

Design and Access Statement: The Together Trust: Bridge College Extensions, Alterations and associated Site works



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Bridge College Extensions and Alterations

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A Pre-application Consultation and Advice

07.08.24 – Microsoft Teams Meeting

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B Arboricultural Information and Biodiversity Net Gain

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0538_BNG_V6 – Biodiversity Net Gain Assessment (22.09.25) – Envance

0538_EcIA_V4 – Ecological Impact Assessment (02.09.25) – Envance

0538_SBM_V6 – Statutory Biodiversity Metric (02.09.25) – Envance

C Site Investigation

51021-CE-01-XX-R-G-1001 P01 – Site Investigation Report (Phase 1 & 2) – Civic Earth

D Traffic and Highways

Travel and Waste Management Statement, Dec 2024 and Waste Transfer Notes – Bridge College.

Proposed College Extension (AM/240813/TN02) – Technical Note – SCP

SCP_240813_Technical Note Addendum_2025 08 22ISSUE

0396-WSA-ZZ-ZZ-RP-A-1902-S4-P01-Refuse Storage Statement

E Noise and Environment

AQ103265_V2 – Bridge College-250506 – Air Quality Assessment

NA103265 – Bridge College Noise Assessment

F Energy Statement

EJ1913_Rev A – Bridge College, Manchester – Proposed Energy Statement, Jan 2025 - ESD

APPLICATION TYPE

This Design and Access Statement forms part of the application for full Planning Permission for the remodelling and extension of Bridge College within its existing site at Whitworth Street in Openshaw, East Manchester along with a reorganisation of vehicle drop-off and additional car parking. In addition, the project includes re-roofing works.

The existing building is a purpose-built single storey SEN college building for students 16-25 years of age completed in 2012 on a 3.4 hectare brownfield site, formerly a Rolls Royce industrial facility known as the Crossley Works Site. The project aims to provide 4 additional classroom spaces and re-organise the arrival, entrance and administration facilities in an accessible, efficient manner whilst retaining appropriate security and safeguarding segregations.

Extension and internal remodelling.

This work will involve the remodelling of the existing administration suite and construction of an extension adjacent to that suite on the

east side of the building between the hydrotherapy wing and refectory/kitchen wing of the existing building.

In addition to the re-provision of administration offices the work will provide four additional classrooms and associated one to one rooms, teaching stores and additional staff and student toilet provision.

Entrance extension

This work involves the construction of a small extension to the north elevation adjacent to the position of the mini-bus drop-off. A reception office, a small meeting room and a Principal's Office will be formed with a minimal amount of minor remodelling to reorganise access from the extension into the existing building.

Roofing works

Re-roofing works will be undertaken across the whole of the existing building with new roof membranes and new roof insulation to coordinate with the new roofs over the extensions.



Mini-bus arrival drop off, car and mini-bus parking and the provision of additional overspill and events parking.

This work involves the remodelling of the existing mini-bus drop-off to provide additional mini-bus drop-off space within the college site. Associated with this reorganisation will be the necessary adjustment to existing mini-bus parking, accessible and visitor parking and the provision of electrical vehicle charging spaces. In addition, the proposal includes the provision of additional parking across the site, providing some increased capacity to satisfy staff, visitor and student parking demand, all to address the current situation which sees ad-hoc parking within the site.

Information regarding current vehicle parking provision and demand is included in “Bridge College – Travel and Waste Management Statement” and further information based upon a recent transport survey is included in the Technical Addendum Note dated 2025 08 22 ISSUE In Appendix D .



Site Location 2

SITE LOCATION



Site Location

The Bridge College site is bounded by Whitworth Street to the north, Clayton Lane South to east and Pottery Lane to the west. The Manchester to Leeds railway line runs along the southern boundary at a higher level than the site above a retaining wall. Pedestrian and vehicular access to the site is from Whitworth Street with a secondary emergency vehicular access at the southwest corner of the site from Pottery Lane.

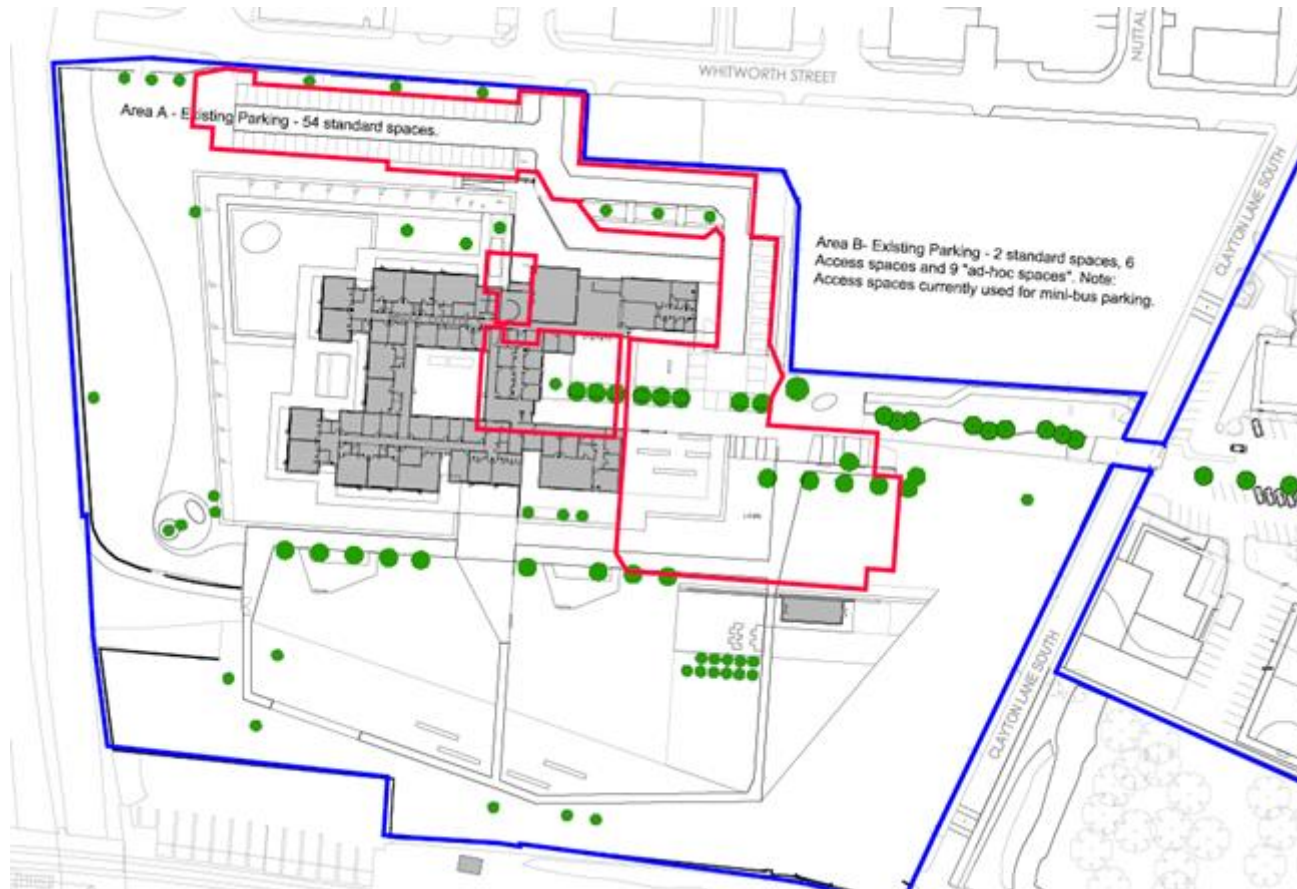
A large proportion of the site is relatively flat with a mounded area to the west along Pottery Lane. Pottery Lane and Clayton Lane South slope down from north to south as they pass the site, and both pass under railway bridges immediately beyond the sites southern edge. At the west as the level of Pottery Lane increasingly falls below the level of the site the boundary wall becomes a retaining wall of increasing height.

At the time the college was established and as part of the original construction project a pedestrian bridge was created spanning from the Bridge College site to the Manchester College site which sits on the opposite side of Clayton Lane South. This bridge is no longer in use and has been closed off.

No footpaths or rights of way currently exist across the site. The boundary of the site is clearly defined as a secure line.

Site Location 2

EXISTING SITE PLAN

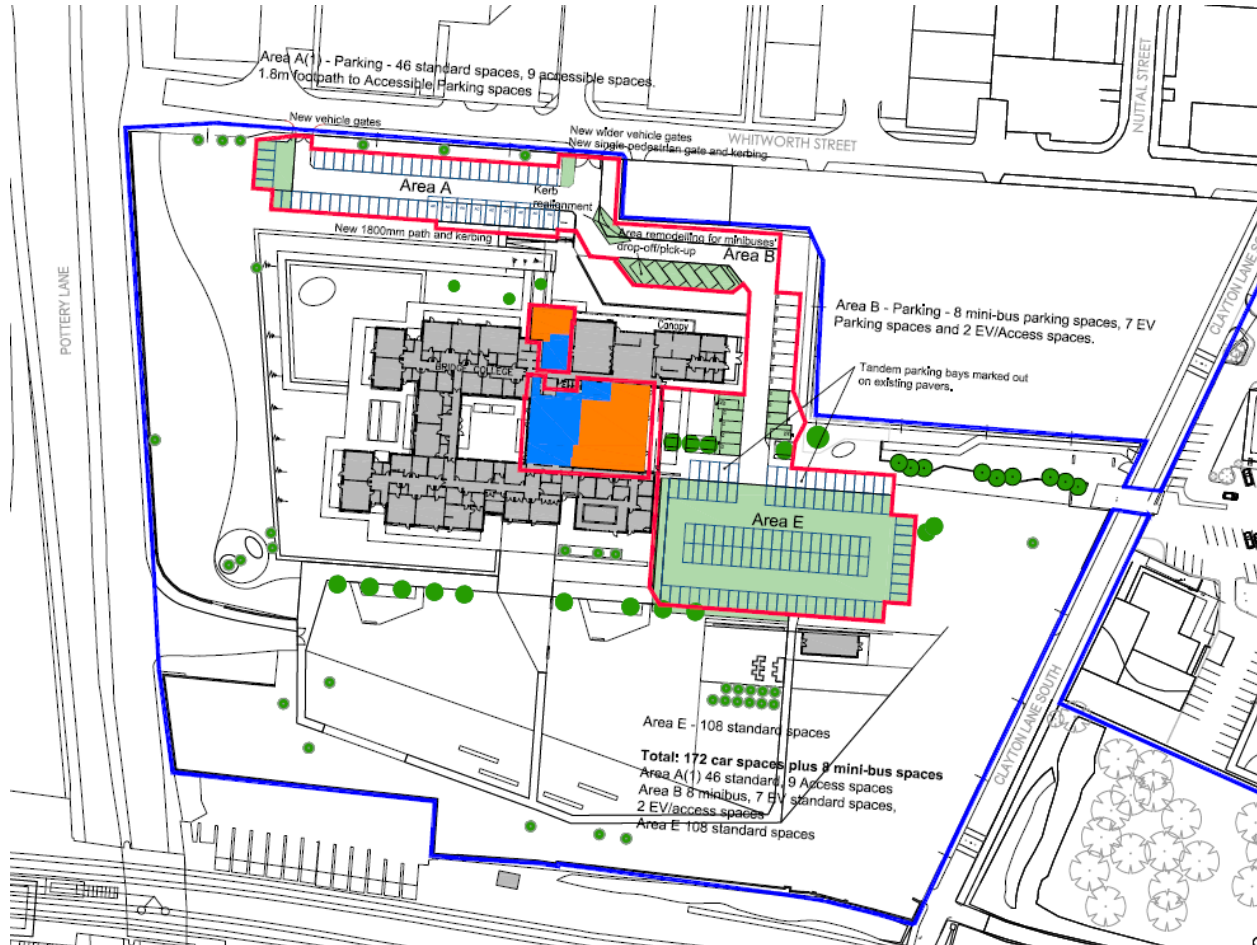


KEY

- Denotes area of ownership
- Denotes application boundary

Site Location 2

PROPOSED SITE PLAN



KEY

- Denotes area of ownership
- Denotes application boundary

Assessment of Site Context

3

BRIDGE COLLEGE OVERVIEW

The Bridge College is a Specialist SEN College providing higher education for students with Special Needs between the ages of 16-25. Students present with a range of learning difficulties, disabilities, complex health needs and autism. The aim of the College is to provide personalised support, tailored learning and hands-on life skills to help learners transition to an independent, happy adult life.

To this end the existing college building provides classroom and associated learning spaces, a refectory hub, therapy services, including hydrotherapy and support spaces as well as personal care facilities. In addition, the wider grounds provide horticulture and ecology spaces.

SITE LAYOUT

The existing College building is located in the middle of the existing site away from boundaries. Vehicle and pedestrian access is from Whitworth Street. Students arrive via mini-bus or taxi with vehicles following a one-way system which directs traffic to the east before turning through 180° to a drop-off area on the north side of the building.

Staff parking is to the north of the building along Whitworth Street

with accessible parking and visitor parking to the east immediately beyond the extent of the drop off road. This arrangement places the accessible parking close to the visitor entrance to the college building. That visitor entrance is located at the end of a west to east axial pedestrian route which formerly transversed the now disused bridge across to the Manchester College.

Weldmesh fencing encloses areas of both hard and soft landscaping around the College building to the north, west and south creating usable secure external spaces for students immediately adjacent to their internal spaces. Beyond this the site is largely open. There is a large greenhouse and allotment area to the southeast of the main building. Outside the secure student zone movement between this area and the main college and use of the allotment area is closely supervised by staff.

EXISTING BUILDING LAYOUT

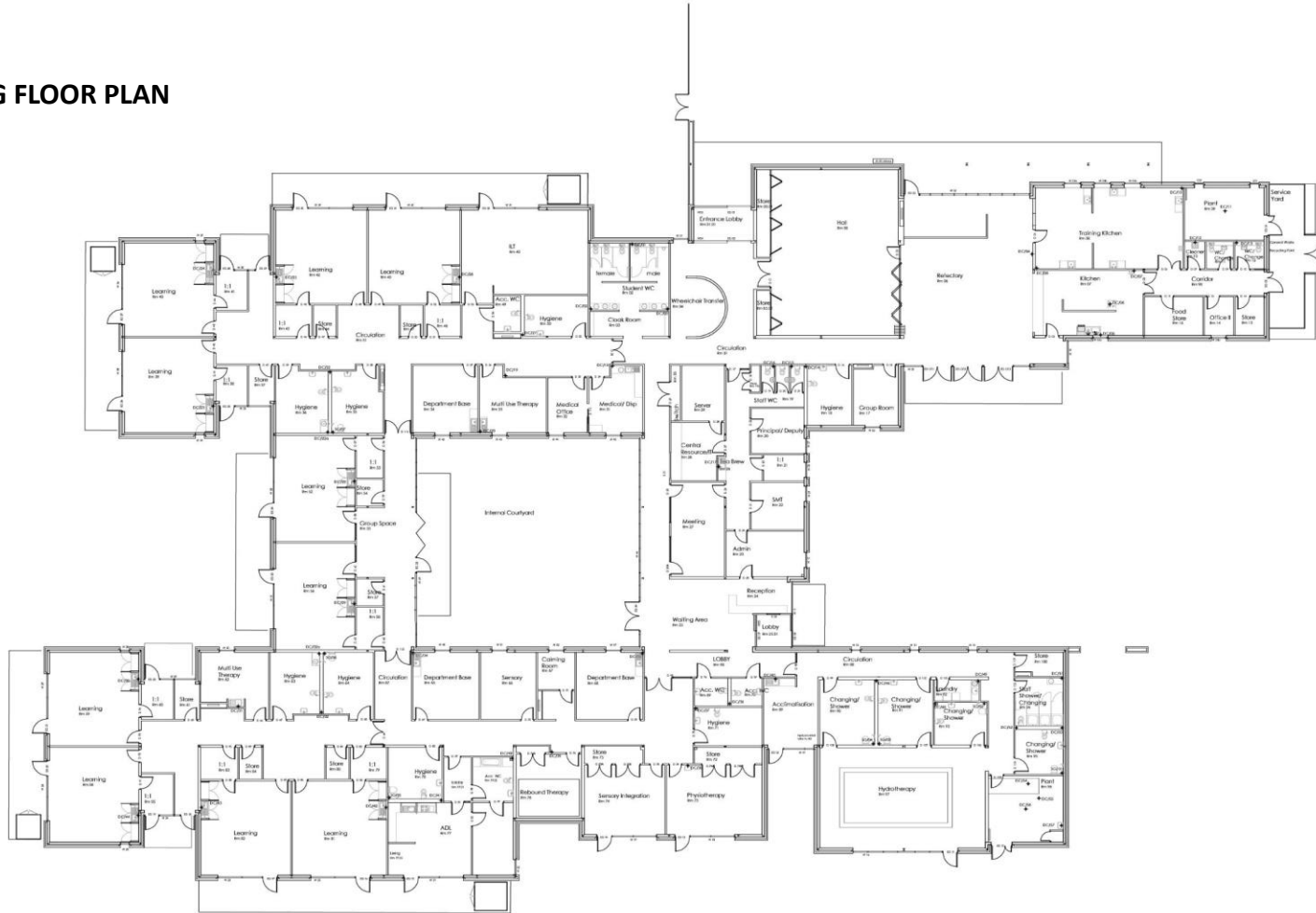
The existing main college building is formed around a courtyard. There is a loop of accommodation around this central external space with wings of accommodation then projecting beyond that loop. General classroom areas are located to the north, west and south with the existing administration suite on the west of the courtyard. The two wings extending from the building are larger on this eastern side; the wing to the southeast houses the hydrotherapy area whilst the wing to the northeast houses the college hall, refectory and kitchen facilities.



Assessment of Site Context

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EXISTING FLOOR PLAN



3

ROOF PLAN



The buildings plan form is designed to provide a range of spaces with varying degrees of privacy and seclusion as well as space for group activities and to provide opportunities for interaction between students and staff and spaces for moments of calm.

The college building is a single storey building with a flat roof comprising brick walls of blue engineering brick with areas of aluminium polyester powder coated windows doors and curtain walling. The majority of the building is fairly low with steel and polycarbonate cantilevered canopies providing covered areas outside classrooms, entrances and refectory facilities. There are larger volumes to the College Hall, hydrotherapy facility and rebound therapy facility.

VEHICLE MOVEMENT AND ACCESS

The main vehicle access is from Whitworth Street to the north of the site with immediate access to the main staff and visitor car parking and to a drop-off zone on the College's north elevation. Some visitor and accessible parking exists close to this drop-off route at the east end of the building. All parking is maintained outside the college's secure line but within the site boundary. There

is a disused site access adjacent to the staff parking to the western end of Whitworth Street. A site access on Pottery Lane South is only used as an emergency access or for occasional maintenance access.

Due to a demand for car parking spaces beyond current provision there is regularly an amount of ad-hoc parking around the site, particularly near the east to west axial pedestrian route leading to the disused bridge.

SITE AREA

The site area figure entered in the planning application submission form is 674m². That figure is calculated as the total area of the extension works at 364m² plus the total area of the remodelling works at 310m². This figure does not include the area of external works or that of roofing works over areas of existing building not being remodelled.



Assessment of Site Context

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EXISTING EAST COURTYARD



EXISTING STUDENT ENTRANCE FACING WHITWORTH STREET

Proposed Development

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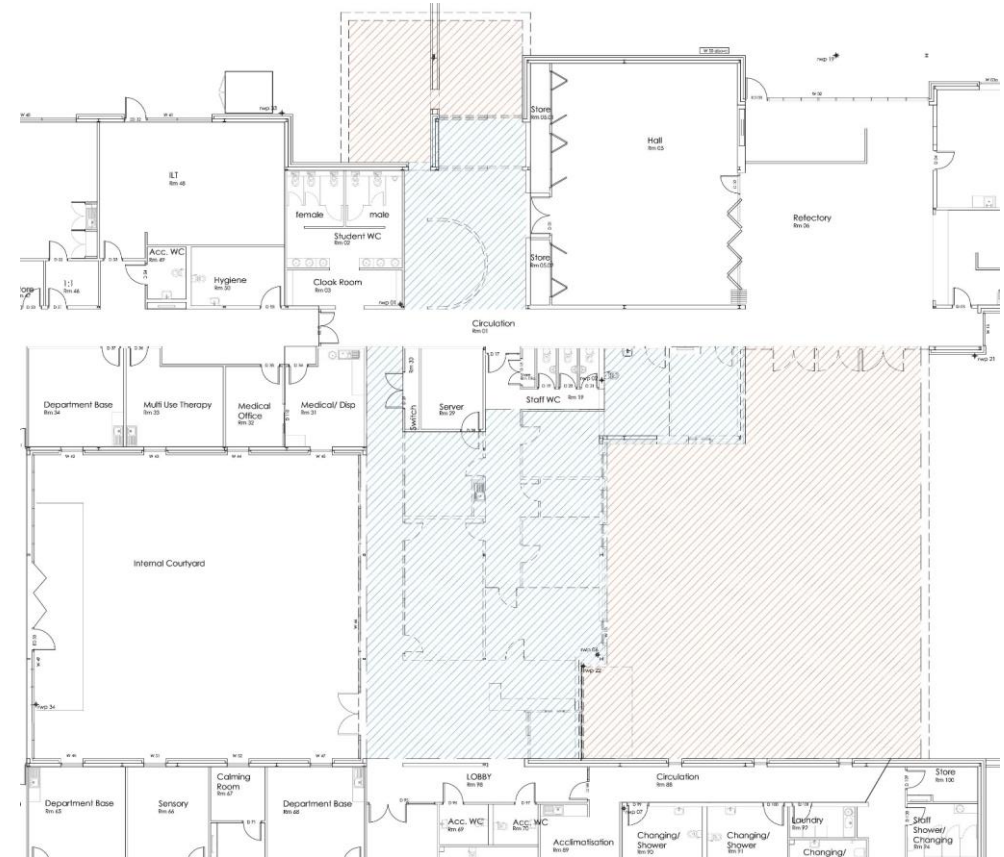
OVERVIEW

Walker Simpson Architects have been commissioned to submit a Full Planning Application on behalf of The Together Trust/Bridge College for the following:

Extension and Internal remodelling – the remodelling of the College's current Administration suite, (253sqm of remodelling works) and an extension to the east of that Administration suite, (309sqm of extension) to add 4 new classrooms with associated student facilities.

Entrance Extension – the construction of an extension (55sqm) to the existing pupil entrance and the forming of a reception office in this location. This will also involve a small area of remodelling (57sqm). This is necessary given the relocation of the staff and visitor access from its position in the current Administration suite to this position, a relocation required to create space for new classrooms.

AREAS OF REMODELLING AND EXTENSIONS



Existing to be remodeled
310 m²

Single storey extension
364 m²



Roofing Works – The college has experienced regular water ingress through areas of existing roof in recent years and as such a strategic decision has been taken to reconsider the roofing strategy generally. In addition to new roofs to extensions the roof to the existing building is to be stripped back to its existing membrane with new tapered insulation/falls and membranes added to discharge to gutters at the roof edge which will then discharge rainwater via external rainwater pipes. Falls to areas of new and existing roof areas are to be reconciled via coordination of the tapered insulation across these different zones.

Mini-bus arrival drop-off, car and mini-bus parking, new electrical vehicle charging spaces and additional parking – the remodelling of the vehicle access provision and parking provision at the site is intended as a reorganisation which addresses several inter-related issues:

- The existing drop-off arrangement occasionally results in mini-buses and taxis queuing on Whitworth Street. The proposed remodelling of the drop-off parking increases drop-off parking capacity.
- It is necessary to relocate the College's accessible parking and to provide some electrical vehicle charging spaces. This is to be achieved by the reorganisation of an existing area of mini-bus/accessible parking in a manner that allow for the extension of the car parking provision to the south of this area.
- At the time of the granting of planning permission for the original College construction project some additional car parking on the Manchester College site accessed via the now disused bridge across Clayton Lane South. Since the construction of the College the Manchester College has constructed a Sport Building in this area of its site and that additional car parking is no longer available.
- The car parking provision incorporated in the original project has proved overtime to be inadequate in quantity to meet the college needs. Staff levels at circa 1.5 staff members per student are higher than would generally be anticipated in a higher education facility given the specific nature of the SEN student cohort attending Bridge College. There is also additional demand for parking for visiting specialist staff and general visitors.

CONSTRUCTION

A building contractor has not yet been appointed at the time of this application. Construction Method Statement and Management Scheme carried out in accordance with BS:5228 shall be prepared later after the appointment of the Principal Contractor.

At this stage a Construction Management Plan, (ref: 0396-WSA-ZZ-ZZ-DR-A-8002-S4-P02), highlighting pertinent issues has been prepared as part of the information to be included in the project Pre-construction Information. This is included as a submitted drawing and has been shared with a project manager and various contractors. These preliminary consultations have identified that the preferred position for a contractor's compound would be parking area E. A small link compound between area E and the position of the east courtyard extension could also be formed here to maintain compounded segregation.

EXTENSION AND INTERNAL REMODELLING

Use and Layout

The aim of this part of the project is to increase the college capacity to cater for an additional 40 students to help to meet rising demand for student places. To this end the visitor entrance and reception is to be relocated whilst the staff and administration facilities are to be reconfigured. This provides an opportunity to extend the building adding three classrooms whilst accommodating an additional fourth classroom in the remodelled area immediately adjacent to the existing courtyard.

The priorities in developing the proposed plan were to ensure that all new classrooms have external walls and so will enjoy good natural daylight and immediate access to an external space whilst also ensuring a clear, simple and efficient circulation diagram. Achieving those priorities requires admin facilities to be placed within the depth of the plan and as such they are reliant upon roof lights or borrowed light from adjacent spaces. In addition, it was considered desirable that the plan be developed to avoid free-standing columns by incorporating existing structure into walls or column encasements abutting walls.

The area of remodelling and extension thickens the block of accommodation to the east of the courtyard which sits between the hall/dining/kitchen wing and the hydrotherapy wing.

A circulation route into the area of the extension is formed at a right angle from the existing corridor adjacent to the college hall by remodelling existing hygiene and group rooms. These rooms are re-provided in the proposal. The circulation route is L-shaped and provides access to three new east facing classrooms and associated 1:1 teaching rooms and stores as well as the re-provided group and hygiene rooms, new student toilets and a staffroom. On turning through 90 degrees the corridor provides access to a 1:1 teaching, a student wellbeing room and the fourth classroom whilst also re-forming the circulation circuit around the courtyard by connecting to the existing south corridor of the building.

The north end of the existing administration corridor is remodelled to provide an access to the meeting room (repositioned adjacent to the courtyard) a re-provided 1:1 interview room and the other administration spaces.



Design Principles

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PROPOSED FLOOR PLANS – EXTENSION AND REMODELLING



Existing to be remodeled
310 m²

Single storey extension
364 m²

Appearance

The existing building is single storey with a general roof level and several localised taller volumes enclosing larger volume spaces. The area of the extension sits adjacent to the remodelled area, which is without any taller volumes. The extension is single storey in form with the roof set at the approximate level of the existing standard roof with minor adjustments across the area of these works and small areas of adjacent roof to reconcile levels. The strategy of drainage from the roof, new and existing, is to be adjusted to drain to perimeter gutters and rainwater pipes rather than to existing or new internal rainwater pipes. The precedent for external rainwater pipes is set by existing drainage to existing external canopies.

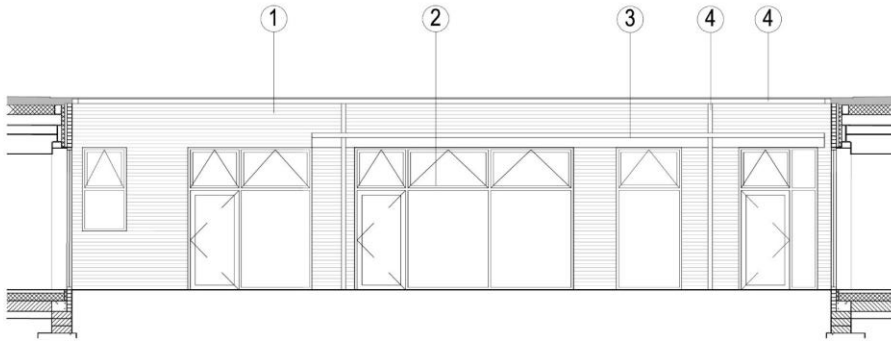
The area of the extension and remodelling has two external walls, one to the east and one remodelled wall to the courtyard. External walls to these elevations are to be finished in blue engineering brickwork to match the existing. Walls will incorporate dark grey aluminium polyester powder coated windows doors and curtain walling in a fenestration pattern and form to extend to language of existing fenestration.

The existing building incorporates steel framed cantilevered

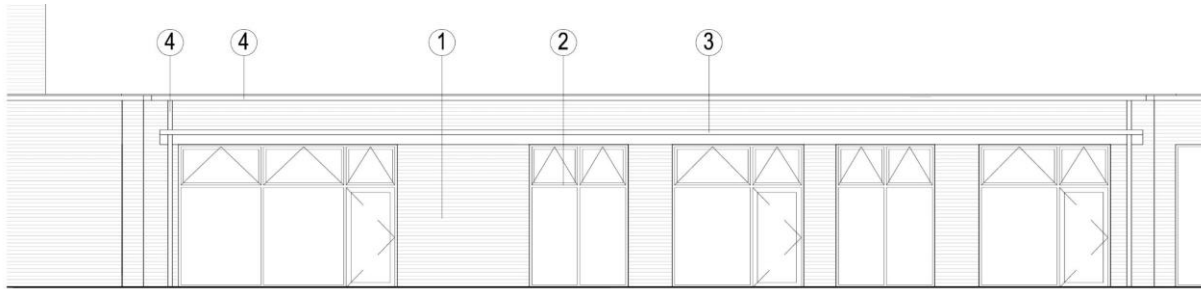
canopies with a polycarbonate cover outside classrooms and other large area of glazing. These project from the wall immediately above the head of glazing. This language of canopies is to be repeated to the new and remodelled elevations. It is proposed that the steel framing of the cantilevered canopies to the south of the dining space against which the extension abuts be removed and refixed above the classroom windows on the east elevation of the extension. A new polycarbonate canopy cover will be fitted.

Design Principles

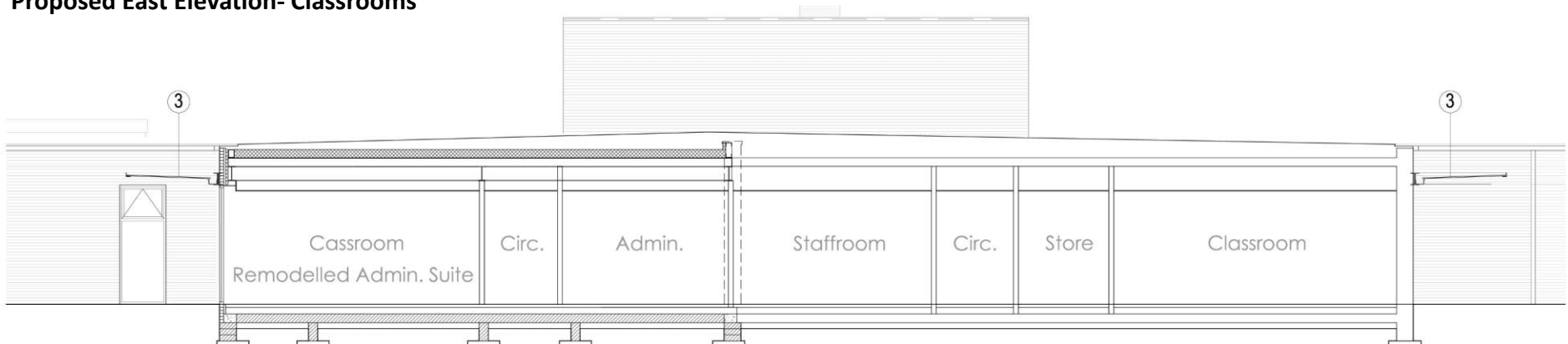
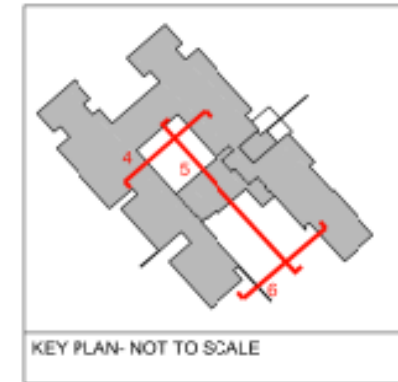
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Proposed Courtyard Elevation



Proposed East Elevation- Classrooms



Proposed Section through Admin/ Classrooms

0 1 2m

Design Principles

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ENTRANCE EXTENSION

Use and Layout

The visitor's entrance is now to be co-located with the student entrance. This means that minimal external alterations are required to the external area around this access point.

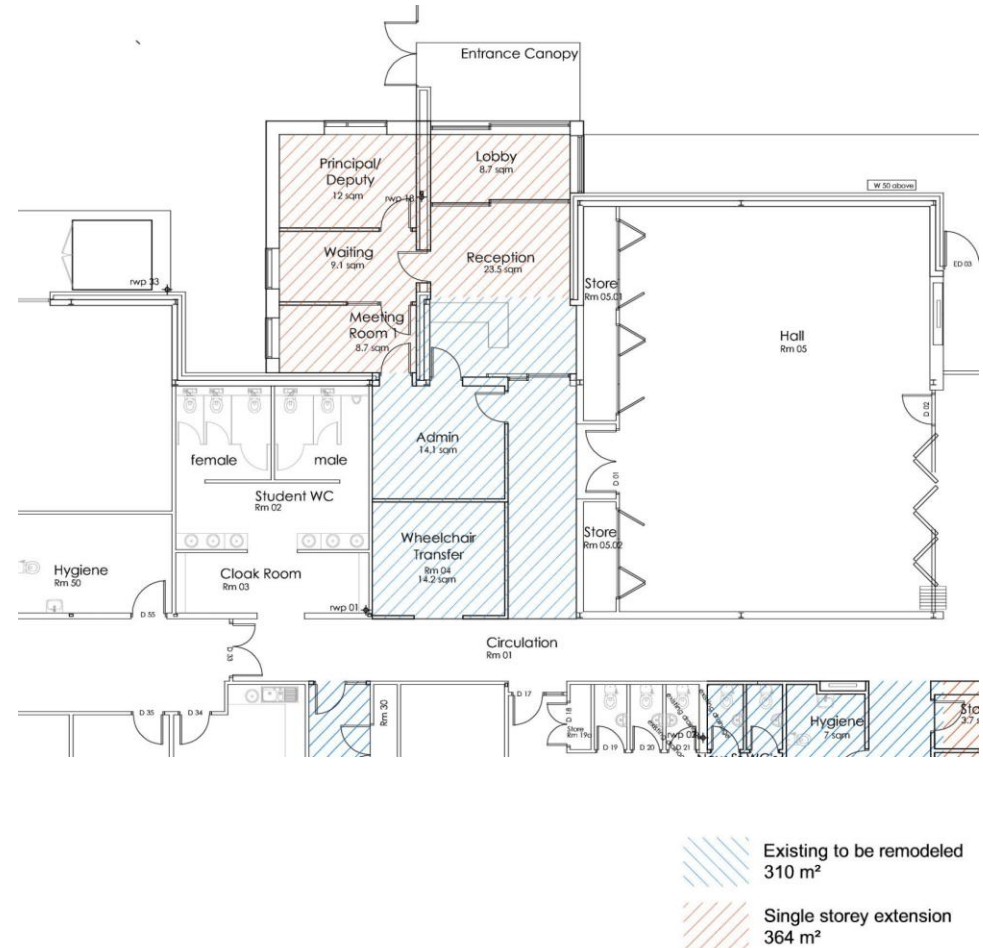
The proposal involves a small amount of internal remodelling and a small extension to form a small meeting room, waiting area and a relocated Principal's Office adjacent to a secure lobby which then links to the buildings existing circulation routes.

Appearance

The entrance extension, whilst it abuts the large volume of the college hall sits adjacent to and extends from an area with a roof set at the approximate level of the existing standard roof. Its roof then will be a continuation of this roof level and form.

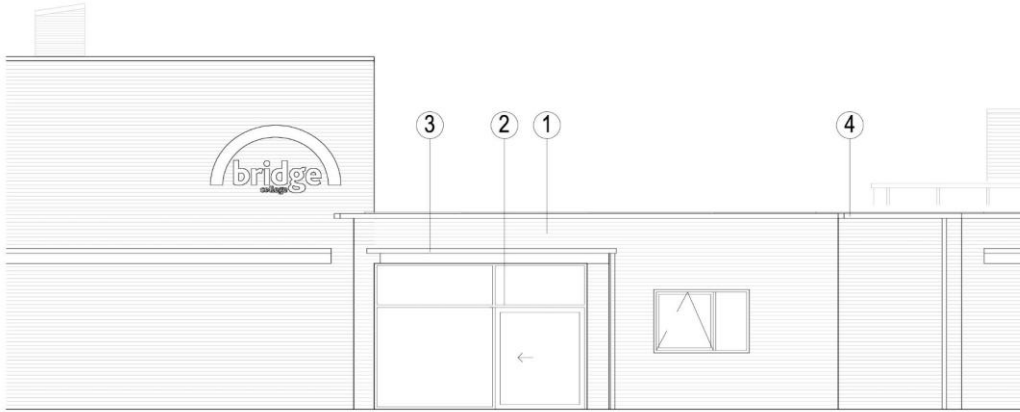
External walls to the entrance extension are to be finished in blue engineering brickwork to match the existing and will incorporate dark grey aluminium polyester powder coated windows. A sliding aluminium polyester powder coated entrance door will be provided, replicating the door removed from the existing student entrance. A new steel framed cantilevered canopy with a poly-carbonate cover is to be provided over the entrance doors.

PROPOSED PLAN OF ENTRANCE EXTENSION AND REMODELLING

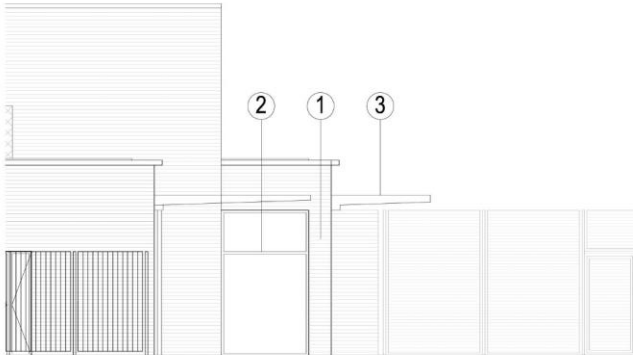
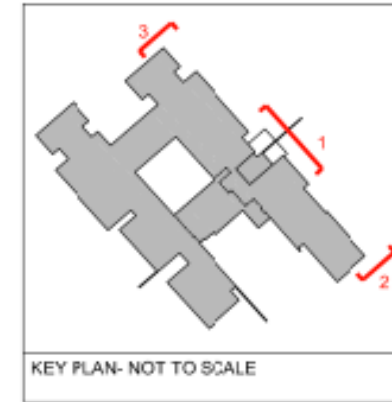


Design Principles

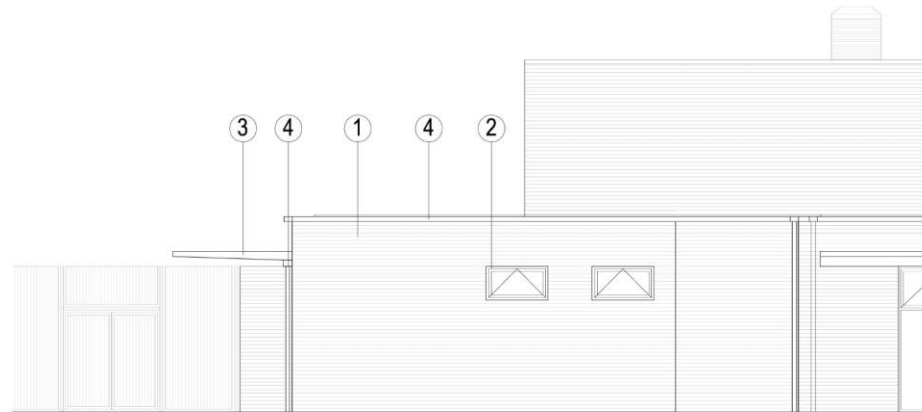
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Proposed North Elevation- Entrance Lobby



Proposed East Elevation- Entrance Lobby



Proposed West Elevation- Entrance Lobby

0 1 2m



ROOFING WORKS

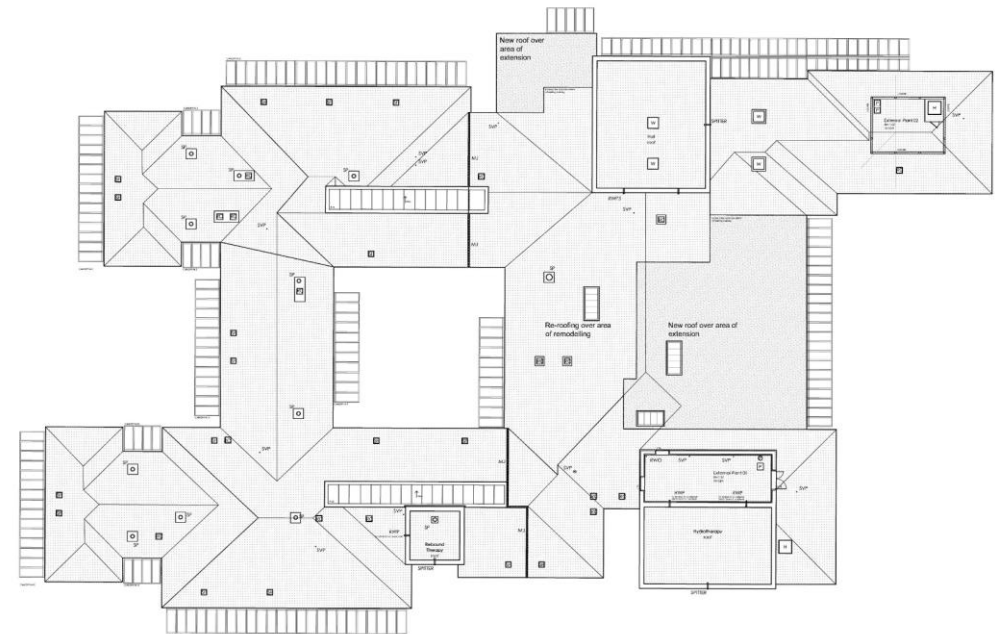
Layout

The total area of roofing works comprises areas of re-roofing and new roof and its form is determined by the need to reconcile roof levels and falls across these two categories of roof work.

As part of this design exercise the College has asked that in developing the design of the roofing works falls are configured to fall from the roof to perimeter positions where the run-off shall be discharged via external gutters and rainwater pipes to the sites existing underground drainage network.

The total extent of roofing works is 3051sqm as described on drawing 0396-WSA-ZZ-ZZ-DR-A-1602-S4-P05. This is comprised of new roof of 364sqm and re-roofing of 2687sqm.

PROPOSED ROOF PLAN SHOWING AREAS OF NEW ROOF AND RE-ROOFING



Key:

-  Area of new roof to extensions.
-  Area of re-roofing.

A tapered insulation scheme has been prepared for the roofing works to achieve falls to gutter positions across new and re-roofed areas. In re-roofed areas the existing roof build-up is to be stripped back to the existing waterproofing membrane which is to remain in place. The new roofing build-up, (insulation and new membranes), will then overlay this older membrane so retaining protection from rainfall to areas of remodelling during the works.

The level of the new steel structural deck to areas of extension will be determined to coordinate with re-roofed areas with the new roof build-up achieving a continuity of the insulation/falls and waterproofing as appropriate. The full extent of the roofing works will receive a new bituminous felt waterproofing membrane falling to new perimeter gutters. Falls across the areas of the roofing works are to achieve a minimum of 1:80 to BS6229:2018 and the roof build-up will achieve a U-value of 0.16W/m²K. External gutters and rainwater pipes are to be polyester powder coated aluminium to match the colour of the building existing and proposed external aluminium windows and doors.

MINIBUS ARRIVAL AND PARKING WORKS

Layout

Currently the car and mini-bus parking provision at the site has proved to be inadequate in accommodating the number of vehicles visiting Bridge College. The original provision, in line with the planning approval received was 56 standard car parking spaces plus 6 accessible spaces and space for the parking of 7 minibuses with bicycle parking for 15 bicycles. Demand for parking currently results in a significant amount of double parking and ad-hoc parking at the site on a constant basis. The current situation where demand exceeds parking provision is because of the specialist nature of Bridge College. At this college there is a staff to student ratio of approximately 3 staff members every 2 students. Clearly this is a significantly greater staff to student ration than is usual in mainstream colleges and even in most SEN schools and colleges.

Upon completion of the proposed works the main vehicular site access will remain in its current position from Whitworth Street. An area of car parking will be retained close to this entrance along the Whitworth Street frontage, (referred to as Area A(1) on drawing 0396-WSA-ZZ-ZZ-DR-A-1503); this parking is to be remodelled and extended. Area B is the area previously laid out for mini-bus and accessible parking and is the position where currently ad-hoc and double parking is most regularly seen. This area and the adjacent mini-bus drop-off area is to be reorganised and in addition will provide a vehicular route through to new area of car parking E.

Area A(1)

Area A(1) currently accommodates all the existing standard car parking provision. Upon completion this will accommodate 46 standard spaces plus 9 accessible spaces. The position of accessible provision is being moved here to coordinate with the relocation of the college's main visitor and staff entrance from the eastern courtyard. The number of accessible spaces is being increased as the overall provision is increased.

A new pedestrian footpath with drop kerbs is to be provided along the line of accessible parking spaces to provide connection to the ramp leading to the college's new main entrance. The existing ramp connecting the level of the Area A(1) to the College's entrance level is to be maintained. In addition to the above a disused access point linking the site to Whitworth Street is to be opened and used as an egress from the western end of the Area A(1) parking provision, whilst the existing vehicular gates to the site is to be widened and kerbs realigned, and a single pedestrian gate and footpath is to be realigned.

Area B

In Area B the existing vehicular road through this space is to be extended but will follow the line of the existing route. Some soft landscaping and trees are to be removed at the mouth of the eastern courtyard to facilitate Area B's reorganisation. The space will be laid out to accommodate parking for the college's fleet of minibuses with an increase in provision from 7 to 8 spaces. In addition, this area will accommodate 7 electrical vehicle parking/charging spaces plus an additional 2 spaces laid out as electric vehicle/accessible vehicle charging spaces. This location has been selected for this provision as being close to the existing building routes of supply cabling are shorter and easier to accommodate.

The current minibus drop-off layout includes a row of in-line spaces which can accommodate 5 minibuses at a time but requires minibuses to parallel park or for all five minibuses to park and depart together. This results in subsequent minibuses queuing along the access road. The proposed layout includes provision for 6 minibuses configured in a diagonal layout which allows individual vehicles to drive in and out without the need to reverse as and when an individual space is available. This is potentially safer in eliminating reversing and could allow an accelerated drop-off and pick up throughput. The reorganisation requires the removal of several small trees and raised planters.

Area E

Area E is area of new parking. It sits alongside the axial route leading to the disused bridge between the Hydrotherapy wing of the existing building and the greenhouse and is reached via the route through Area B. Currently this area of the site is flat and accommodates soft landscaping including some trees and hedges. Hedges will be planted around these car parking zones to form a framing and soften their visual impact, and a tree planting scheme is to be developed in line with BNG analysis/assessments. Area E accommodate the additional parking provision in the form of 108 standard car parking spaces.

Upon completion the revised car parking proposal accommodates 154 standard spaces, 11 accessible spaces of which 2 are accessible/EV spaces and a further 7 EV spaces. There will be a provision of 8 mini-bus parking spaces. The total number of vehicular parking spaces, (including mini-bus parking) will therefore be 180 spaces of various types.

Bicycle parking is unaffected by the works and will continue to accommodate 15 bicycles.



ENVIRONMENTAL AND ENERGY STRATEGY

Energy Statement

An Energy Statement prepared by Environmental Design Services Ltd (ESD) is included in Appendix F of this Design and Access Statement. ESD are the energy and service consultant employed on the original build project and have used their background knowledge and energy modelling of the proposals to inform a services and energy strategy to support the proposed design.

The statement outlines that the fabric first approach coupled with the use of energy efficient service installations result in reduced energy usage and carbon emissions performance which surpasses current Building Regulations requirements and policy targets set by Manchester City council.

Arboricultural Impact Assessment

An Arboricultural Impact Assessment has been undertaken to inform the project, and this is included in Appendix B of this Design and Access Statement along with an Arboricultural Method Statement.

The impact assessment assesses existing trees, hedges and shrubs across the site and the effect of proposed works upon them,

quantifying that impact and suggesting compensatory planting. This assessment was carried out in accordance with methods outlined in BS5837:2012.

Arboricultural Method Statement

The arboricultural Method Statement identifies trees and hedges to be removed and identifies proposed working practices and protection measures to protect trees and hedges and their root systems where they are to be retained. Again, these proposals identify methodologies as outlined in BS5837:2012.

Biodiversity

An Ecological Impact Assessment has been undertaken, and this has informed a Statutory Biodiversity Metric and Biodiversity Net Gain Assessment. These documents are included in Appendix B of this Design and Access Statement.

The Biodiversity Net Gain Assessment identifies a biodiversity net loss due to proposed work of -0.04HU and a gain of 0.05HeU within the application boundary but identifies that off-site mitigation, (outside the application boundary but within the ownership boundary), can result in a biodiversity net gain of +0.12HU (+11.56%)



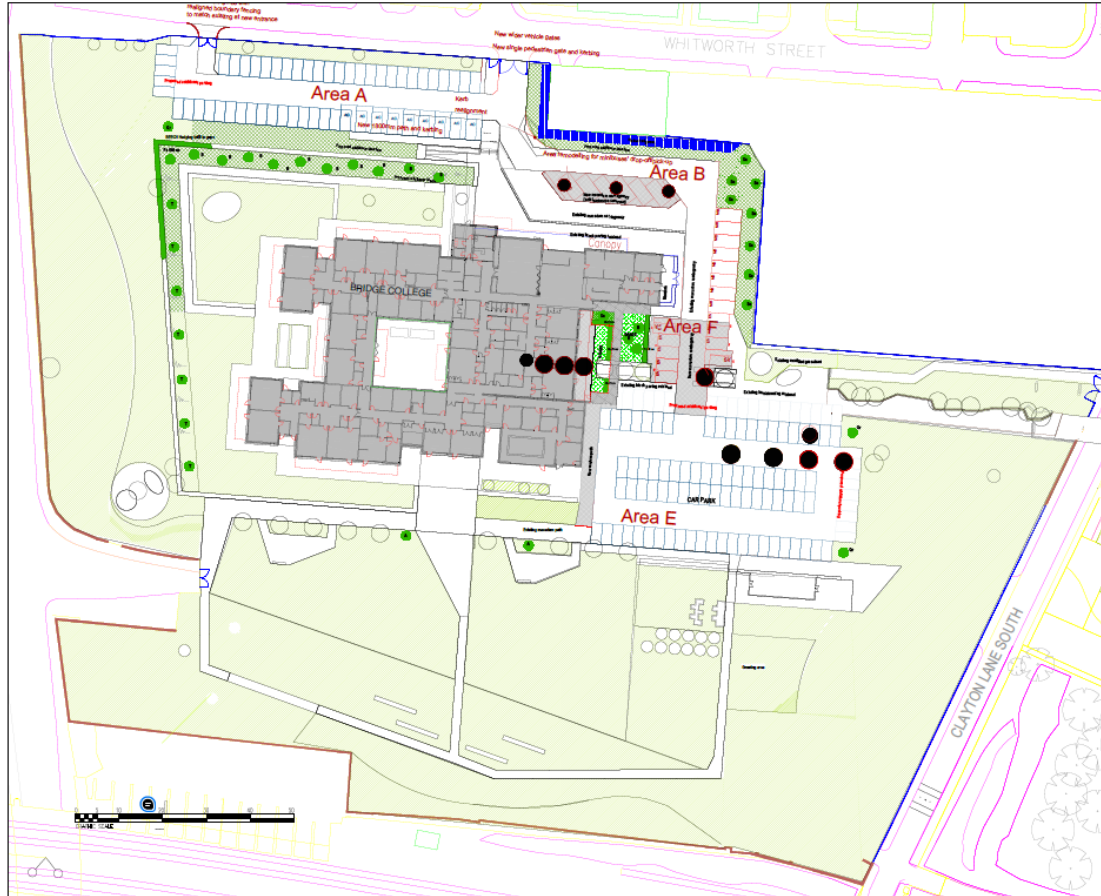
and +0.07HeU (+34.99%). This would exceed the Statutory 10% requirement and will satisfy all trading rules present within the SBM. The Together Trust have confirmed their intention to develop a landscape proposal to achieve these potential net gains.

Landscape Proposal

A landscape proposal has been developed to coordinate with the Biodiversity Net gain assessment. This compensates for the impact of the development by proposing the planting of 35 native trees and the enhancement of 0.126ha of existing modified grassland from poor condition to moderate condition and other neutral grassland. The proposal also incorporates the planting of 56m of native hedgerow and 49m of ornamental hedgerow.



LANDSCAPE PROPOSAL



Air Quality and Noise Assessment

Miller Goodall Ltd have reviewed the proposal and undertaken both a noise assessment and an air quality assessment. These are included in Appendix E of this Design and Access Statement.

The noise assessment report, based on data gathered at the site assesses and predicts potential noise break-in and its effect on the internal classroom environments. The report concludes that based upon proposed construction and glazing the internal noise environment can satisfy noise criteria.

The air quality assessment reviews both the impact on air quality of the development during the construction and operational phase of the project and concludes that the development is “not expected to have a significant impact on local air quality”.

WASTE MANAGEMENT

Information regarding waste management is included in “Bridge College – Travel and Waste Management Statement” and 0396-WSA-ZZ-ZZ-RP-A-1902-S4-P01- Refuse Storage Statement in Appendix D.

CONTAMINATION AND GROUND INVESTIGATION

Ground contamination and ground condition information is available from the original project to build the college. Civic Engineers, (formerly Stockley Associates), who were engaged on that project as the consultant engineers are supporting the current project and have been able to draw upon their background knowledge and archive information. In addition Civic Engineers partner company Civic Earth have undertaken a Phase 1 and 2 site investigation for this project including ground gas and ground water monitoring.

There report regarding these investigations is included in Appendix C, (51021-CE-X01-XX-R-G-1001 P01 – Site Investigation Report Phase 1 & 2) and will be used to develop the design going forward.



DRAINAGE

Record information of both foul and surface water drainage is again available from the original build project. In addition, CCTV surveys have been commissioned to document the current condition of the existing drainage.

Further to this a Drainage Strategy will then be produced in the next stage of design by the appointed civil engineers. The Drainage Strategy will address requirements for SUDs or hydro breaks within the below ground drainage infrastructure as required.

INCLUSIVE ACCESS

The specialist nature of the College facility and complex needs of the students means that inclusion and equal opportunities within the building and site fabric were fundamental design issues when the college was realised. This provision has been maintained during the life of the college to date and is to be maintained and extended throughout the proposals forming part of this application. The proposal will be developed and realised in line with the following documents:

DESIGN FOR ACCESSIBILITY – DESIGN REFERENCES

- Building Regulations 2010 Approved Document M Access to and use of buildings, Department of the Environment HMSO 1992 (Including 2015 and 2016 amendments).
- BS 8300:2001 Code of Practice for the design of buildings and their approaches to meet the needs of disabled people British Standards Institute 2001.
- Equality Act 2010
- Building Bulletin 102 – Designing for disabled children and children with special educational needs
- Building Bulletin 104 – Area Guidelines for SEND and Alternative provision.

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TRANSPORT AND PARKING

A Transport Technical Note prepared by SCP Transport and Planning is included in Appendix D of this Design and Access Statement along with a Technical Note Addendum (SCP_240813_Technical Note Addendum_2025 08 22ISSUE). This Note reviews existing and proposed parking, transport and access arrangements on and around the site and its location, as well as site servicing arrangement in the light of the existing shortfall in parking to meet demand.

The Note also reviews the impact of the extension and its potential effect on journeys to and from the site and concludes that the additional number of vehicle movements would not be significant.

The Addendum note includes further information regarding a recent staff and pupil transport survey and this has informed the proposed parking space numbers to be accommodated on the site.

PRE-APPLICATION ADVICE

A formal Pre-Application submission has not been made in respect of the project, however several informal discussions have taken place with Manchester City Council Planning Officer Sue Wills. These discussions have taken the form of a Microsoft Teams call and telephone conversations. The main discussions that have taken place are listed below and notes from these discussions are included in Appendix A:

- 07.08.24 – Microsoft Teams Meeting
- 26.11.24 – Tel. Conversation



Appendix **A**

Pre-application Consultation and Advice

07.08.24 – Microsoft Teams Meeting

26.11.24 – Tel Conversation



Appendix **B**

ARBORICULTURAL INFORMATION AND BIODIVERSITY NET GAIN

Arboricultural Impact Assessment-Report No 2052_AIA.05 (02.09.25) – Envance

Arboricultural Method Statement-Report No 2051_AMS.05 (02.09.25) – Envance

0538_BNG_V6 – Biodiversity Net Gain Assessment (22.09.25) – Envance

0538_Ec1A_V4 – Ecological Impact Assessment (02.09.25) – Envance

0538_SBM_V6 – Statutory Biodiversity Metric (02.09.25) - Envance



Appendix **C**

SITE INVESTIGATIONS

51021-CE-01-XX-R-G-1001 P01-Site Investigation Report (Phase 1 & 2) – Civic Earth



Appendix **D**

Traffic and Highways

SCP – Bridge College – Proposed College Extension – Technical Note – AM/240813/TN02
Bridge College – Travel and Waste Management Statement, Dec 2024 – The Together Trust
BIFFA Controlled Waste Description and Transfer Note_240L_ Wheelie Bin for Paper Mixed
BIFFA Controlled Waste Description and Transfer Note_240L_ Wheelie Bin for Recycling
BIFFA Controlled Waste Description and Transfer Note_1100L_ Wheelie Bin for General Waste
0396-WSA-ZZ-ZZ-DR-A-1902-S4-P01-Refuse Storage Statement
SCP_240813_Technical Note Addendum_2025 0822ISSUE



Appendix **E**

Noise and Environment

AQ103265_V2 – Bridge College-250506 – Air Quality Assessment – Miller Goodall

NA103265 – Bridge College Noise Assessment – Miller Goodall



Appendix **F**

Energy Statement

EJ1913_Rev A – Bridge College, Manchester – Proposed Energy Statement, Jan 2025 - ESD

