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Robert Griffin
Planning Control
Manchester City Council
PO Box 532
Town Hall
Manchester

Ref: KD/LF/JK/5051MA/L010

Date: 10th November 2023

Dear Rob,

Planning reference 136933/FO/2023 – Partial demolition of existing buildings to the north of the main school building and refurbishment and extensions to the main school building, with associated hardstanding and landscape works at the former Newall Green High School site, to the west of Greenbrow Road, Wythenshawe, Manchester, M23 2SX.

On behalf of our client, Morgan Sindall Construction (on behalf of the Department for Education), we hereby submit the following responses (in **bold**) to the consultee and received to date in respect of the application described above. Please note, these responses should be read alongside the following amended plans and documents which have been submitted in response to the consultee comments raised:

- Amended plans pack prepared by Intelligence Buildings Infrastructure:
 - External Works General Arrangement Plan (ref: FS0998-IBI-A-14-XX-D-L-7001)
 - External Works Boundaries Plan (ref: FS0998-IBI-A-14-XX-D-L-7003)
 - External Works Hardworks Plan (ref: FS0998-IBI-A-14-XX-D-L-7004)
 - External Works Green Infrastructure Plan (ref: FS0998-IBI-A-14-XX-D-L-7005)
 - External Works Vegetation to be removed/retained (ref: FS0998-IBI-A-14-XX-D-L-7007)
 - External Works BB103 Calculation Comparison Plan (ref: FS0998-IBI-A-14-XX-D-L-7008)
 - External Works Levels Plan (ref: FS0998-IBI-A-14-XX-D-L-7010)
 - External Works Site Sections (ref: FS0998-IBI-A-14-XX-D-L-7013)
 - Ground Floor GA Plan (ref: FS0998-IBI-A-2-00-D-A-3101)
 - Demolition Plan – Ground Floor (ref: FS0998-IBI-A-2-00-D-A-3104)
 - Refurbishment and Remodelling Strategy – Ground Floor (ref: FS0998-IBI-A-2-00-D-A-3109)
 - First Floor GA Plan (ref: FS0998-IBI-A-2-01-D-A-3102)
 - Demolition Plan First floor (ref: FS0998-IBI-A-2-01-D-A-3105)
 - Refurbishment and Remodelling Strategy – First Floor (ref: FS0998-IBI-A-2-01-D-A-3110)
 - Circulation Strategy – Ground Floor (ref: FS0998-IBI-A-2-00-D-A-3111)
 - Circulation Strategy – First Floor (ref: FS0998-IBI-A-2-01-D-A-3112)
 - Roof Plan (ref: FS0998-IBI-A-2-RL-D-A-3103)

- GA Elevations (ref: FS0998-IBI-A-3-XX-D-A-3201)
- GA Sections (ref: FS0998-IBI-A-4-XX-D-A-3301)
- GA Sections (ref: FS0998-IBI-A-4-XX-D-A-3302)
- Sustainability Statement by Hoare Lea (ref: FS0998-HLEA-ZZ-ZZ-T-O-0003)
- Construction Management Plan by Morgan Sindall (ref: FS0998-MSC-XX-XX-T-MC-21)
- Dilapidation survey – to follow

The amended plans mainly reflect the changes to the sports hall but plans including the elevations and sections also address the more minor changes including updates to the roof parapet, additional windows, and new window arrangements. The new building elements proposed including the sports hall, new staircase and new classroom block now have a full parapet height to comply with the DfE specification. These changes have been discussed with the LPA and previously confirmed as acceptable.

The amended Sustainability Statement has been submitted to reflect the minor changes to the sustainability strategy as a result of the façade changes, whilst the Construction Management Plan has been amended to respond to the comments received from Highways and Manchester Active. The dilapidation survey, as requested by Highways, will following in due course.

Please refer to Appendix A which sets out which previously submitted documents are superseded by the documents listed above.

Consultee Comments

Sport England

Sport England consider the area identified as Newall Green High School capable, in its entirety, of forming functional playing field and they consider the playing field as measuring approximately 4.03ha.

This statement is incorrect. There is no area outside of the MUGA itself that currently provides capable functional playing area. The triangular wedge area that sits outside of the MUGA is not level and is not usable. As the existing MUGA will be refurbished, there is no loss to the existing provision.

Sport England consider the proposal will result in the loss of land capable of being used as playing field land and laid out as sports pitches. The application identifies both the MUGA and the natural turf pitches as potential locations for temporary construction parking and compounds, however this is not fully clarified. It is noted that the natural turf playing field has not been included in the red edge, nor identified in a blue edge, but is identified as forming part of the overall school site in the Planning Statement 5.16. The proposal is for the construction of a new school building to replace the existing on the same site.

The natural turf pitches will not be used in any capacity during the construction works. However, potential temporary construction parking may be possible on the existing hardstanding for these pitches in the future, subject to lease agreement. These natural turf pitches form part of the original leasing arrangements for the wider site but do not form part of the proposed construction works.

Sport England consider that until clarity is provided as to which playing field will be affected and a decisive timetable is provided for the re-provision of whichever will be affected, the proposal appears to result in the loss of playing field land that does not meet the requirements of Sport England Playing Field Policy, Exception 4.

The MUGA will be affected as part of the works, but this is currently out of use, and significant resurfacing works are proposed. Upon completion of site wide works, the MUGA will be opened to the school. Contractor parking is proposed in this area until MUGA works commence on site.

No works to the natural turf pitches are proposed although temporary construction parking to the existing hardscaping has been considered. This would be subject to lease agreement, as discussed above. However, as this is currently not in place, the MUGA is the current proposed parking area.

The proposal also does not result in the loss of playing field land as the triangular wedge area that sits outside the MUGA is currently not level and is not usable, and no changes are proposed to the natural turf pitches.

The application falls within Sport England's scope as a non-statutory consultee as it relates to the replacement of a school sports hall. Sport England assesses this type of application in light of the NPPF and against its own planning objectives, which are Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; Provide - To provide new opportunities to meet the needs of current and future generations.

The current Sports Hall has 4-courts and is 569sqm in area. The proposed replacement will provide only a 3-court sports hall measuring 504sqm in area. For school projects, Sport England recommend a minimum size of 34.5 x 20.0 x 7.5 m (690m²). In the past, Building Bulletin 98 referred to a minimum size of 18 x 33 x 7.6m (594m²). This size is now considered by Sport England and the National Governing Bodies of Sport (NGBs) to be unsuitable as it does not allow the recommended court sizes and limits teaching/coaching and flexibility of use. See Appendix 1 on p.38 of Sport England's 'Sports Halls Design & Layouts' (2012).

In this case the existing sports hall size is 569sqm and provides 4 courts and Sport England will require its replacement to meet recommended standards of a 690sqm 4-court provision. Sport England would not accept the provision of anything less and raises an objection to the currently proposed 504sqm 3-court size as it would not meet the test of paragraph 99 of the NPPF, the current facility is not surplus to requirements, it does not provide sufficient facility space to meet local requirements and it would not provide suitable replacement "by equivalent or better provision in terms of quantity and quality". The provision of a Community Use Agreement is expected and will be recommended as a future planning condition and does not outweigh any under provision in sports hall size and court space.

In order to address Sport England's concerns in relation to the loss of the existing sports hall, the size of the proposed sports hall has been increased from a 3-court, 504sqm sports hall to a 4-court, 690sqm sports hall. It is, therefore, considered that the proposed development will accord with paragraph 99 of the NPPF in which the replacement sports hall will constitute a better sports hall provision in terms of quantity and quality.

The Applicant would be willing to accept a condition securing a Community Use Agreement.

Manchester Active

Manchester Active have raised a number of concerns with the application. They have requested justification for the loss/reduction in size of indoor sports facilities, especially the sports hall, as this is non-standard size and will not cater for the needs of a secondary school. Any loss needs to be justified against paragraph 99 of the NPPF.

As outlined above, following the comments received, the Applicant has increased the size of the sports hall to 690 sqm in line with national standards, which constitutes an increase of 96 sqm when compared to the existing sports hall. The Sports Hall will be able to accommodate 4 standard size courts, which is considered to be appropriate provision. As above, it is considered that the proposed development will accord with paragraph 99 of the NPPF in which the replacement sports hall will constitute a better sports hall provision in terms of quantity and quality.

Manchester Active have asked what the purpose of the smaller 240 sqm Main Hall is. An assumption has been made that it will be an Activity Hall to enable physical activity sessions.

It is correct that the 240sqm main hall will have activity sessions during the school day. The main hall is not currently anticipated to be included within the future Community Use Agreement.

Although the AGP is contained within the red line boundary, and the Planning Statement states it will be refitted with a new carpet on the existing sub-base, it is not clear what carpet type and pile length will be provided. Technical specifications of the AGP refurbishment are required to ensure it will be fit for purpose.

The AGP/MUGA is to be resurfaced, including a new engineering base and subbase. This would involve the removal of existing carpet, and provide a new subbase, new drainage, tarmac layer and FIFA standard carpet for football use.

The playing fields to the Southwest are not contained within the red line boundary so it is not known whether the pitches will be improved to cater for school demand as well as the existing demand from Wythenshawe Celtic FC. More information is required to establish what the continued relationship with the football club will be and how community use will be secured.

The playing fields to the southwest are not within the red line boundary. Therefore, there are no changes to relationships or agreements currently in place proposed.

Finally, Manchester Active noted part of the AGP will be used for parking during the construction period and reinstated once the school building works have been completed. Given the new carpet is to be laid over the existing sub base it is strongly recommended a sports specialist is commissioned to assess the sub base to identify any remedial works that may be needed as a result of damage done by the vehicles.

The Construction Management Plan notes that contractor and visitor parking initially has been identified on the existing MUGA, although permission is being sought through the DfE for contractor and visitor parking to be provided on existing hardstanding (used for parking) adjacent to the playing fields off Clay Lane. Once permitted, then contractor vehicles will be prohibited from parking within the construction site. No works are proposed or planned on the playing fields themselves.

As above, a new subbase will be provided in any event.

MCC Highways

MCC Highways have not objected to the scheme, but have provided a number of general comments on the proposals. There is uncertainty as to whether the school would provide additional community uses when the school is closed and so they have requested further information to clarify this.

It was confirmed on 20th June 2023 that additional community uses when the school is closed are proposed and that details of these uses are to be confirmed, prior to occupation. It was also noted that limitations on parking will be stipulated within the community use agreement. Highways have since agreed that this is acceptable.

MCC Highways have noted that the proposals include a reduction in drop-off provision in comparison to the existing site layout which shows provision for around 10 cars. They have requested further evidence to demonstrate that the proposed level of provision can cater for the anticipated level of pick-up/drop-off trips (and/or associated management measures).

In response to this point, the transport consultants on the scheme, Flinders Chase, have confirmed the 5 bays indicated for drop-off use are solely for the use of parents who have children with specific needs, requiring them to be brought to school by car. They have recommended parents should have passes issued to them and approved by the school, before using the drop-off bays.

All other parental drop-off and pick-up will be strongly discouraged. The proposed School Travel Plan will promote sustainable transport and discourage parental drop-off and pick-up as far as possible. Having dedicated school drop-off and pick-up points for private cars does not fit in with the school's environmental policies.

It is asserted that the above justification addresses the comments provided by MCC Highways but we await a response to this.

Construction Management Plan should be provided by the applicant prior to any construction works beginning. This should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including

appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway together with associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality and should consider the impact and management of construction activities in cognisance of the approved temporary teaching accommodation and associated pedestrian movements within and external to the school site. Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The Construction Management Plan has been updated to incorporate the above requests. The dilapidation surveys have been obtained and will follow in due course.

Local Labour

The Local Labour officer has no objections to the application but has recommended the following conditions:

'a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.'

In this condition, a Local Labour Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships*
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal*
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives'.*

'b) 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 items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority'.

On 6th June 2023, a response was submitted to the Case Officer noting that the information submitted as part of the application should be sufficient to address condition a. It was later confirmed that this was correct and condition had, therefore, been satisfied.

The Applicant accepts the requirements of condition b.

Safeguarding Authority at Manchester Airport

The Safeguarding Authority have underlined they do not object to the proposals, but have recommended a number of conditions in order to make the development acceptable:

'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'.

On 20th June 2023, it was confirmed that the lighting is to be capped at a horizontal level with no upward light spill. It has been confirmed by the Case Officer that this will be a compliance condition, and the Applicants have accepted this approach.

'An Aviation Perspective Glint and Glare Assessment of the proposed solar installation submitted to the LPA in consultation with the aerodrome safeguarding authority for Manchester Airport (MAN), demonstrating no harmful impact to operations at MAN.'

This condition has been accepted by the Applicant.

'No development shall take place until a Bird Hazard Management Plan for the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details.'

On 11th July 2023, a response was submitted pushing back on the trigger point for this condition and the Safeguarding Authority have confirmed it can be reworded to not be a pre-commencement condition.

'The application site is located within close proximity to the flight path of Manchester Airport. In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.'

On 11th July 2023, it was requested that this condition would be phased to reflect the live nature of the Dust Management Plan which is updated throughout the course of the construction period. A response to this is outstanding.

The Safeguarding Authority have also recommended informatives:

'No lighting directly beneath the roof lights that will emit light upwards – only downward facing ambient lighting to spill from the roof lights upwards – ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.'

On 20th June 2023, it was confirmed that there are no rooflights proposed and the Case Officer has since agreed that this informative can be removed.

'The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>. The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Manchester Airport prior to use.'

These comments have been noted by the Applicant.

Flood Risk Management Team

The Flood Risk Management Team have no objection in principle to the proposed outline drainage design, given the flood risk assessment proposes to reduce flows to greenfield run-off rates (5l/s maximum), but as the drainage design drawing 5200-P01 appears indicative and subject to further design considerations, they have recommended a set of conditions, including the following:

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

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

- A finalised drainage layout showing all components, hydro-brake (limited to 5l/s), outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- A feasibility assessment and engineering details of the Green / Blue Roof;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or

exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;*
- Hydraulic calculation of the proposed drainage system, including all engineering parameters;*
- Construction details of flow control and SuDS elements’.*

The trigger point of this condition has been discussed with the Case Officer and it has been agreed that this condition will not be pre-commencement and will enable the demolition to take place.

Morgan Sindall have indicated that the feasibility assessment for the green roof cannot be provided, but they have confirmed the green roof would be in line with the DfE Output Specification. Morgan Sindall can also provide the engineering details as requested by the condition.

The Applicant accepts the remaining wording and details requested by this condition.

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

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

This condition has been accepted by the Applicant.

Environmental Health Officer

The Environmental Health Officer has confirmed they have no objections to the scheme, subject to the following conditions:

‘Prior to commencement of the development, an air quality impact assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.’

An Air Quality Assessment has been submitted as part of the application and since then, the Applicant has submitted Dust Management Plan which will be updated throughout the course of the construction period. .

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

This condition has been accepted by the Applicant.

Environmental Health have reviewed the Air Quality Assessment by Hoare Lee and mitigation measures in the form of Electric Vehicle (EV) charging points have been included within the main car park of the Proposed Development and it will comprise of 69 parking spaces including 14 EV charging points. The details of the unit rate of charge for the EV points still need to be given.

It was confirmed with the case officer on 20th June 2023 that the unit rate of charge is to be 7kW. We are currently awaiting a response from Environmental Health on this point.

'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 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.'

In order to discharge part a) of the condition, the condition required calibration certificates for the gas monitoring equipment used. However, the company which had these certificates has gone into liquidation so it was requested that this part of the condition be removed. The EHO has confirmed this is acceptable and it is therefore considered that the first part of the recommended condition has been satisfied.

'b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy 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.'

Part b) of the condition is understood and accepted by the Applicant.

Refuse Condition

'a) Before the development commences 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.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

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.'

The Applicant requests that the trigger point for this condition is pushed back to 'prior to completion' instead of 'before the development commences'.

Ancillary plant and equipment Condition

'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.'

The Applicant requests an alternative trigger point for point b) of this condition; post completion testing can only be carried out when the school is operational and therefore, the results could only be once the school is in operation. As such, it is requested that the condition is amended to reflect this.

Noise Management Plan Condition

'Prior to commencement of any sporting activities a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the use and shall not give rise to any significant adverse impacts on the occupants of nearby residential properties.'

The EHO has noted that the submitted Noise Impact Assessment has not considered any noise from the MUGA/pitch area as it was already existing and if the proposals are for resurfacing it and it will be a like for like replacement in terms of operation, then this condition should not apply. The Applicant can confirm this would be the case and as such, it is requested that this condition is removed.

Odour Condition

'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.'

This condition has been accepted by the Applicant.

Ecology

Ecology have reviewed the application and have underlined that there are no significant ecological issues relating to great crested newts, bats, nesting birds, invasive species, and that biodiversity enhancement measures can be secured via conditions and informatives.

The following conditions have been recommended:

Bats

'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 LPA.'

This condition has been accepted by the Applicant.

Nesting Birds

'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 LPA'.

This condition has been accepted by the Applicant.

Other Wildlife

'GMEU are satisfied that the recommendations of sections 5.3.2 and 5.3.5 of the preliminary ecological appraisal should be conditioned.'

This condition has been accepted by the Applicant.

Contributing to and Enhancing the Natural Environment

'GMEU are satisfied that net gain can be achieved on the site and the final details of the landscaping such as planting schedules can be conditioned. GMEU recommend inclusion of some bird and bat boxes on either the new build or retained trees on-site. This can be conditioned'.

These conditions have been accepted by the Applicant.

Ecology have also recommended of the following informatives:

'Whilst there is only a low risk of great crested newts being present, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill great crested newts. If a great crested newt is found during the development all work should cease immediately and a suitably licensed amphibian ecologist employed to assess how best to safeguard the newt(s). Natural England should also be informed.'

This informative has been noted and accepted by the Applicant.

'It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow any wild plant listed in Schedule 9 part 2 of the Act. Certain species of Cotoneaster are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.'

This informative has been noted and accepted by the Applicant.

Cadent Gas

Cadent Gas do not object to the development proposals, but have recommended the following informative in order to prevent damage to their assets:

'Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.'

The proposed informative has been noted and accepted by the Applicant.

Public Comments

There have been no public comments on the application at present.

Summary

The above responses and amendments to the planning documents demonstrate that the Applicant has made every endeavour to work proactively with the LPA and consultees. The development would not have any significantly adverse impacts and as such, planning permission should be granted without delay. If you require any further information at this stage, please do not hesitate to contact me.

Yours sincerely,

Lee Fulcher
Senior Planner
DPP

Appendix A – Superseded Documents

Amended Plan/document	Previous Plan/document	Previous Plan/document reference
FS0998-IBI-A-2-00-D-A-3101-P11	Ground Floor GA Plan	FS0998-IBI-A-2-00-D-A-3101-P08
FS0998-IBI-A-2-00-D-A-3104-P05	Demolition Plan – Ground Floor	FS0998-IBI-A-2-00-D-A-3104-P03
FS0998-IBI-A-2-00-D-A-3109-P03	Refurbishment and Remodelling Strategy – Ground Floor	FS0998-IBI-A-2-00-D-A-3109-P01
FS0998-IBI-A-2-01-D-A-3102-P11	First Floor GA Plan	FS0998-IBI-A-2-01-D-A-3102-P08
FS0998-IBI-A-2-01-D-A-3105-P05	Demolition Plan First floor	FS0998-IBI-A-2-01-D-A-3105-P03
FS0998-IBI-A-2-00-D-A-3111-P02	Circulation strategy – Ground Floor	FS0998-IBI-A-2-00-D-A-3111-P01
FS0998-IBI-A-2-01-D-A-3110-P03	Refurbishment and Remodelling Strategy – First Floor	FS0998-IBI-A-2-01-D-A-3110-P01
FS0998-IBI-A-2-01-D-A-3112-P02	Circulation Strategy – First Floor	FS0998-IBI-A-2-01-D-A-3112-P01
FS0998-IBI-A-2-RL-D-A-3103-P10	Roof Plan	FS0998-IBI-A-2-RL-D-A-3103-P05
FS0998-IBI-A-3-XX-D-A-3201-P09	GA Elevations	FS0998-IBI-A-3-XX-D-A-3201-P05
FS0998-IBI-A-4-XX-D-A-3301-P04	GA Sections	FS0998-IBI-A-4-XX-D-A-3301-P01
FS0998-IBI-A-4-XX-D-A-3302-P02	GA Sections	FS0998-IBI-A-4-XX-D-A-3302-P01
FS0998-IBI-A-14-XX-D-L-7001-P08	External Works General Arrangement Plan	FS0998-IBI-A-14-XX-D-L-7001-P06
FS0998-IBI-A-14-XX-D-L-7003-P05	External Works Boundaries Plan	FS0998-IBI-A-14-XX-D-L-7003-P03
FS0998-IBI-A-14-XX-D-L-7004-P03	External Works Hardworks Plan	FS0998-IBI-A-14-XX-D-L-7004-P01
FS0998-IBI-A-14-XX-D-L-7005-P02	External Works Green Infrastructure Plan	FS0998-IBI-A-14-XX-D-L-7005-P01
FS0998-IBI-A-14-XX-D-L-7007-P03	External Works Vegetation to be removed/retained	FS0998-IBI-A-14-XX-D-L-7007-P01
FS0998-IBI-A-14-XX-D-L-7008-P04	External Works BB103 Calculation Comparison Plan	FS0998-IBI-A-14-XX-D-L-7008-P02
FS0998-IBI-A-14-XX-D-L-7010-P03	External Works Levels Plan	FS0998-IBI-A-14-XX-D-L-7010-P01
FS0998-IBI-A-14-XX-D-L-7013-P04	External Works Site Sections	FS0998-IBI-A-14-XX-D-L-7013-P01