
Application Number	Date of Appln	Committee Date	Ward
136933/FO/2023	10th May 2023		Baguley Ward

Proposal Erection of part single/part two storey extensions following the partial demolition of existing buildings and refurbishment and elevational alterations to the existing school building, together with associated hardstanding, car parking, roof top solar PV array, replacement and refurbishment of existing 3G sports pitch and landscaping works

Location Former Newall Green High School , Greenbrow Road, Manchester, M23 2SX

Applicant Morgan Sindall Construction , (on behalf of the Department of Education)

Agent Mrs Kayleigh Dixon, DPP

Description of the site

The application site relates to the site of the former Newall Green High School Academy which was permanently closed in August 2021 due to falling student numbers and a poor Ofsted record, which rated it inadequate. It had provided 900 comprehensive secondary school and sixth form school places, albeit, in the year prior to its closure only 437 students were enrolled.

The existing site comprises the former Newall Green High School premises, located off Greenbrow Road. It extends to approximately 2.86 hectares and comprises hardstanding (car parking area) and soft landscaping to the front with a series of two storey educational buildings located centrally within the site and further outdoor place space and formal pitches to the rear (north-west). The school buildings comprise modern additions towards the Greenbrow Road frontage which are predominantly finished in white render with areas of glazing and flat roof, whilst behind these more recent additions are older two storey brick buildings with pitched clay tiled roofs.

Surrounding the site are further educational establishments, a public house with the predominant surround use being residential areas in the form of 2 storey inter and post war housing developments, albeit Wythenshawe Hospital is located further to the north and west of the site. The Greater Manchester Green Belt Boundary is located to the south -west on the opposite side of Clay Lane.

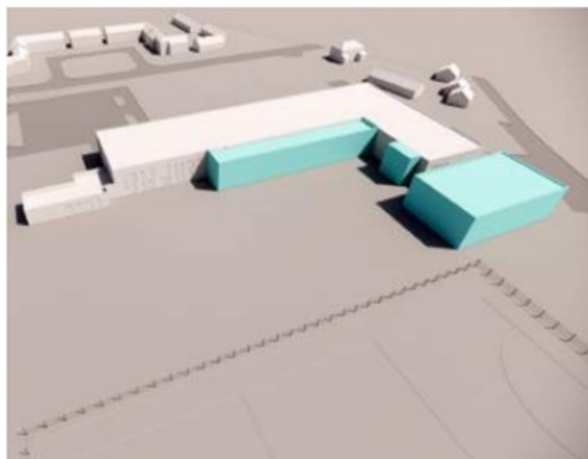
Consent has recently been granted for the provision of temporary classroom spaces located within the existing car parking area to the front of the site in order that the school could operated from September 2023 prior to the works subject of this application being brought forward for consideration.



Existing School Site with school buildings located centrally across the site

Description of the proposals

The application proposals are for the demolition of older buildings located to the rear of the more recent element of the school and the erection of two and single storey extensions to form a sports hall and additional teaching space. Further internal works within the retained existing building are also proposed to refurbish and reorganise internal spaces to improve the overall layout of the school and improve dining spaces. The applicant, following further negotiations, has also indicated that the works to refurbish the external 3G pitch now also include improvements to it's base and drainage.



3D images showing area of school to be demolished (red) and proposed new build (blue)

The main entrances to the school are at the centre of the frontage of the building and a dedicated student entrance has been added together with a new waiting lobby

leading directly into the Assembly Hall. There is also a separate adjacent visitor and staff entrance overlooked by reception and leading to the admin block.

The existing main L shaped building roof is to be renewed and upgraded to incorporate a large solar PV array with the proposed extensions also has a flat roof incorporating built up intensive green roof and solar PV arrays.

The proposed two storey teaching block extensions have been designed to compliment the massing, scale and appearance of the existing refurbished school building with matching render, windows, glazing and contrasting a hard wearing blockwork plinth.



Visualisation of proposed teaching block to the left and sports hall to the right

The majority of the existing boundary treatment to the perimeter of the site is being retained as existing. The proposed new fencing to the front of the school would be 2.4m high weldmesh fencing to match the existing weldmesh fencing boundary that is to be retained. This would provide a secure boundary and ties in with existing boundary lines. The MUGA would be enclosed with a 4.5 metre high sports fence.

The proposals include for additional soft and hard landscaping across the site which would retain the existing soft grassed area to the front of the site which is to be improved with additional tree planting further planting is proposed within the retained and reconfigured car parking area. The areas to the rear of the school are also to remain as existing. The majority of this space is taken up by the MUGA pitch which is to be resurfaced with new sub base and drainage, the surrounding hard and soft landscape areas would be retained as existing. The area where the school buildings are to be demolished is proposed to be a flat area of tarmac but also an area of soft landscaping which would consist of a useable grassed area with raised 'allotment' planting beds and proposed grass / perennial and annual flower mixes to encourage habitats into the grounds. Additional tree planting is also shown along the northern boundary.

Planning History

136933/FO/2023 - Erection of part single/part two storey extensions following the partial demolition of existing buildings and refurbishment and elevational alterations to the existing school building, together with associated hardstanding, car parking, roof top solar PV array and landscaping works – Pending decision

135845/FO/2022 - Erection of two temporary teaching and school accommodation buildings (Use Class F1) for a period of 3 years. Approved 19th April 2023

091879/FO/2009/S2 - Erection of canopy to front of school house with 3 metre fence and gate to canopy and 3 metre high fence to football pitch area

080454/FO/2006/S2 - Retrospective application for a 12 metre ball stop netting fence and associated poles adjacent to boundary to the rear of 2 to 20 Capenhurst Close

079637/VO/2006/S2 - CITY COUNCIL DEVELOPMENT provision of two storey temporary teaching accommodation for a period of two years during construction of new school building

079624/VO/2006/S2 - CITY COUNCIL DEVELOPMENT redevelopment of school involving erection of two storey building following partial demolition of existing school, refurbishment of existing accommodation, car parking facilities, landscaping and sports facilities

070206/FO/2003/S2 - Erection of first floor extension to form additional classrooms and changing facilities

045232/VO/SOUTH3/94 -CITY COUNCIL DEVELOPMENT Erection of part single/part two storey extensions to existing school to form science block,sports hall,teaching block,escape stairs & store,and dining room

Environmental Impact Assessment Screening

The application proposals were subject to the issuing of a formal screening opinion by the Council as local planning authority. This concluded that this development would have some impact on the surrounding area. However, it was judged that these would not be significant to warrant a formal Environmental Impact Assessment and that the formal opinion of the City Council, is that an Environmental Impact Assessment is not required to accompany this application in this instance.

Publicity

The proposal due to the scale of development has been advertised in the local press and a site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters were sent to 312 local addresses.

Pre-application consultation

The applicant has set out that they undertook pre-planning consultation with the local community. As part of the planning submission, a statement has been provided by the applicant which outlines the consultation undertaken and responses to matters raised by those who participated.

One response was received generally supportive of the proposals but wished to ensure that the proposals had no impacts on Milky Button Park or the Newall Green Nature Reserve.

Consultations

MCR Active – Following amendments to increase the floor size of the indoor sports hall and refurbishment of the external 3 G sports pitch they raise no objection to the proposals but recommend a series of conditions be attached to any approval.

Sport England – Following amendments to the proposals withdraws its previous objection. Two outstanding issues remain in relation to the previous Sport England objection: 1. Provision of a detailed timetable for the delivery of the replacement pitch. 2. Provision of details of the replacement pitch, these are to be secured by way of appropriately worded conditions together with a community use agreement.

Greater Manchester Ecology Unit - There is one pond on the site. This was surveyed for gcn using eDNA analysis of water samples. No evidence of gcn was identified. It is very unlikely that the development proposal will negatively impact on the conservation status of this species. GMEU recommend however given there is a very low risk of gcn straying on to the development an informative should be applied to any permission.

The bat assessment occurred in May 2022, whilst still valid it is becoming dated and therefore it is possible that an update would be best practice prior to works commencing. A condition is recommended to be applied to any permission if demolition occurs after April 2024.

A condition is recommended so that any trees or demolition works occurring within bird nesting season should only be undertaken following a survey by an experienced ecologist.

An informative is requested in relation to potential invasive species on the site.

In relation to Biodiversity Net Gain, it is noted that the proposals are likely to result in a modest net gain on site but well in excess of 10%. The final landscaping details should be required via condition and bird and bat boxes should also be incorporated.

MCC Highways – It is accepted that the school is unlikely to generate any traffic or network capacity concerns. 266no. standard cycle parking spaces are to be available for staff, pupils and visitors. This is acceptable but should be monitored via the school travel plan which should be conditioned as part of any approval. The Construction Management Plan is acceptable save for the preparation of a dilapidation survey.

MCC Flood Risk Management – Following confirmation that the 3Gpitch is to be resurfaced with a new sub base which was not included in the drainage calculations a condition is proposed with flexibility within the runoff rates to allow for any necessary adjustments.

MCC Environmental Health – Recommend conditions relating to EV Charging points, contaminated land (part b), waste management, external plant and equipment, fume extraction details, accept the submitted construction management plan.

GMP Design For Security – Raise no objections to the proposals. Recommend that the new elements of the building are built in accordance with Secured by Design

standards and that existing alarm, CCTV and access control systems are extended to new areas of the building. The proposed boundary treatments are suitably secure.

Manchester Aerodrome Safeguarding Officer – Recommend conditions relating to Bird Hazard Management Pla, lighting capped at horizontal, a glint and glare assessment of the solar installation, measures to prevent birds being attracted to the site, implementation of measures to minimise and manage dust and informative relating to lighting, radio frequency and crane and tall equipment notification.

MCC Work and Skills Team – Have recommend a condition relating to a local labour agreement for the construction phase of the project be attached to any approval relating to the reporting of outcomes at the site.

Cadent Gas - Recommend an informative advising the applicant of their responsibilities with regards to any gas infrastructure at the site.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

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 SP 1 – Spatial Principles – The proposals seek to provide modern educational provision at an existing school site. The re-use of the site for educational provision would assist in making a positive contribution to neighbourhoods of choice.

Policy EN13 – Green Belt, - The far western extent of the site is included in the Green Belt, no development is proposed in this area and as such, there would be no impacts upon the openness of the Green Belt.

Policy T1 – Sustainable Transport and T2 Accessible Areas of Opportunity and Need – The proposals would re-use an existing educational site, the submitted information

indicates an overall reduction in pupil roll as a result of the proposals. The scheme includes for dedicated cycle parking for staff, pupils and visitors and would re-use existing pedestrian and vehicular accesses. The existing car parking area would be re-organised to increase the level of spaces available to the school given some existing spaces are to be reallocated to the adjacent separate education provision within the Piper Hill SEN school. The car park would incorporate blue badge parking spaces and charging points for electric vehicles.

Policy EN 1 – Design Principles and strategic Character Areas – The proposals have been designed to complement those buildings to be retained and introduce new areas of landscaping throughout the site.

Policy EN 4 – Reducing CO2 emissions by enabling low and zero carbon development

Policy EN 6 – Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies

Policy EN 8 – Adaptation to Climate Change

The scheme has been designed to follow the energy hierarchy with a fabric first approach. The submitted information indicates that the building would incorporate renewable energy technology and exceed the current building regulations Part L. Drainage principles to serve the new elements of development on the site have been provided and have been designed to incorporate climate change allowances.

Policy EN 10 – Safeguarding Open Space, Sport and Recreation – The application includes for indoor sports provision in a purpose built sports hall and improvement of existing outdoor playing pitches.

Policy EN 19 – Waste – The existing area for waste provision is retained as part of the proposals.

Policy DM 1 – Development Management - states that development should have regard to specific issues such as; design, amenity, crime, health, refuse, access, car parking, biodiversity, green infrastructure, drainage and energy.

Policy DM2 – Safeguarding of Manchester Airport

‘Saved’ Unitary Development Plan Policies - The following ‘saved’ policy from the Unitary Development Plan is considered to be relevant to the Proposed Development:

Policy DC26.1, highlights 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.

National Planning Policy Framework

The revised NPPF published in July 2021 sets out the Government’s proposed economic, environmental and social planning policies for England. The NPPF carries

forward the Government's commitment to support sustainable economic growth and states that significant weight should be placed on the need to support economic recovery through the planning system. The NPPF also carries forward requirement for Local Planning Authorities to approve development proposals without delay unless the adverse impacts of allowing development significantly and demonstrably outweigh the benefits.

The NPPF forms a material consideration in determining applications, the relevant sections are:

Section 2: Achieving Sustainable Development
Section 8: Promoting Healthy and Safe Communities
Section 9: Promoting Sustainable Transport
Section 11: Making Effective Use of Land
Section 12: Achieving Well-Designed Places
Section 13: Protecting Green Belt Land
Section 15: Conserving and Enhancing the Natural Environment

Other material considerations

Ministerial Statement on Planning for Schools (2011)

This statement sets out commitment to support development of state-funded schools and their delivery through the planning system.

This sets out the Govt's commitment to meeting the growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards.

In terms of decision making, the statement underlines that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion, and alteration of state-funded schools.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF)

This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework

The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework

This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Other Legislative requirements

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.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions, the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle – The site is an established site for the provision of educational accommodation, and whilst the school buildings are currently not in use, the lawful use of the site continues to be for educational provision. In addition, consent has recently been granted for temporary school buildings to allow the school to open from September 2023 in advance of the works subject of this application being completed. Therefore, the principle of the proposal is acceptable, subject to further consideration

is required of impacts on residential and visual amenity; the character of the area; and highway and car parking implications.

Residential amenity – The application proposals are located within an existing school site and are sited away from existing residential properties. The proposed two storey element to the rear of the retained school buildings would be further away from existing properties than the current buildings to be demolished and the proposed sports hall extension would be approximately 50 metres from the nearest residential properties on Clay Lane. Given these relationships it is not considered that the proposals would give rise to impacts on residential amenity in respect of loss of sunlight/daylight, privacy.

As the proposals would result in a reduction in the overall capacity in pupil numbers of the site it is not considered that there would be a significant change in terms of the nature of comings and goings or noise generated from the continued educational use of the site. The proposals would utilise existing pedestrian and vehicular accesses and whilst there would be an increase in car parking spaces and revision to dropping off facilities it is not considered that these would give rise to an increase to activity that would be so significant to give rise to unacceptable impacts.

Visual amenity – The proposals would rationalise the amount of built form on the site through the demolition of older buildings towards the rear of the site and would also enable the provision of a unified design response to the proposed and existing buildings to be retained on the site. The use of materials to match and complement the retained building to the front is considered to be an acceptable response to the site and its context. Given the siting of the proposed extensions to the side and rear of the school building it is not considered that the proposals give rise to unacceptable impacts on the visual amenity or a character of the area.

Impact on the Green Belt – The school site lies outside of the defined Greater Manchester Green Belt with the boundary lying to the south western side of Clay Lane. The existing mature trees and hedgerows along Clay Lane would minimise the visual impacts of the proposed Sports Hall extension which would be the element of the proposal located the closest to the Green Belt boundary. As such it is not considered that the proposed extensions would have a direct impact on the openness or character of the Green Belt.

Sustainability - The application proposals are accompanied by an Energy Statement and Biodiversity Net Gain Assessment.

The supporting information indicates that the proposals have been developed using the 'Be Lean, Clean, Green' energy hierarchy which utilises a fabric first approach to maximise reduction in energy through passive design measures. The application documents demonstrate that the proposals would have a 36.4% betterment beyond the Part L of Building Regulations 2021 baseline. However, the proposals also include for the provision of the installation of Photovoltaic arrays on the proposed extension roof and the existing building roof. With this addition to the proposals the applicant has demonstrated a betterment of 113.4% beyond the current Building Regulations and would also greatly exceed the current requirements of adopted Core Strategy policies.

In addition to the built form being designed to exceed current Building Regulations the proposals also include additional areas of soft landscaping and additional tree planting to replace trees removed as part of the earlier phase of re-opening the school through the provision of temporary classrooms. The submitted Biodiversity Net Gain assessment identifies that the application proposals would greatly exceed the 10% biodiversity net gain that is expected to become a mandatory requirement later this year through additional tree and hedge planting across the site.

The application proposals are well considered in terms of sustainability through the design of the buildings and proposed enhancements to the landscaping within the site.

Ecology – The application submission is accompanied by a Preliminary Ecological Assessment, Biodiversity Net Gain Assessment and further assessment of a Pond on the site for the potential to contain Great Crested Newts a protected species that is present in other ponds within the vicinity of the school site.

The results of these surveys are that there are no anticipated impacts on protected species or habitats as a result of the proposed works, the pond on site has been surveyed with the results indicating no great crested newts being present. Mitigation measures are recommended in relation to landscaping works to enhance the biodiversity of the site and the protection of trees and hedges during the construction phase and other best practice measures. These surveys have been assessed by the Council's specialist ecological advisors and conditions and informative are recommended.

Air Quality – The application proposals are accompanied by an Air Quality Assessment. This includes an assessment of potential impacts on both the construction and operational phase.

This assessment concludes that through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust during the construction phase would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant' with impacts being temporary and short-term in nature.

It is assessed that the proposals are unlikely to give rise to additional traffic, compared to the former Newall Green High School and as such there is not expected to be any significant changes in baseline air quality. The impact of additional traffic on local air quality is assessed as being insignificant.

The proposed energy strategy is confirmed as being all electric, utilising zero emissions technologies and as no combustion sources are proposed for the primary energy supply, no local air quality impacts are anticipated.

Transport – The application proposals are accompanied by a Transport Statement which has been fully assessed as part of the consideration of the proposals.

Prior to its closure the former Newall Green school buildings could accommodate up to 900 pupils. It is proposed to reopen the school with a capacity of 750 for years 7-11 (5 forms of entry). The building that was originally the 6th form block located to the north of the site has since been occupied by Piper Hill SEN School for their post-16 education. This building will remain its own institution during and post development and have its own secure school line accessed via an access control gate within the Newall Green School site.

It is proposed to construct a large, cycle storage area on the pupil side of the school front accessed from Greenbrow Road. In total there will be 266 standard cycle spaces provided for use by staff, pupils and visitors to the Newall Green High School site which is considered appropriate.

The car park in front of the main Newall Green High School building is to be expanded to accommodate 67 standard parking bays (14 of which are EV enabled) plus 7 blue badge bays and 1 minibus bay. The servicing of the school will continue to occur from Clay Lane to the west of the school site with no alterations to the layout of the highway within or outside of the school boundary. The submitted Transport Statement recommends that a full detailed Travel Plan be developed to promote active and sustainable transportation options to the school. A suitably worded condition is proposed to be attached to any approval.

Access - The proposals have been designed to improve access across the retained and proposed buildings including unobstructed access, main corridors to have a minimum width of 1800mm; together with replacement lifts throughout. In addition, and as indicated above there would be the provision of 7 no. blue badge parking spaces within the car parking area to serve the school.

Sports provision – Following concerns and objections from Sport England and MCR Active, the indoor sports hall has been enlarged and it has been confirmed that the refurbishment of the 3G pitch would also include a new subbase and drainage. This is considered acceptable and has alleviated the objections from Sport England and MCR Active although conditions are required in relation to the details and timescales for the refurbishment and improvement to the 3G pitch and final internal detailed layout of the sports hall. Some concerns have also been raised by Sport England about the use of a hardstanding area adjacent grass pitches located to the west of Clay Lane. The applicant has confirmed these areas are not subject to the applicant's lease arrangements for construction and they are not within the application site. As such given this land does not fall within the application site it is not considered reasonable to attach the condition proposed by Sport England in this instance.

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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner. Issues that have arisen during consideration of the application have been discussed with the applicant and in this instance revised proposals have been submitted and appropriate conditions are appended to this decision.

Conditions

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:

Construction Management Plan Morgan Sindall FS0998
FS0998-IBI-A-14-XX-D-L-7005 Rev P04 EXTERNAL WORKS GREEN
INFRASTRUCTURE PLAN
FS0998-IBI-A-14-XX-D-L-7001 Rev P10 EXTERNAL WORKS GENERAL
ARRANGEMENT PLAN

As received by the City Council as local planning authority on the 28th November 2023

FS0998-IBI-A-14-XX-D-L-7003 Rev P05 EXTERNAL WORKS BOUNDARIES PLAN
FS0998-IBI-A-14-XX-D-L-7004 Rev P03 EXTERNAL WORKS HARDWORKS PLAN
FS0998-IBI-A-14-XX-D-L-7007 Rev P03 EXTERNAL WORKS VEGETATION TO BE
REMOVED/RETAINED
FS0998-IBI-A-14-XX-D-L-7010 REV P03 EXTERNAL WORKS LEVELS PLAN
FS0998-IBI-A-14-XX-D-L-7013 Rev P04 EXTERNAL WORKS SITE SECTIONS
FS0998-IBI-A-2-00-D-A-3104 Rev P05 DEMOLITION - GROUND FLOOR PLAN
FS0998-IBI-A-2-00-D-A-3101 Rev P11 GROUND FLOOR GA PLAN
FS0998-IBI-A-2-00-D-A-3109 Rev P03 REFURBISHMENT & REMODELLING
STRATEGY – GROUND FLOOR
FS0998-IBI-A-2-00-D-A-3111 Rev P02 CIRCULATION STRATEGY - GROUND
FLOOR
FS0998-IBI-A-2-01-D-A-3102 Rev P11 FIRST FLOOR GA PLAN
FS0998-IBI-A-2-01-D-A-3105 Rev P05 DEMOLITION - FIRST FLOOR PLAN
FS0998-IBI-A-2-01-D-A-3110 Rev P03 REFURBISHMENT & REMODELLING
STRATEGY -FIRST FLOOR
FS0998-IBI-A-2-01-D-A-3112 Rev P02 CIRCULATION STRATEGY - 1ST FLOOR
FS0998-IBI-A-2-RL-D-A-3103 Rev P10 ROOF PLAN
FS0998-IBI-A-3-XX-D-A-3201 Rev P09 GA ELEVATIONS
FS0998-IBI-A-4-XX-D-A-3301 Rev P04 GA SECTIONS
FS0998-IBI-A-4-XX-D-A-3302 Rev P02 GA SECTIONS
FS0998-HLEA-ZZ-ZZ-T-O-0003 P04 ENERGY STRATEGY
All as received on the 10th November 2023

Air Quality Assessment 14 April 2023

Social Value Plan

Acoustic Planning Report SRL 4 April 2023 reference FS0998-SRL-XX-XX-T-J-002-
P01

Arboricultural Implications Assessment Ref 23-10490 April 2023

Arboricultural Method Statement Ref 23-10490 Rev 1 May 2023

Biodiversity Impact Calculation Report Ref: 23-10490 April 2023

Great Crested Newt eDNA Survey Ref 23-10490 April 2023

Preliminary Ecological Assessment Report Ref: 22-9204 June 2022

Phase I Geoenvironmental Desk Study ref P4436.1.0 26 May 2022

Phase II Geoenvironmental Site Investigation Report ref P4436.4.1 20 September
2022

Supplementary Ground Investigations FS0998-CCL-XX-XX-T-G-0001

All as received by the City Council as local planning authority on the 10th May 2023

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

3. The construction of the development shall be undertaken in accordance with the
agreed Construction Management Plan Construction Management Plan Morgan
Sindall FS0998 as received by the City Council as local planning authority on the 28th
November 2023.

Reason – In the interests of residential amenity and highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

4. During construction works (including demolition works), robust measures shall be taken to prevent birds being attracted to the site. No pools of water should occur and measures to be taken to prevent scavenging of detritus.

Reason: To prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport that would increase the risk of a Birdstrike to aircraft using the airport pursuant to policy DM2 of the Core Strategy.

5. Measures to minimise and manage the creation of dust and smoke shall be implemented for the full duration of all construction works, including demolition and excavation.

Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers pursuant to policy DM2 of the Core Strategy.

6. No works to trees or shrubs shall occur or demolition commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the City Council as the local planning authority.

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

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

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

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

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

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

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

8. If the works to buildings hereby approved does not commence prior to the 30th April 2024 an updated bat assessment will be provided to and agreed in writing by the City Council as local planning authority.

Reason – In the interests of protected species that may be present on the site if there is a delay in demolition works taking place, pursuant to policy EN15 of the Core Strategy and the NPPF.

9. Notwithstanding the details shown on the hereby approved plans, no development of the indoor sports hall (excluding demolition, site set up and preparation work) shall commence until details of the design and layout of the sports hall and changing rooms have been submitted to and approved in writing by the Local Planning Authority. The details shall include scale plans of the layout and dimensions of the courts with run off areas, and height of the sports hall. The sports hall shall not be constructed other than in accordance with the approved details.

Reason - To ensure that the sporting provision provided is designed and prepared to an adequate standard and is fit for purpose and to accord with Core Strategy policy EN10 and paragraph 99 of the National Planning Policy Framework.

10. The use of the development hereby approved shall not commence until:
(a) certification that the Artificial Grass Pitch hereby permitted has met FIFA Quality Concept for Football Turf – FIFA Quality or equivalent International Artificial Turf Standard (IMS); and, (b) confirmation that the facility has been registered on the Football Association's Register of Football 3G Turf Pitches, have both been submitted to and approved in writing by the City Council as Local Planning Authority.

The full details of the 3G pitch shall be submitted to and approved in writing by the City Council prior to its installation and shall include: confirmation that it meets Football Foundation guidance; coloured lines for mini soccer and 9v9 formats; Inlaid 11v11 lines; coloured lines can be marked; and, infill retention measures to be in place to stop the migration of rubber crumb infill from the pitch surface to surrounding areas.

The submitted details shall also include a schedule of AGP maintenance including a programme for implementation for a minimum period of five years starting from the commencement of use of the development.

The AGP details as approved shall be installed and available for use before first use of the development hereby approved.

Reason: To ensure the development is fit for purpose and sustainable, provides sporting benefits and to accord with Core Strategy policy EN10.

11. The use of the development hereby approved shall not commence until a community use agreement has been submitted to and approved in writing by the City Council as Local Planning Authority. The agreement shall apply to use of the reprovided AGP; the existing natural turf pitches to the west of Clay Lane and sports hall facilities; and shall include changing and toilet facilities 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.

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 Core Strategy policy EN10.

12. No rooftop mounted solar panels shall be installed until an Aviation Perspective Glint and Glare Assessment of the proposed solar installation has been submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason: To ensure no detrimental impact to aviation operations at Manchester Airport caused by glint or glare to critical aviation receptors pursuant to policy DM2 of the Core Strategy.

13. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport

14. No surface water drainage scheme shall be installed until a surface water drainage scheme prepared in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards has been submitted to and approved in writing by the Local Planning Authority. The development shall be subsequently undertaken in accordance with the agreed details.

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

15. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the installed sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policy EN08 and EN14 of the Core Strategy.

16. A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first use of the development hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and pupils during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and 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 revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

17. No part of the development hereby approved shall be occupied until the full details of the space and facilities for bicycle parking have been submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be installed, retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

18. Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City

Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

19. The car parking area indicated on the approved drawing numbered FS0998-IBI-A-14-XX-D-L-7004 Rev P03 received by the City Council as Local Planning Authority on 10 November 2023 shall be surfaced, demarcated and made available for use prior to the first use of the development hereby approved being occupied and shall be available for use at all times whilst the development is in use.

Reason - To ensure that there is adequate car parking for the development when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

20. Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to the measures proposed to recruit local people including apprenticeships and mechanisms for the implementation and delivery of the Local Labour Proposal above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason – The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

21. a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

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

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

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

22. a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to Core Strategy Policy DM1 and saved Unitary Development Plan policy DC26.

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

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

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

24. a) Prior to the first use of the development hereby approved, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

25. Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details. The approved materials shall then be implemented as part of the development.

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.

26. Notwithstanding the approved plans, within three months of the commencement of development a fully detailed hard and soft landscaping treatment scheme including size and species of tree and shrubs to be planted, together with the timescale's for its implementation shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in accordance with the agreed timescale's. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

27. Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of 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: 136933/FO/2023 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:

**Planning Casework Unit
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Parks & Events
Work & Skills Team
Greater Manchester Police
Manchester Airport Safeguarding Officer
Electricity Northwest
Sport England
Helipad Manager
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:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	robert.griffin@manchester.gov.uk

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