Application Number	Date of Appln	Committee Date	Ward
140594/FO/2024	20th Sep 2024	29th May 2025	Whalley Range Ward

Proposal Erection of a single storey educational (SEND) building and associated external works, together with the provision of multi-use games areas (MUGAs) and removal of temporary accommodation

Location William Hulme's Grammar School Academy, Springbridge Road, Manchester, M16 8PR

Applicant Herpreet Rayet-Boughey , United Learning

Agent Fleming, CoARC

Executive Summary

The applicants are proposing to erect a single storey Special Educational Needs and Disabilities (SEND) building on the site of a temporary building located to the north of the Primary School. In addition, they are proposing to provide replacement four MUGA pitches (three full-size, one-half size), as well as a 17 space car park.

Twenty-three letters of objection have been received, along with one letter of support. The main concerns raised relate to the lack of sufficient on-site parking spaces for staff; the level of on-street parking by staff on the surrounding residential roads; the impact on air quality and highway safety.

Description

William Hulme Grammar School occupies a site approximately seven hectares in size. The campus consists of a variety of buildings, associated parking and service areas and a large area given over to sports pitches and multi-use games area. The original school building, outlined in blue below is a Grade II listed building.

The majority of the school buildings and associated structures are located in the western half of the site, either fronting Springbridge Road itself or being located to the rear of the dwellings on Springbridge Road or Broadmeadow Avenue, the latter of which is to the north of the site. The remainder of the site is used as sports pitches, either grassed or multi-use games areas (MUGA). The school caters for 1,613 pupils and has 193 employees.

The campus directly adjoins a number of residential properties on Springbridge Road, to the west, Broadmeadow Avenue to the north and Princess Road to the east. A part of the northern boundary also adjoins the Parkway Business Park, while a part of the eastern boundary directly fronts Princess Road. Pedestrian access to the site, as well as two vehicular accesses, are taken off Springbridge Road. On the opposite side of Springbridge Road and perpendicular to it there are two residential roads, namely Waltham Road and Gildridge Road. Vehicular access to a staff car park at the northern end of the site is taken via Montcliffe Crescent.



Proposal

The applicant is proposing the following (refer to the image below for plot location):

- Plot A – Erection of a single storey Specially Resourced Provision (SRP) Special Educational Needs and Disabilities (SEND) building. To facilitate this the current Autistic Spectrum Disorder (ASD) Resourced Provision, which is housed in a temporary building on this site, would be demolished. The new building will accommodate 30 pupils providing two Primary 'Group Rooms' (one Early Years Foundation Stage) and three Secondary 'Group Rooms' plus associated learning resource rooms, staff and administration areas, toileting and personal hygiene facilities, storage, circulation and outdoor spaces. Provision of a 17 space car parking area to the south of the SEND building.

- Plot B – To compensate for the loss of the existing MUGA/playground, a two-court MUGA, enclosed by three metre high fencing, would be laid out to the west of the Primary School. It would be utilised by the Primary School. Out of school hours this facility would be made available for community use.

- Plot C – Provision of a MUGA court and a MUGA area, enclosed by 3 metre high fencing, for use by the Secondary School. Out of school hours this facility would be made available for community use.

As a result of the proposal, staff numbers would increase by two posts to 195 employees, while the number of SEND pupils attending the site would increase by 18, bringing the total number of pupils to 1,631 pupils.

In addition to the above, the applicant are proposing to undertake a number of bio-diversity enhancements throughout the site, the details of which will be covered in the *Issues* section of this report.



Development History

Prior to the submission of this application, one of the last major schemes approved on the site was for a replacement 420 place Primary School. Approved in August 2015, under reference 108713/FO/2015/S1, the new facility has been erected and its location is annotated by the yellow star above. As part of this application the school was to provide a 62 space car park, located where Plot C is shown above. This car park, the provision of which was subject to a planning condition, has not been laid out but it is recognised that the hardsurfaced area has been used as a parking facility, albeit not formally laid out and demarcated.

Consultations

Local Residents – 23 letters have been received from local residents, of these, one is in support of the proposal while the remainder raise objections. The comments are summarised below:

In support:

- There is a lack of SEND places in the area. It's important for SEND children to attend the same provision as their siblings. This new provision will enhance the lives and life chances of SEND children in M16 and nearby which far outweigh any negatives.

In objection:

- Will exacerbate and increase the already significant and dangerous traffic congestion at the school drop-off and pick-up times. It will be detrimental to road safety and increase the risks of accidents. Already at these times parents park on the double yellow lines at the corners of Waltham Road and Springbridge Road and at Alexandra Road South, this creates a dangerous gridlock type situation because cars cannot turn into or out of the road ends, which in turn creates queues and traffic standstill.
- Wilbraham Road between its junctions with Princess Parkway and Alexandra Road south is already congested during the morning rush hour in term time, purely as a result of the proximity of the existing Whalley Range 11-18 High School and William Hulme Grammar School. The side streets in the area are busy with cars dropping off pupils, and turning out onto Wilbraham Road is difficult given the volume of traffic and the number of vehicles stopping to drop of pupils.
- The influx of additional vehicles will also contribute to increased air pollution in the local area. Prolonged idling during school drop-off and pick-up times is a major source of harmful emissions, particularly nitrogen dioxide (NO_2) and particulate matter, which are known to have adverse health effects, especially on children. Residents, as well as the schoolchildren themselves, will be exposed to higher levels of car fumes. This is particularly concerning for those with respiratory conditions, such as asthma. The environmental impact of the expansion is therefore a significant concern and does not appear to have been fully considered in the proposal.
- The car parking on the school site is already insufficient to meet the needs of its 193 staff- providing only 73 places of which 44 are designated as temporary or reserved for people with disabilities or for visitors. As a result, up to 120 school staff park on the surrounding streets which causes residents difficulties when parents arrive to pick up and drop off their children. The application proposes reducing the school's car parking spaces and ignores the impact on residents of even more staff using the streets as their car park.

- When the Primary School was approved in August 2015 (108713/FO/2015/S1) it was subject to a number of conditions, one of which (no. 19) required the provision of an additional 62 space car park to the east of the changing pavilion. This demonstrates the requirement to provide adequate parking on the site. This car parking was never provided.
- The application fails to adequately take into account that up to 50% of the pupils, and probably more than that, are travelling to the site from several miles out of the area. The bus routes referred to only cover 'local' routes.
- The extra two MUGA courts will further increase the impact on residents of noise nuisance by users and parking along the streets at the weekend and evenings.
- The transport statement is deficient in a number of areas and fails to adequately assess the potential impact of the additional traffic that will be generated by the proposals. It states that 259 of the new additional pupils will arrive by car but arbitrarily states that 'it is not unrealistic' that they will travel two to a car such that the actual number of additional car trips would be 50% fewer at 130. No justification for this assumption is made. Furthermore, the transport statement does not provide any quantitative assessment of the potential increases in road traffic on the local road network including residential streets near to the school. The potential impact of the additional road traffic is not considered in the context of the existing road traffic flows in the area. No traffic counts have been carried out and issues of capacity or junction problems have not been considered. The transport statement states that the 130 additional car trips “will have no residual traffic impact on the surrounding highway network, let alone a severe impact.” However, as above, there is no justification for this conclusion.
- Waltham Road had problems with the last major planning application from William Hulme's (the Primary School) in respect of site vehicles using the road. Waltham Road is an old road, constructed of concrete rafts or floats only 3 inches in depth of thickness.
- The last building they were given permission to build (Primary School) is way too close to neighbouring residential properties. The disruption caused by building contractors was unbelievable with building works going on late at night, with bright lights shining into people's homes - the noise was awful and this was over the weekend when nobody at the school was contactable.

Highway Services – Highway Services have made the following comments:

- Trip Generation and Safety – No trip generation assessment has been provided with regard to the increase in pupil and staff numbers. This is considered acceptable given that the proposals would cater for a relatively small number of additional pupils (18) and only two additional staff. A collision assessment has been provided which shows no accidents have been recorded along Springbridge Road or Montcliffe Crescent in the vicinity of the school access points. Highways agree that no further highway safety assessment is required.

- Accessibility – The Transport Statement has demonstrated that the school site is located within an accessible location, with various bus services operating within walking distance of the site. Such services can be accessed from bus stops at Springbridge Road, Wilbraham Road and Princess Road. Highways also note that the site benefits from a high GMAL rating of 5/6. Springbridge Road also forms part of National Cycle Network Route No.6.
- Access and Off-Site Highway Works – The school's existing access points will remain from Springbridge Road and Montcliffe Crescent. No highways works are proposed/required.
- Car Parking – Additional information on parking provision and parking accumulation surveys has been received and is summarised as follows:
  i) 54 parking spaces are operational during the school day with maximum occupancy of 42 vehicles; and
  ii) 79 parking spaces are operational after school hours for community use with maximum occupancy of 56 vehicles.
- Electric vehicle charging provision should be a condition of any approval granted.
- Request that the following are conditioned with any approval:
  - Pick-up/drop-off strategy for the SEND pupils
  - Car park management strategy
  - Off-site highways works, to include TRO refreshment and H-bars across nearby residential driveways to discourage obstructive car parking.
- Cycle Parking – A total of 124 cycle storage spaces are currently provided on-site, 40 of which are sheltered. A recent travel survey has been undertaken which shows that 42 students and 18 staff (60 total people) travel to school via cycle. As such, the existing level of provision will cater for any additional demand associated with the proposals.
- Travel Plan – An Interim Travel Plan has been provided as part of the application which is welcomed. Provision of a Full Travel Plan should be made a condition of any approval.
- Waste and Servicing – It is acknowledged that the existing waste and servicing arrangements would be unaffected by the proposal.

MCR Active – Manchester Active is supportive of the proposal for the following reasons:

- The Playing Pitch and Outdoor Sport Strategy (2021) and 2023 Annual Monitoring Report, identifies a shortage of MUGAs accessible to the local community which this proposal would help to address.
- It is noted that the school are willing to allow community use and for that reason it is strongly advised the MUGAs are included in an existing Community Use Agreement or enter into a new one. To ensure the sporting benefits of the new MUGAs are realised, Manchester Active strongly advise a Community Use Agreement is secured via condition:
- There will be a minor loss of playing field to the proposed development. However, the proposed Playing Field plan shows the existing pitches can be retained. The minor loss of playing field, together with community use of the new MUGAs is considered to provide sporting benefits that outweigh the loss of playing field.

- It is considered this proposal meets Manchester Actives strategic sport recommendations to secure sports facilities that meet a community need, and paragraph 103 (c) of the NPPF.

Sports England – Sport England have made the following comments:

- It is considered that as the proposal is for a non-sporting purpose, that any impact on the playing field i.e. loss of playing field, should meet with Exception 4 of Sport England's Playing Field Policy, i.e. "*There is no proposal to replace the loss of playing field."* The net loss of playing field as a result of the proposal is assessed as 0.17ha which is not an unsubstantial loss but equates to below the minimum criteria for playing field consultation under the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- Sport England could consider that whilst the proposal does not meet with Playing Field Policy requirements, that the loss is small and the proposal could be supported outside of policy, should Sport England consider the overall playing field provision to be of a better standard. For example, it is noted that provision for sport is being reintroduced on the area which since 2017 has been used for car parking, which is supported.
- Although the majority of the national governing bodies have not raised concerns, this is not the case for the England and Wales Cricket Board (ECB) who have indicated that the proposal is not taking into account the most recent discussions regarding community use of the site; the size of the cricket pitch; and in addition, the potential conflict with the MUGA's. This would be particularly the case when both may be in community use and not fully risk assessed by the school for educational use.
- There is a small area of playing field loss, approximately 0.17ha, however there is an overall approach to the reconfiguration of the playing field which will see improvement to court sports (netball, basketball, tennis) and the successful provision of natural turf football and rounders pitches and athletics tracks. If the issues relating to cricket provision can be addressed to the satisfaction of the ECB, primarily the risk of ball strikes to users of the MUGA pitches, Sport England could accept that although not meeting the requirements of Playing Field Policy in removing the small quantity of playing field, by improving the overall quality of the site and provision it broadly meets the requirements of paragraph 104 of the NPPF. However, until that has been establish Sport England must object as the quality relating to the provision of cricket would be diminished. Sport England would be happy to review this with a view to reversing our objection once the ECB is happy with how cricket will be delivered at the site for both school and the community.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health.

Flood Risk Management (FRM) Team – In order to secure the proper drainage of the site and manage the risk of flooding and pollution the FRM Team have suggested the imposition of a drainage condition.

Environment Agency – Have stated they have no comments to make in respect of the proposed application

United Utilities – Suggests the imposition of a drainage condition.

Neighbourhood Team Leader (Arboriculture) – No objections to the proposal.

Greater Manchester Ecology Unit – Have made the following comments:

- Bio-Diversity Net Gain – The applicant has demonstrated that 10% net gain is achievable on land within their control through a combination of on and off-site measures. This takes the form of additional tree planting and enhancement of retained grassland. A total of 53 trees are to be planted, which is likely achievable around the grounds, though not necessarily along the boundary with Princess Road as they would be too closely spaced to count as individual trees (around 3m spacing) and therefore a line of trees not urban trees. GMEU would accept approximately 30 trees along this boundary with the other 23 needing to be located elsewhere.
- Bats – The building proposed for demolition was assessed as having negligible bat roosting potential, being a portacabin and therefore very unlikely to provide bat roosting opportunities. No other structures or high-risk trees are proposed for removal. No further measures are required. The development part of the site is also low risk in terms of foraging and commuting, with no habitats likely to attract bats or be used by bats for navigation present. GMEU are therefore satisfied that there is no need to apply any lighting design conditions with regard to wildlife.
- Badger – Badger are known to be present in the locality. No setts are present within the development footprint. A precautionary working method statement is recommended.
- Nesting Birds – No evidence of nesting bird was recorded and there appears to be no loss of any trees or shrubs and the building is very low risk. An informative is suggested.
- Other Wildlife – The habitats present are sub-optimal for priority species such as hedgehog and common toad but as noted above potentially utilised by badger. Reasonable avoidance measures have been recommended by the ecological consultant for badger, hedgehog, reptiles and amphibians. The recommendations in the ecological appraisal for badger, hedgehog, reptiles and amphibians in the ecological appraisal can be conditioned.
- Wildlife Mitigation – There are no wildlife mitigation issues. Enhancements for wildlife for instance through provision of bird and or bat boxes could however be conditioned. One of each would be reasonable.

Policies

The National Planning Policy Framework (December 2024) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
ii. 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Sections 8 (*Promoting healthy and safe communities*), 9 (*Promoting sustainable transport*), 15 (*Conserving and enhancing the natural environment*), 16 (*Conserving and enhancing the historic environment)* is of relevance:

Paragraph 100 in Section 8 states that it is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Paragraph 103 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change.

Paragraph 104 states that existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Paragraph 109 in Section 9 states that transport issues should be considered from the earliest stages of plan-making and development proposals.

Paragraph 187 in Section 15 states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils.

Paragraph 193 states that when determining planning applications local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- opportunities to incorporate biodiversity in and around developments should be encouraged;

Paragraph 198 states that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.

Paragraph 199 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Paragraph 210 in Section 16 states that in determining planning applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 212 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 214 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and
b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9, *Southern Areas* – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-S1, *Sustainable Development* – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P2: *Heritage* – This policy states that the member authorities will proactively manage and work with partners to positively conserve, sustain and enhance their respective historic environments, heritage assets and their settings.

Policy JP-P5: *Education, Skills and Knowledge* – This policy states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities.

Policy JP-P7: *Sport and Recreation* – This policy states that a network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible.

Policy JP-G7: *Trees and Woodland* – This policy states that the member authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and a number of associated activities, but in the case of development as follows:

- Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
- Protecting trees and woodland during the construction phase of development.

Policy JP-G8: *A Net Enhancement of Biodiversity and Geodiversity* – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

a) Follow the mitigation hierarchy of:
    i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
    ii. Adequately mitigating any harm to biodiversity, then

iii. Adequately compensating for any remaining harm to biodiversity

b) Avoid fragmenting or severing connectivity between habitats;
c) Achieve a measurable net gain in biodiversity of no less than 10%
d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

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

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

Policy SP1, *Spatial Principles,* - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.

- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy EN10, *Safeguarding Open Space, Sport and Recreation Facilities* – This policy states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

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

It states further that proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function; or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN11, *Quantity of Open Space, Sport and Recreation* – This policy states that as opportunities arise, new open space, sport and recreation facilities will be created across Manchester.

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

- Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible.

Policy EN15, *Biodiversity and Geological Conservation* – This policy states that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

Policy EN16, *Air Quality* – This policy states that the Council will seek to improve the air quality within Manchester and that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy T1, *Sustainable Transport* – This policy states that in order to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Saved UDP Policies – Policy DC19.1, *Listed Buildings*, states that in determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

a) not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
b) not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
c) not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
d) seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
e) permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
f) not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

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

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

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

The Manchester Playing Pitch and Outdoor Sport Strategy (PPOSS) 2022–2031 – Developed by the Council in collaboration with partners, provides a comprehensive framework for the provision and enhancement of outdoor sports facilities across the city. This strategy builds upon the previous 2017–2021 plan, incorporating updated analyses and recommendations to meet current and future community needs.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of Principle – The current Autistic Spectrum Disorder (ASD) Resourced Provision (RP), which accommodates 12 pupils, is located to the north of the Primary School and is housed in a temporary building, location shown below.



The applicant is proposing to expand the provision offered at the school to cater for an increased need in Early Years Foundation Stage, Key Stages 1 and 2, in addition to current Key Stages 3 and 4 pupils. To accommodate the uplift in pupils from 12 to 30, the applicant is proposing to erect a single storey purpose built building, specifically designed for pupils with Special Education Needs and Disabilities (SEND). As the proposal would improve the facilities on offer for SEND pupils there is no objection in principle to this aspect of the development.

As the new building is to be erected on the site of two MUGA pitches the applicant is proposing to provide four new MUGA pitches – three full size and one half sized. It is also proposed that the pitches would be available for use by the community. Given the increase in playing surfaces on the site and the introduction of community usage, this element of the proposal is also considered acceptable in principle.

Notwithstanding the above, it is noted that considerable concerns have been raised by local residents about existing parking problems and traffic related issues associated with the school, as a result the impact of the new development on parking requirements and traffic generation will be assessed below. Furthermore, the impact of the new development on existing levels of residential and visual amenity, as well as existing ecological features, must be considered.

Car Parking – The existing parking facilities for the school (during and after school hours) are shown below.

It consists of the four parking areas:

- Car Park A 36 spaces, access limited to before or after school operational hours
- Car Park B 20 spaces, school hours only
- Car Park C 45 spaces, after school hours only
- Car Park D 17 spaces, school hours and after school hours



Of these four car parks, one cannot be used during school hours (car park C) as it doubles as a playground, while access to car park A ceases after 8.30am once the playground usage of car park C commences. A total of 73 parking spaces are therefore available for use by staff and visitors, but this drops to 37 during school operating hours as a result of the access restrictions to car parks A and C. During the evening, 98 spaces are available for use by the community.

As the proposed SEND building is to be erected on the existing MUGA pitches, there is a requirement to install a replacement MUGA provision, an element of which would be located on the temporary car parking area (car park A). To compensate for the loss of this parking area the applicant is proposing to provide a 17 space car park at the side of the SEND building, the location of which is shown enclosed by a light blue line below and annotated as car park E.



The proposed car parking facilities would consist of the following

- Car Park B 20 spaces, school hours only
- Car Park C 45 spaces, after school hours only
- Car Park D 17 spaces, school hours and after school hours
- Car Park E 17 spaces, school hours and after school hours

A total of 54 parking spaces would therefore be available during school hours, and 79 parking spaces for use after school hours.

While the proposal does result in reductions to parking space numbers, during both school and after school hours, it is recognised that the current occupancy of the existing car parks does not run at 100%.

Given the level of occupancy currently experienced and the fact the proposal would only result in employee numbers increasing by two from 195 to 197, it is not considered that the proposal would unduly exacerbate existing instances of on-street parking experienced within the vicinity of the school during school hours. In terms of after school usage by the community, it is considered that the 79 parking spaces would be sufficient to cater for this activity.

Nevertheless, the concerns of local residents are recognised and it is considered that the imposition of conditions requiring the following would help to reduce the impact of off-site car parking associated with the school:

- Submission and implementation of a car park management plan
- Submission and implementation of an updated travel plan
- Submission and implementation of a Pick-up/drop-off strategy for the SEND pupils
- Provision of off-site highway works consisting of TRO refreshment and H-bar marking across nearby
- residential driveways to discourage obstructive car parking.

Electric Vehicle Charging – As requested by Highway Services, a condition requiring the installation of a vehicle charging point(s) within the proposed car park is suggested in this instance and this is required to reduce impacts of traffic movements on air quality.

Traffic Generation – It is estimated at present that journeys to and from the school are broken down as follows:

- 34% by car
- 32% by bus
- 31% walking
- 3% cycling

Given these figures, it is not considered that the modest increase of 18 pupils and 2 staff members resulting from the development would generate significant additional traffic so as to prove unduly detrimental to the existing levels of pedestrian and highway safety enjoyed along Springbridge Road or any of the residential roads opposite the school campus. This scale of uplift typically translates to only a small number of extra vehicle movements during peak times, particularly as a proportion of pupils and staff walk, cycle, or use public transport. It is considered that the existing infrastructure can absorb such minor changes without causing noticeable congestion or impacting road safety.

However, as stated previously, the concerns of local residents have been noted and a condition requiring the provision of a number of management plans and off-site highway works to minimise any impact is suggested in this instance.

Travel Plan – The applicants have submitted a draft Travel Plan which aims to reduce reliance on car travel amongst staff and students by 10% over 5 years. Highways Services have requested that a planning condition, requiring the submission of a comprehensive Travel Plan, be attached to any approval granted.

It is considered that the implementation of the comprehensive Travel Plan for the school, aimed at both pupils and staff, would help to reduce the overall reliance on the private car and encouraging more sustainable modes of transport. By promoting walking, cycling, public transport, and car-sharing initiatives, the Travel Plan would aim to minimise parking problems and traffic congestion associated with the day to day running of the school and after-school activities.

While the details of the comprehensive Travel Plan would be subject to approval it is anticipated that they would include measures such as public transport use, bicycle use, safe walking routes to school and car sharing, all of which help to create a safer, healthier and more accessible environment for the school community, supporting broader local and national objectives for sustainable travel.

Cycle Parking – There are 124 cycle spaces currently at the school, of which 40 are sheltered. This is more than double the current demand which stands at 60 spaces – 18 staff and 42 students cycle to the school. In addition, it is noted that after school hours/community use have access to the existing cycle parking by the main entrance.

Given that there would only be a small increase in staff and students, i.e. two and 18 respectively, the current cycle parking provision is continued acceptable and would continue to meet future demand. For this reason, no additional cycle parking is proposed.

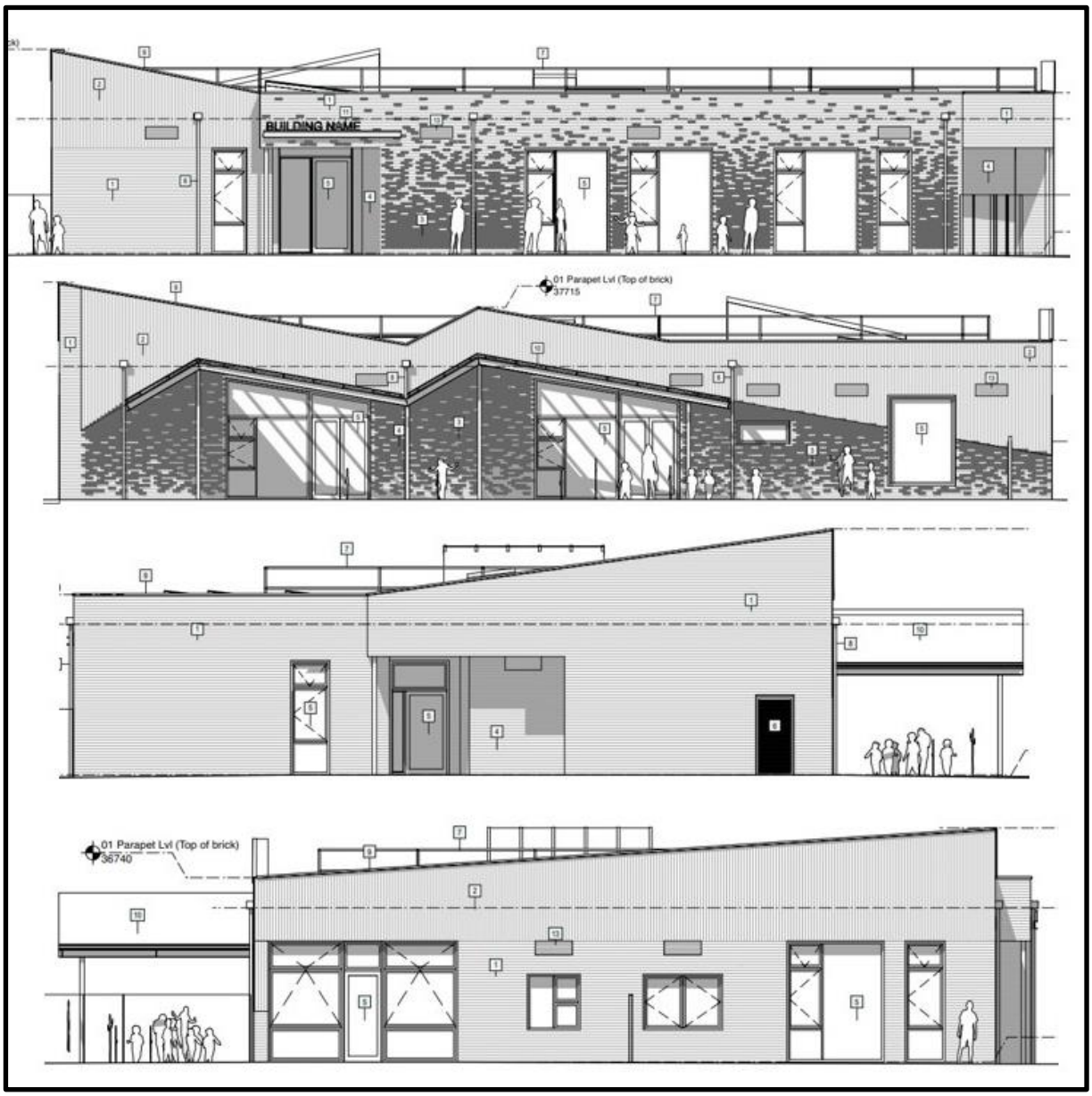
Design – The proposed SEND building, which can be seen below, would be single storey in height and topped by a flat roof partially obscured by an irregular shaped parapet. The elevations would consist of facing brickwork with areas of tile, along with brick panel detailing.

The brick detailing takes the form of dispersed array of pressed / extruded bricks on the two main elevations, with the intensity designed to diminish as a vertical pattern. A subtle upper band of vertical stack bricks also provides interest to the elevations. To define the Primary and Secondary entrances a change in material to glazed wall tiling provides a visual way-finding reference, both the Primary and Secondary entrance points are covered by articulating the upper wall/roof line, creating a sense of arrival and place on approach the building.

Large areas of glazing are proposed to three of the elevations to allow for natural light, while the rear elevation, which faces an external play area, benefits from a canopy.

It is considered that the proposed SEND building complements the existing school buildings, accordingly the design of the proposal is considered acceptable.

The elevations can be seen below:



Further artist impressions can be seen below:





Impact on the Listed Building – The original school building, which can be seen below, dates from 1886 and was extended in 1910. It is located in the northwest corner of the campus and is a Grade II listed building. It is constructed from red brick, with yellow brick banding, stone copings and terracotta dressings.



The listed building (annotated by the blue stars) can be seen below in relation to the location of the proposed SEND building.



The erection of the proposed single storey SEND building, situated 50 metres from the listed building and screened from it by intervening structures, would not result in any undue harm to the listed building's setting when assessed against the guidance contained within Section 8 of the NPPF, which emphasises the importance of sustaining and enhancing the significance of heritage assets, including their settings. In this case, the modest scale and height of the new building, combined with the physical and visual separation provided by existing buildings, ensure that it does not intrude upon or compete with the historic character or visual appreciation of the listed building. As a result, the development preserves the setting's contribution to the asset's significance, aligning with the NPPF's aim to avoid harm and support sensitive change that respects heritage values. Any harm is considered to be very low level with the public benefits of the scheme outweighing that low level of harm. The proposed development would result in improved facilities at the school which underpins the long-term economic use of the Listed Building as a school.

Disabled Access – The proposed SEND building and immediate environment would meet all current regulations and good practice standards to provide a safe, secure and fully accessible environment to serve the building users, both the staff and needs of the SEND pupils.

The proposed accommodation has been designed to meet the requirements of the Building Regulations 2015 Part M (Access to and use of buildings) and BS8300:2018 (Design of an Accessible and Inclusive Built Environment) to provide inclusive access throughout.

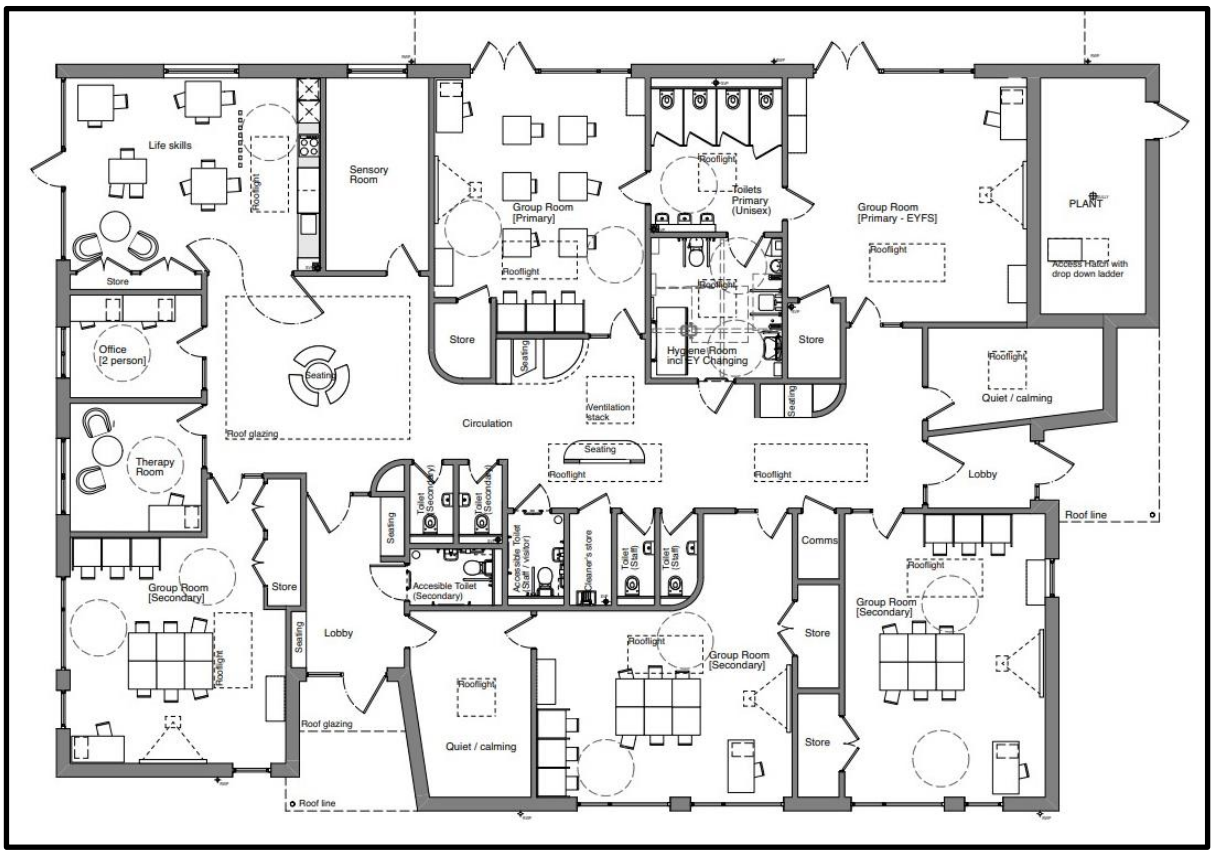
On site parking is provided nearby in existing allocated areas and the new building is designed with pathways having 'level approach' as defined under Part M. The building has visually clearly defined entrances, both the primary and secondary serving as principal entry points, each having flush thresholds and door leaf widths of suitable width to satisfy the needs of Part M. The entrances are clearly defined, and the entrance doors will either be powered or, be designed to require an opening force no greater than that permitted. External site lighting will be provided at lux levels in compliance with the requirements for safe access on approach to the building or exit. Manifestation will be provided on full height glass glazed units to assist the visually impaired.

The new entrance and external doors would meet the requirements of Part M and being single storey, no internal ramps or steps are required. All internal doors/doorsets would have a minimum clear opening width of 800mm with the exception of the two main entrances which would have a wider minimum clear opening width of 1000mm. Any new glazed doors would have suitable manifestation at 800mm and 1500mm above floor level. New internal doors and those critical to access the main rooms and circulation spaces would have, as a minimum, vision panels in accordance with Part M.

Other features included in the building are listed below:

- All lobbies will be designed in accordance with Part M
- Ironmongery will contrast with the background colour/veneer of the door leaf.
- Internal surface finishes will have appropriate contrasting colours to comply with Part M.
- All areas have access to an accessible WC's in accordance with Part M.
- Extra accessible provision is also provided due to the SEND needs of the pupils.

The layout of the proposed building is shown below:

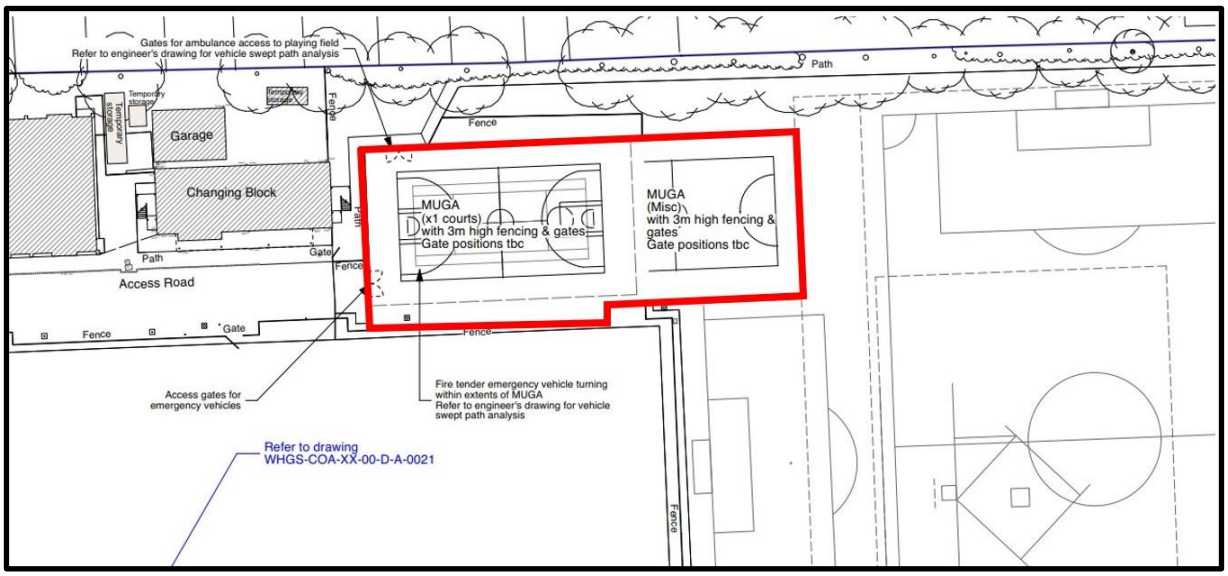


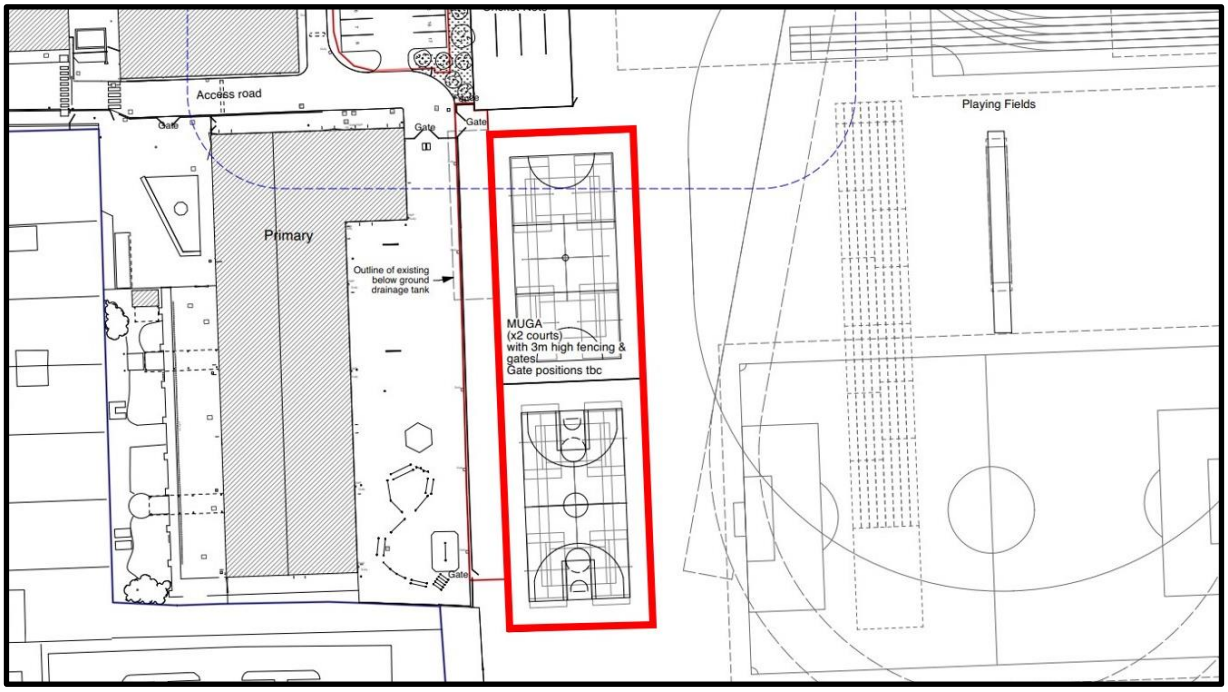
The level of provision is welcomed and therefore considered acceptable.

Sport Pitches/Playing Field Provision – The proposed SEND building is to be located on the site of the two existing MUGA pitches. To compensate for their loss and in order to comply with both local and national policies, the applicants are proposing to provide two full size MUGA pitches to the east of the Primary School, as well as additional facilities in the form of one full size MUGA pitch and one half size MUGA pitch to the east of the changing facilities. The location of the MUGA pitches is shown below.

MCR Active are fully supportive of this element of the proposal. They do recognise that the laying out of two of the MUGA pitches results in a minor loss of playing field but that the existing pitches could still be retained. MCR Active have stated that the minor loss of playing field, together with community usage of the new MUGAs is considered to provide sporting benefits that outweigh the minor loss of playing field.

Sport England recognise that the proposal improves the overall provision on the site and but have raised concerns, following discussions with the ECB, about the interaction between the MUGA pitches and the cricket pitch, particularly risk of ball strikes.





As stated earlier in this report, the applicants have confirmed that the new facilities would be made available for community use. This is welcomed by Sport England and MCR Active, with the latter requesting that community usage is delivered by planning condition.

It is considered that the issues relating to use of the cricket pitches can be overcome by management by the school. There is sufficient space to enable the use of the cricket facility as well as the adjoining MUGA pitches and a condition is included to secure a ball strike mitigation plan. Notwithstanding the above, the applicants have been requested to submit further information in respect of the MUGA pitches and cricket pitch interaction and the issue of ball strikes and if the additional information is received prior to the Committee meeting then this will be reported to the Committee.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction vehicles and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It its recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of vehicles associated with school drop-offs/pick-ups, staff and visitors to the site. However, given the modest uplift in additional pupils and staff members resulting from the new school building, i.e. 18 and 2 respectively, it is not considered that any additional traffic movements associated with SEND building would be significant enough to have an unduly detrimental impact upon existing air quality levels.

Outside of school hours, the MUGA pitches would be available for use by the community. However, given the anticipated traffic movements associated with their use, it is also not considered that this activity would have a detrimental impact on existing air quality levels.

As a result of the above and given the provision of electric vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Environmental Standards – The proposed SEND building has been designed to have a low energy demand via the use of high levels of thermal insulation, low air tightness, passive ventilation and where required, high efficiency ventilation with heat recovery. The insulation levels proposed surpass that of Part L of the Building Regulations notional values.

In addition, the proposed building would utilise electricity for space heating and domestic hot water in order to move away from carbon intensive gas as the prime source of heat. Furthermore, the proposal has sought to maximise the number of photovoltaic panels that can be installed on the roof, which could potentially generate approximately 9,645 kilowatt-hours of electricity per annum. As a result of the above, the predicted reduction in CO_2 when compared to Part L is 70%, accordingly the overall provision is considered acceptable.

Visual Amenity – Given the modest scale of the proposed SEND building and its siting to the rear of a number of existing school buildings, it is not considered that its siting in the location proposed would have a detrimental impact upon the levels of visual amenity enjoyed along Springbridge Road.

While the proposed building would be visible from the footpath adjoining Princess Road and the rear of the dwellings on Princess Road and Wilbraham Road, as it would be located between 165 and 200 metres away from these vantage points, it is not considered that its siting in this location would have a detrimental impact upon the levels of visual amenity enjoyed along this main arterial route or from the rear gardens of adjoining dwellinghouses.

The provision of the replacement MUGA pitches do not raise any concerns in respect of visual amenity when viewed from either Princess Road or from the rear of the dwellings on Princess Road and Wilbraham Road.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – As the proposed SEND building would be located over 125 metres away from the rear garden boundaries of those dwellings on Princess Road and Wilbraham Road that could directly view it, it is not considered that its siting in this location would lead to overlooking and an associated loss of privacy. The siting of the MUGA pitches does not raise any overlooking or privacy concerns.

Daylight/Overshadowing – Given the height of the proposed SEND building and the distances between it and the nearest residential properties, it is not considered that any of the existing dwellings or associated gardens would be subjected to overshadowing. The 3 metre high fencing associated with the MUGA pitches would not lead to any overshadowing or loss of daylight.

Traffic Movements – As the proposed SEND building would only increase the number of pupils and staff at the school by 18 and two respectively, it is not considered that any additional traffic movements associated with this modest increase would be so significant so as to prove detrimental to existing levels of residential amenity.

Local residents have raised concern that the cumulative impact of having two schools in close proximity to each other, namely this site (edged red below) and the Whalley Range 11-18 High School (edged in yellow), has an impact on residential amenity, as well as pedestrian and highway safety and that this proposal would exacerbate these problems.

While residents' concerns are noted, given the modest increase in pupil and student numbers associated with this proposal and the fact the Whalley Range 11-18 High School has a much larger car parking area, it is not considered the proximity of the two school to each other is a contributing factor in respect of the existing car parking/congestion issues.



MUGA Activity – As the MUGA pitches on plots B and C would be sited 50 metres and 30 metres away from the nearest residential properties, it is not considered that the activity associated with their use would have any unacceptable detrimental impact upon the levels of residential amenity enjoyed by the occupants of those dwellings. The activity would be set against existing activity associated with the existing school and existing outdoor sports facilities.

The proposed MUGA pitches would not be floodlit, unlike the existing all-weather pitch whose floodlights are limited to 10.00pm on Mondays to Saturdays and 9.00pm on Sundays. Given the lack of floodlights and the distances to the nearest dwellinghouses it is not considered necessary in this instance to impose an hour restriction on their usage.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Biodiversity Net Gain (BNG) – Section 193 of the NPPF 2024 states that planning policies and decisions should contribute to and enhance the natural and local environment. Furthermore, a 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990. Accordingly, this application is accompanied by a statutory BNG metric and associated report.

The submitted BNG report indicates that the development results in a net loss of low ecological value grassland to developed land and artificial surface, i.e. the SEND building and MUGA pitches. To compensate for this loss and to achieve the 10% net gain required of the 1990 Act, the applicant is proposing to plant 53 new trees, 30 of which would be accommodated along the Princess Road frontage. The remaining 23 would be located elsewhere on the site, while additional planting would result in an uplift in hedgerow units, as well as contributing to the overall 10% net gain.

The preference is for any net gain to be provided on-site and as the applicants are proposing this is the case then the scheme is considered acceptable. GMEU have also confirmed their support for the BNG scheme and have requested that conditions regarding implementation and management are attached to any consent granted.

Ecology – The submitted ecology report has confirmed that the proposal would not have a detrimental impact upon bats, badgers or nesting birds and this has been acknowledged by GMEU. Notwithstanding this, GMEU believe it is still prudent to attach a number of conditions and informatives designed to protect any wildlife present during the construction phase. In addition, they have requested the provision of bio-diversity enhancements in the form of a bat box and bird box, the implementation of which would be subject to a planning condition.

To conclude, it is not considered that the proposal would have a detrimental impact upon any wildlife present on the site, or which commutes through it.

Trees – No trees are to be felled to facilitate the development.

Landscaping – In addition to the tree planting proposed as part of 10% BNG, the applicants have also submitted a preliminary landscaping scheme which includes the planting of trees, shrubs and grassland around the SEND building and associated car park. This landscaping scheme is considered acceptable in principle and a condition requiring the submission of a detailed landscaping scheme, based on the one below, is suggested in this instance.



Drainage – It is not considered that the proposed building and replacement MUGA pitches would have a detrimental impact upon the drainage characteristics of the site and this is recognised by the comments received from the FRM Team, United Utilities and the Environment Agency. Notwithstanding this, both the FRM Team and United Utilities have requested that a drainage condition be attached to any approval granted and for this reason one is suggested in this instance.

Conclusion

The provision of additional SEND facilities is welcomed, as is the laying out of the replacement and additional MUGA pitches, which the community would have access to.

Notwithstanding this, it has become apparent that a number of local residents on the streets closest to the school campus are experiencing disturbance and are being inconvenienced by inconsiderate parking associated with the day to day activities of the school. While the modest increase in pupil and staff numbers is unlikely to unduly exacerbate the current issues it is felt prudent to attached a number of conditions designed to better manage the parking and congestion issues experienced in this part of Whalley Range.

With the imposition of these conditions and those concerning BNG uplift it is considered that the proposal can be supported.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval

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

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

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

a) WHGS-COA-XX-00-D-A-0001 P01 - location plan, received on 23 July 2024

b) WHGS-COA-XX-00-D-A 0002 P04 - existing site plan, received on 23 July 2024
c) WHGS-COA-XX-00-D-A 0003 P03 - existing site plan, received on 23 July 2024
d) WHGS-COA-XX-00-D-A-0020-P09 - proposed site plan, received on 16 April 2025
e) WHGS-COA-XX-00-D-A-0021-P08 - proposed site plan, received on 16 April 2025
f) WHGS-COA-XX-00-D-A-0025 P06 - proposed ground floor plan, received on 23 July 2024
g) WHGS-COA-XX-00-D-A-0026 P05 - proposed roof plan, received on 23 July 2024
h) WHGS-COA-XX-ZZ-D-A-0030 P04 - proposed elevations, received on 23 July 2024
i) Existing Playing Field Provision (ref: WHGS-COA-SK002 P06), received on 23 July 2024
j) Proposed Playing Field Provision (ref: WHGS-COA-SK003 P07), received on 23 July 2024
k) Biodiversity Net Gain Assessment, received on 16 April 2025
l) Biodiversity Net Gain, received on 16 April 2025
m) Habitat Survey, received on 23 July 2024
n) Ecological Appraisal, received on 23 July 2024
o) Travel Plan Statement (ref: 22639-RLL-24-XX-TN-D-5002 P03), received on 27 March 2025
p) Design and Access Statement (Revision P03), received on 11 October 2024
q) Energy Statement (ref: 1093-03-P01), received on 11 October 2024

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

3) No above ground works, apart from demolition of the existing SEND building, shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement (ref: 1093-03-P01), received on 11 October 2024. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

5) The car parking hereby approved shall be laid out, demarcated and made available prior to the use of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) No above ground works, apart from demolition of the existing SEND building, shall commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging point(s) have been submitted to and approved by the City Council as Local Planning Authority. The approved charging point(s) shall be provided prior to first use of the school building hereby approved and retained thereafter.

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

7) Prior to first use of the Multi Use Games Areas hereby approved, a community use agreement shall be submitted to and be approved in writing by the City Council as Local Planning Authority. The agreement shall apply to the Multi Use Games Areas and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement and for the duration of the development.

Reason - To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Section 8 of the NPPF (2024), Policy JP-P7 in The Places for Everyone Plan and Policies EN10, EN11 and EN12 in the Manchester Core Strategy.

8) No above ground works, apart from demolition of the existing SEND building, shall commence until a Biodiversity Gain Plan, Habitat Management and Monitoring Plan has been submitted to and agreed in writing by the City Council as Local Planning Authority. The approved Biodiversity Gain Plan shall be implemented in accordance with an agreed timetable and thereafter maintained in accordance with the approved Habitat Management and Monitoring Plan.

Reason - In the interests of biodiversity net gain being achieved off site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

9) No above ground works, apart from demolition of the existing SEND building, shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

10) No above ground works, apart from demolition of the existing SEND building, shall not commence until a hard and soft landscaping treatment scheme, based on the indicative landscaping scheme (drawing no. WHGS-COA-XX-00-D-A-0021-P08 - proposed site plan, received on 16 April 2025), has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the completion of construction works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the following approved plans and particulars received on 8 November 2024; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use:

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

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

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

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

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

13) Before the building hereby approved is first occupied it shall be 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 property.

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

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

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved 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 shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

15) Prior to the occupation of the development, a detailed scheme of off-site highway works, shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the following:

a) Traffic Regulation Order refreshment
b) H-bars across nearby residential driveways.

The approved scheme shall be implemented and be in place prior to first use of the SEND school building hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

16) Prior to the occupation of the development, a detailed pick-up/drop-off strategy for the SEND pupils, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved management strategy shall be implemented and be in place prior to first use of the SEND school building hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

17) Prior to the occupation of the development, a detailed car park management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved management strategy shall be implemented and be in place prior to first use of the SEND school building hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy.

18) Before the development hereby approved is first occupied a detailed Travel Plan, based on the Travel Plan Statement (ref: 22639-RLL-24-XX-TN-D-5002 P03), received on 27 March 2025, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those working at or visiting the development,
ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
iv) measures for the delivery of specified travel plan services,
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

19) Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 Policies EN08 and EN14 in the Manchester Core Strategy.

20) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 140594/FO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Sport England
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
MCR Active
Environment Agency
Greater Manchester Ecology Unit

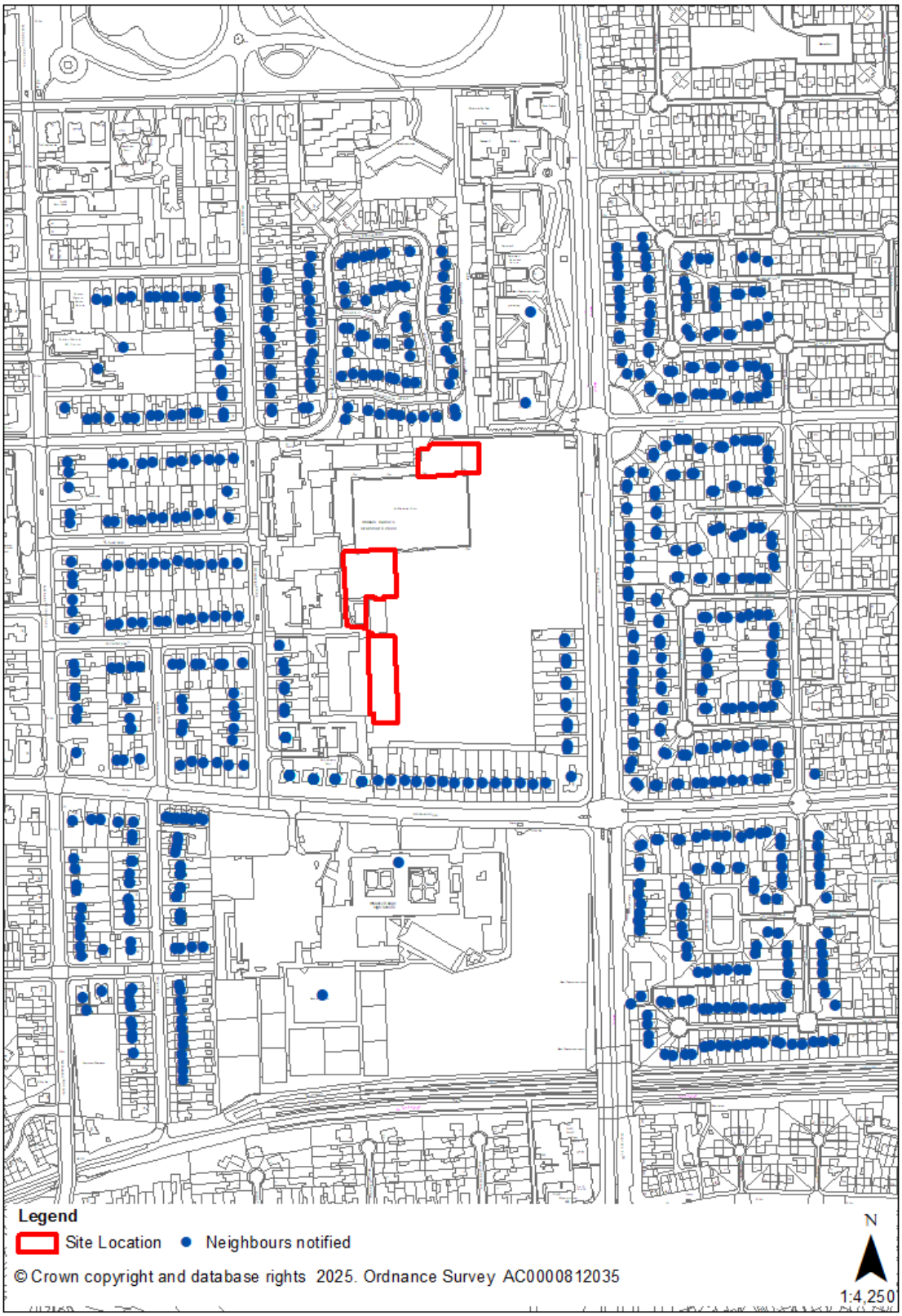
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services

Neighbourhood Team Leader (Arboriculture)
MCR Active
Environment Agency
Greater Manchester Ecology Unit

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : david.lawless@manchester.gov.uk


Legend
Site Location
Neighbours notified
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