifies railways as a Major Hazard Industry. An earthwork failure within a high-hazard area has the potential to result in a catastrophic accident with multiple fatalities or long-lasting environmental issues. It should be noted that where the actions of an adjacent landowner have caused a landslip on the railway the loss adjusters are likely to advise recovery of Network Rail costs from the 3rd party, which would include costs of remediation and recovery of costs to train operators. Many railway earthworks were constructed in the Victorian period and are susceptible to failure by water saturation. Water saturation leads to an increase in pore water pressure within the earthwork material. Please also note that railways, and former railway land adjacent to it, is considered as contaminated land due to historic use of railways, which can affect the suitability of infiltration drainage.

10) The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- o Alterations to ground levels
- o De-watering works
- o Ground stabilisation works
- o Works to retaining walls
- o Construction and temporary works
- o Maintenance of retaining walls

- o Ground investigation works must not be undertaken unless agreed with Network Rail.
- o Confirmation of retaining wall works (either Network Rail and/or the applicant).
- o Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- o For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

11) The applicant must provide suitable ball proof mesh netting for the sports facilities. The applicant must provide details of the netting to the Asset Protection Engineers to ensure that the netting is installed without placing any load bearing weight upon Network Rail land, and to ensure that the pole foundations do not undermine or encroach upon Network Rail land.

Reason: The netting should be 5m in height to prevent all potential sports equipment, i.e. footballs etc from over-sailing the railway boundary and falling into the path of trains. The applicant must consider the foundations of the netting which could undermine or destabilise Network Rail's land. Equally, netting erected on land next to the operational railway could topple over in high wind and fall onto Network Rail land, onto the path of trains or onto safety critical equipment (e.g. signals, telecoms cabinets, overhead lines if above the level of the railway).

12) Network Rail requires that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works.

13) Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

14) As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached).

AssetProtectionLNWNorth@networkrail.co.uk

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

Should the above proposal be approved by the council and should there be conditions, where the proposal interfaces with the railway (as outlined in this response) the outside party is advised that a BAPA (Basic Asset Protection Agreement) must be in place, in order for Network Rail to review and agree the documentation and works outlined in conditions (and those areas covered by the discharge of conditions).

15) United Utilities have advised that a water main and a public sewer crosses the site. They have stated they need unrestricted access for operating and maintaining the main, and will not permit development over or in close proximity to the main, and will require an access strip. In relation to the public sewer they will require an access strip width of six metres, three metres either side of the centre line of the sewer.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail
Sport England

Whitworth Baths, Ashton Old Road, Manchester, M11 2HB
Unit 6, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 3, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
39 Clayton Lane South, Manchester, M12 5PG
37 Clayton Lane South, Manchester, M12 5PG
Mcc Operational Services, Clayton Lane South, Manchester, M11 2WD
Ground Floor, Ambrose House, Ambrose Street, Manchester, M12 5DD
First Floor, Ambrose House, Ambrose Street, Manchester, M12 5DD
Units 1 And 2, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 8, Ambrose Street, Manchester, M12 5DD
Unit 1, Ambrose Street, Manchester, M12 5DD
44 Herne Street, Manchester, M11 2FN
6 Whitworth Street, Bradford, Manchester, M11 2GR
Unit B5, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
31 Ambrose Street, Manchester, M12 5DD
4 Clayton Lane South, Manchester, M11 2WD
48 Herne Street, Manchester, M11 2FN
Seamark Ltd, 3 Whitworth Street, Bradford, Manchester, M11 2DW
42 Herne Street, Manchester, M11 2FN
36 Herne Street, Manchester, M11 2FN
38 Herne Street, Manchester, M11 2FN
46 Herne Street, Manchester, M11 2FN
Unit 7, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
5 Dawney Street, Manchester, M11 2EW
Units 1 To 2, Ambrose Street, Manchester, M12 5DD
J.Allcock And Sons Ltd, Ambrose Street, Manchester, M12 5DJ
Unit 5, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
2 Ambrose Street, Manchester, M12 5DD
755 Ashton Old Road, Manchester, M11 2HB
741 Ashton Old Road, Manchester, M11 2HD
735 Ashton Old Road, Manchester, M11 2HD
Crossley Engines Ltd, Pottery Lane, Manchester, M11 2DP
Unit 7, Ambrose Street, Manchester, M12 5DD
Unit 5, Ambrose Street, Manchester, M12 5DD
Unit 3, Ambrose Street, Manchester, M12 5DD
Unit 4, Ambrose Street, Manchester, M12 5DD
Unit 6, Ambrose Street, Manchester, M12 5DD
City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 2, Ambrose Street, Manchester, M12 5DD
Rose Hand Car Wash, 745 - 753 Ashton Old Road, Manchester, M11 2HB

32 Herne Street, Manchester, M11 2FN
50 Herne Street, Manchester, M11 2FN
34 Herne Street, Manchester, M11 2FN
2 South Street, Bradford, Manchester, M11 2FR
40 Herne Street, Manchester, M11 2FN
Unit A7, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit B6, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit 4, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Bridge College, Whitworth Street, Bradford, Manchester, M11 2GR
8 Mill Street, Manchester, M11 2ED
6 Mill Street, Manchester, M11 2ED
South Street Community Centre, Ashton Old Road, Manchester, M11 2HB
717 Ashton Old Road, Manchester, M11 2HD
725 Ashton Old Road, Manchester, M11 2HD
729 Ashton Old Road, Manchester, M11 2HD
705 Ashton Old Road, Manchester, M11 2HD
721 Ashton Old Road, Manchester, M11 2HD
723 Ashton Old Road, Manchester, M11 2HD
707 Ashton Old Road, Manchester, M11 2HD
719 Ashton Old Road, Manchester, M11 2HD
727 Ashton Old Road, Manchester, M11 2HD
709 Ashton Old Road, Manchester, M11 2HD
2 Mill Street, Manchester, M11 2ED
711 Ashton Old Road, Manchester, M11 2HD
713 Ashton Old Road, Manchester, M11 2HD
715 Ashton Old Road, Manchester, M11 2HD
4 Mill Street, Manchester, M11 2ED
East City Library, Whitworth Street, Bradford, Manchester, M11 2WH
Workshop Junction Whitworth Street, Ashton Old Road, Manchester, M11 2ZZ
Mantec Engineering, Ashton Old Road, Manchester, M11 1ZZ
Central Mcr College, 12 Whitworth Street, Bradford, Manchester, M11 2WH
Unit B1 And B4, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit C, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Units B2 And B3, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
49 Whitworth Street, Bradford, Manchester, M11 2BZ

Appendix 2 – Planning constraints

[illegible]

[illegible]