

# APPLICATION REPORT - PA/342585/18

Planning Committee, 13 February, 2019

**Registration Date:** 16/11/2018  
**Ward:** Saint Mary's

**Application Reference:** PA/342585/18  
**Type of Application:** Full Planning Permission

**Proposal:** Erection of a two and four storey secondary school and associated access, car parking, sport facilities, landscaping and substation.

**Location:** Former Breeze Hill School, Roxbury Avenue, Oldham, OL4 5JE  
**Case Officer:** Richard Byrne

**Applicant Agent :** Galliford Try Partnerships North West  
GVA

---

## THE SITE

The application site is an open parcel of land measuring approximately 7.64 hectares located on the southern side of Lydgate Drive and Roxbury Avenue.

The westerly boundary runs along the rear of Beaufont Drive and then returns along the perimeter with Roundthorn Community Primary School. To the south west is open land and the easterly boundary runs along a public right of way connecting Roxbury Avenue and Roundthorn Road with Leesbrook Park beyond.

The site was formerly occupied by Breeze Hill School and associated playing fields. The school was subsequently demolished in 2013.

## BACKGROUND AND THE PROPOSAL

In 2010 Breeze Hill School and Counthill School merged to become Waterhead Academy as part of the Building Schools for the Future initiative. Whilst the Academy operated from the 'Roxbury Campus' in the short-term, in November 2012, the school closed and all operations were transferred to a new building on Huddersfield Road, Waterhead.

As a result of the increase in primary numbers from 2011 onwards, there is a significant shortfall of secondary school places across the borough of Oldham from September 2019 and continuing in to future years.

This application is for a new school to meet the projected shortfall. In 2017 Oasis Community Learning Trust made an application to the Department for Education for a new secondary school in Oldham. The application was successful and the new school was named Oasis Academy Leesbrook.

Oasis Academy Leesbrook is an all-inclusive mixed secondary school currently situated in temporary accommodation on Middleton Road adjacent to Oldham College. The proposed school would provide a new educational facility as part of the Free Schools Programme and would serve East Oldham, primarily Clarksfield, Lees, Holt and Alt.

The application therefore seeks planning permission for the erection of a two and four storey secondary school with associated access, car parking, sport facilities, landscaping and substation.

At full occupancy the school would provide places for 1,500 pupils between the ages of 11 to 16. The uptake of places would however be staged over a period of five years where pupils would be decanted from the existing school site and joining into the newly formed year groups. The proposed school places will be awarded on a distance based approach, however, the catchment area is envisaged to be approximately 2 km in radius.

The school would be staffed by 100 full time posts which gradually increase to approximately 180 posts. The teaching day would be between 8 am – 3 pm with a breakfast and after school club which inevitably increases the length of use.

Parts of the school and outdoor spaces/ pitches would be available for community club use and operating outside of the normal school day.

The proposed building is positioned in the easterly area of the site. The proposed building is in an 'L' shaped footprint where the main teaching block projects to four storeys and the sports hall section two storeys.

The side of the teaching block faces Roxbury Avenue and is constructed with facing brick and a flat roof. In terms of size, the teaching block measures 16.6m in height, 39.7m in width (north side) and has a length of 72.7m along the westerly side.

The sports hall, in contrast, is constructed with green metal cladding and measures 9.5m in height. The building projects towards the easterly boundary and is adjacent to the staff car park and multi-games pitches to the south.

The vehicle drop off area is immediately adjacent to the side of the sports hall and leads towards the point of access at the junction of Roxbury Avenue and Breeze Hill Road.

In terms of parking provision, the car park will cater for staff, visitors, drop-off/pickup, buses and community use. There are 116 marked car parking spaces (with an additional 50 spaces for an overflow on the hardstanding to the rear of the teaching block when not in educational use), 20 pick-up/ drop-off spaces, 5 motorcycle spaces and 5 bus lay by spaces will be provided on site.

Cycle parking will also be provided on site with 63 cycle stands for pupils, accommodating cycle parking space for 126 bicycles located to the east and south of the proposed building. A further five cycle parking stands for staff, accommodating cycle parking space for ten bicycles, will be located to the north of the building. All cycle spaces will be covered and secure.

## **ENVIRONMENTAL IMPACT ASSESSMENT SCREENING OPINION**

In accordance with The Environmental Impact Assessment Regulations 2017, the Council has conducted a Screening Opinion in order to establish whether the proposed development was likely to have significant effects on the environment to warrant the carrying out an Environmental Impact Assessment and the submission of an Environmental Statement by the developer. The LPA considered the following:

- The development would not be likely to have significant effects on the environment by virtue of factors such as nature, size and location;
- The full impact and traffic generation associated with the development is likely to be local in its extent and absorbed into the existing road network;
- Noise and vibration as a result of construction will be adequately controlled with tried and tested methods;
- There may be a potential for an increase in car and coach travel associated with the educational use which would contribute to the level of air pollution in the area. However, the application has been supported by a full transport statement which identifies the likely amount of car travel to and from the site and by a full Travel Plan which sets out objectives to encourage sustainable travel and how they will be achieved and monitored;

- Through a detailed design the buildings can be accommodated without placing a significant pressure on the existing drainage system or indeed give rise to a high level of surface water flooding;
- The proposed building is located in the easterly side of the site where the previous building was sited. The footprint of the proposed building would still allow the passage of wildlife along the Green Corridor and is positioned sufficiently from the OPOL allocation to mitigate a significant impact;
- It is therefore considered the impact on ecology is not significant and any effect can be resolved through planning condition which will be sufficient in providing adequate control under the provisions of the Wildlife and Countryside Act;
- Through best practice any necessary risks from ground contamination can be mitigated;
- The proposals do not raise any significant issues in relation to crime prevention.

Accordingly the Local Planning Authority has adopted the opinion that the development does not warrant the submission of an EIA as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

## **RELEVANT HISTORY OF THE SITE**

DM/334071/13 - Demolition of former school buildings of Waterhead Academy Roxbury Campus (formerly Breeze Hill School). Prior Approval Granted on 5 July 2013.

## **RELEVANT PLANNING POLICIES AND GUIDANCE**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, to the extent that development plan policies are material, planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise. This requirement is reiterated in Paragraph 2 of the National Planning Policy Framework (NPPF).

In this case the 'Development Plan' is the Joint Development Plan Document (DPD) which forms part of the Local Development Framework for Oldham. The southern area of the application site is included in an area of Other Protected Open Land (OPOL) and a Green Corridor and Link shown on the Proposals Map associated with this document. The area occupied by the former school i.e. the northern side adjacent to Roxbury Avenue is unallocated.

The following DPD Policies are relevant to the determination of this application.

- Policy 1 - Climate Change and Sustainable Development
- Policy 2 - Communities
- Policy 5 - Promoting Accessibility and Sustainable Transport Choices
- Policy 6 - Green Infrastructure
- Policy 9 - Local Environment
- Policy 18 - Energy
- Policy 19 - Water and Flooding
- Policy 20 - Design
- Policy 21 - Protecting Natural Environmental Assets
- Policy 22 - Protecting Open Land
- Policy 23 - Open Spaces and Sports

Saved 1996 Unitary Development Plan:

Policy D1.5 – Protection of Trees on Development Sites

## **CONSULTATIONS**

*The Ramblers Association*

- No objection.

*Environment Agency*

- Whilst remediation and ground improvements have been submitted the actual effects and benefits of this activity would be limited and prone to be reversed. As such, there is no objection in principle to the development subject to the attachment of planning conditions to remediate any contamination not previously identified to reduce the risk to the environment.

#### *Natural England*

- No comment on the application and has provided standard advice referring the assessment on protected species to the Authority's ecology services for advice.

#### *Greater Manchester Ecology Unit*

- No significant ecological issues were identified by the applicant's ecological consultant and issues relating to badgers, bats, nesting birds, invasive species and landscaping can be resolved by planning condition.

#### *Sport England*

- No objection has been raised in principle to the proposal. Recommend planning conditions to:
  - 1) Require further details for the sports pitches to ensure that the ground conditions enable adequate quality playing surfaces;
  - 2) Submit a Community Use Agreement;

#### *The Coal Authority*

- The Coal Authority concurs with the recommendations of the Remediation and Enabling Works Strategy; that coal mining legacy potentially poses a risk to the proposed development and that remedial and mitigatory measures are necessary to ensure the safety and stability of the proposed development.
- The Coal Authority recommends a condition to require the following prior to the commencement of development:
  - The submission of a scheme of proposed remedial works for shallow mine workings for approval; and
  - The submission of a scheme of proposed measures to mitigate the instability risk posed by mine shafts 394404-010 and 394404-016 for approval
  - The condition should also require the implementation of the approved remedial and mitigatory measures prior to or during development, as appropriate.
- The Coal Authority therefore has no objection to the proposed development subject to the imposition of a condition to secure the above.

#### *Greater Manchester Police Architectural Liaison Unit*

- Support the application subject to securing the physical security measures set out in section four of the Crime Impact Statement

#### *United Utilities*

- Recommend that foul and surface water is drained on separate systems and for the submission of surface water scheme based on the hierarchy of drainage options in the NPPF;
- Draws attention to the fact there is a public sewer that crosses the site.

#### *OMBC Education*

- No objection in principle;
- The planning statement is in line with what is understood to be the rationale for the school. Furthermore the Local Authority were supportive of the bid to central Government as there is a need for additional secondary school places going forward, with the demand increasing throughout the 2020s.

#### *OMBC Highway Engineer*

- No objection in principle, recommend conditions to secure the following:
  - Parking and laybys and turning areas provided in accordance with approved plan prior to site being brought into use;
  - Submission of a school Travel Plan for prior approval;
  - Scheme for secure cycle parking facilities to be submitted and approved before site

is brought into use;

- Submission and approval of a parking management plan;
- Details of a school safety zone submitted and approved before site is brought into use;
- Securement of construction management plan to minimise disruption to the highway.

#### *OMBC Local Lead Flood Authority (LLFA)*

- No objection to the submitted Flood Risk Assessment and means of drainage

#### *OMBC Tree Officer*

- There is no tree replacement plans/details for the mitigation of the 35 trees/groups (plus numerous smaller trees which are too small to be included in the tree survey) which have been listed to be removed prior to development.
- To comply with the saved Policy D1.5 there would be a requirement to plant in excess of 115 standard trees as mitigation.

#### *OMBC Environmental Health*

- Consider the ground condition reports are acceptable;
- recommend a condition for a charging of plug-in and other ultra-low emission vehicles scheme for staff and visitors in safe, accessible and convenient locations;
- The use of the sports pitches/MUGA hereby permitted for sporting activities shall be restricted to the hours of 08.00 to 21.00 hours Monday to Friday and 9.00 to 18.00 hours Saturday, Sunday and Bank holidays;
- Request noise reduction scheme for MUGA fencing;
- Require details of storage and removal of refuse and waste materials

## **REPRESENTATIONS**

The proposed development has been advertised as a major development by means of individual consultation letters sent to the occupiers of the neighbouring properties, a press notice and a site notice erected adjacent to the site in accordance with the Regulations. As a result of the publicity, twelve representations have been received raising the following issues:

#### **Highway matters**

- It is considered the local infrastructure would not be able to accommodate the proposed school. It is noted the previous school was approximately half the size and at times traffic was intolerable on the surrounding streets;
- The notion that parents will confine picking up/dropping off children on Breeze Hill Road is wrong, people will still find the most convenient route possible;
- Suggest a one way highway system to alleviate traffic bottlenecking;
- Increase in concerns over road safety and congestion;
- Problems crossing Lees Road;
- Problem with traffic turning onto Breeze Hill Road from Lees Road (from Lees direction);
- Proposed access should be from Roundthorn Road.

#### **Effect on amenity**

- No assessment undertaken for level of noise, air pollution, litter increase and congestion in the surrounding streets;
- Anti-social behaviour incidents have been cited by pupils of the former school and there are concerns this will occur again with the proposed school;
- Possible intensification given the increase in pupil number;
- Concerns over the sport pitches being floodlit and any times of operation;
- Will the sports pitches be used by the community as well as the school?; and,
- Noise report is on the basis of one pitch, should it not be on the basis of two pitches.

#### **Ground conditions**

- Raise concerns over future pupil safety given the historic land condition and escape of methane;

#### **Other**

- Restriction of access to the rear of Lydgate Drive, suggestion of access being created from the end of Gibraltar Street and New Earth Street;
- Understanding the Waterhead Academy was the replacement school facility; and,
- Adversely affect house prices in the area.

## **PLANNING CONSIDERATIONS**

The main issues for consideration comprise the following:

- Principle of land use;
- Effect on Open Space;
- Appearance, Design and Layout;
- Effect on amenity;
- Highway safety;
- Effect on ecology and trees;
- Ground conditions;
- Flooding and drainage;
- Effect on air quality; and,
- Other matters.

### **Principle of land use;**

In terms of the land use, the application site has a legacy of previous educational use, and the proposed school buildings will occupy the unallocated area in the north-east of the wider site on which school buildings previously existed.

DPD Policy 2 states that the Council will support improvements to the education and skills of the borough's population to facilitate the development of new and improved education facilities.

The applicant has identified there will be a requirement in the Borough by September 2019 for an additional 110 places in year 7 and subsequently across all other year groups. By 2022 there will be 150 places needed in year 7 and subsequently across all other year groups. In total this means another 5 forms of entry is needed in the secondary sector by 2022. This takes into account Waterhead Academy but does not include any surplus places (government recommends 3-5% surplus places).

It is considered the proposed school would contribute in providing an improved education offering to the borough and in particular east Oldham. As such it is considered the proposal would meet a shortfall in school places in the Borough and in land use terms is acceptable against DPD Policy 2.

### **Effect on the OPOL (Other Protected Open Land)**

The southern area of the school site falls within an area allocated as Other Protected Open Land (OPOL 11, Greenacres.) and is open land which, while not serving the purposes of the Green Belt is locally important because it helps preserve the distinctiveness of an area. As well as providing attractive settings, they provide other benefits, such as informal recreation and habitats for biodiversity, therefore helping to provide sustainable communities and help mitigate climate change.

DPD Policy 22 sets out the Council's approach to protecting open land. It states that development on OPOL will be permitted where it is appropriate, small-scale or ancillary development located close to existing buildings. This is on the provision that it does not affect the openness, local distinctiveness or visual amenity of the OPOL, taking into account its cumulative impact.

Given the proposal does not introduce built development into the part of the site designated as OPOL it is considered the application is acceptable against DPD Policy 22. Although the immediate effect relates to fencing it is considered this is ancillary development to the main building. The proposed paladin fencing allows a certain amount of intervisibility through the

material and when viewed from longer distances would not appear as obtrusive as other forms of enclosures, such as palisade security fencing. As such it is considered the development would not significantly impact on the openness of the OPOL.

### **Effect on open space**

There are two areas of outdoor sports facilities within the application site which is identified in the Open Space Study (2012) and were considered as good quality. DPD Policy 23 states that 'the Council will protect, promote and enhance existing open space in the borough, and will seek to secure new and improved well-designed open spaces where appropriate.

Playing fields fall under the typology of outdoor sports facilities in the Open Space Study. DPD Policy 23 will allow development of a site that was most recently used as open space for sport and recreation provided it can be demonstrated the development brings substantial benefits to the community that would outweigh the harm resulting from the loss of open space; and:

- A replacement facility which is at least equivalent in terms of usefulness, attractiveness quality and accessibility, and where appropriate quantity, to existing and future users is provided by the developer on another site prior to the development commencing; or
- if replacement on another site is neither practicable nor desirable, an agreed contribution is made by the developer to the council for new provision or the improvement of existing open space or outdoor sport and recreation facilities and its maintenance within an appropriate distance from the site, or within the site; and,
- In the case of playing fields, the development is approved by Sport England.

Paragraph 97 of the NPPF sets out criteria where the loss of open space might be appropriate.

In respect of the former 2G outdoor sports pitch in the south-east corner of the site it is noted it will be replaced with a grass pitch rather than an all-weather pitch. In this instance the proposal will need to satisfy the criteria listed above under DPD Policy 23.

The proposed development will utilise the land already covered by the existing playing pitches, including two pitches, a cricket pitch and a running track on the western open space site and also one grass pitch area in the south eastern area of the site. There are also additional sports facilities proposed as part of the development, including another grass pitch area and a hard surfaced Multi-use Games Area (MUGA).

It is considered the proposed development will improve the quality of these facilities significantly bringing them back to a useable standard as playing fields and expanding the offer of the facilities. There is also an additional 8,087sqm of outdoor sports facilities proposed on-site as part of the development, which along with the improvements to the existing open spaces, will significantly add to the offer at the site.

There are significant community benefits associated with the proposed school, primarily by meeting a demand for additional school places which weighs heavily in favour of DPD Policy 23. Given the proposed facilities will be made available for community use outside of school hours they will further contribute to providing opportunities for the improvement of health and wellbeing for the wider community and meet the objectives of DPD Policy 23.

In respect of the playing fields the proposed pitches would help in addressing the established playing pitch deficiencies in the area. The development meets Sport England's Objectives and it is considered the scheme is acceptable in regard to open space provision.

### **Appearance, design and layout**

Paragraph 130 of the NPPF advocates that where a development is a poor design that fails to take the opportunities available to improve the character and quality of an area and the way it functions planning permission should be refused.

DPD Policy 9 stipulates that development should not have a detrimental impact on the visual appearance of an area. DPD Policy 20 further advocates that development must meet design principles relating to local character, good streets and well-designed buildings.

It is considered that the proposal has been well designed given its functional nature. The footprint of the building has created an attractive plaza between the front of the school and the drop off area. Through a combination of appropriate hard surfaces and soft landscaping this will further enhance the appearance of the building by defining its main entrance and responding to the height and massing of the proposed school.

The proposed school is a modern and well designed development that has taken its design principles from the local vernacular. The main four storey teaching block will use modern building materials and take reference from local warehouse vernacular where the window rhythm and proportion are characteristic features. The teaching block's appearance from long distance views across the playing fields (mainly from the east and west) would be akin to typical mills that populate the Oldham area. Although the four storey teaching block would be close to Roxbury Avenue, the 20 metre set back and presence of landscaping will ensure the relationship with the street would not be untoward to the appearance of the area.

In respect of the wider area the paths, fencing and landscaping would be synonymous with an educational use and given the spaciousness around the building would not be untoward to the character and appearance of the area.

#### Site security and surveillance

The site benefits from large areas of open spaces which are interspersed by appropriate fencing which maintains a high level of natural surveillance. The main doors to the building are visible from the public areas and the site has a high level of legibility.

The application has been supported by a Crime Impact Statement which has assessed the scheme in order to reduce opportunities for crime and the fear of crime. Although a number of measures are proposed these relate to the security of the building such as locking unit and alarm systems which would be difficult to enforce through planning condition. However, it is considered expedient that the illuminance of the external areas can be assessed in more detail through an appropriately worded condition.

As such it is considered the proposed school is a modern and well-designed development. It is considered expedient that a planning condition for submission of a material schedule and external areas of illuminance would address the outstanding matters. The development therefore accords with the NPPF and design related DPD policies.

#### **Effect on amenity**

DPD Policy 9 seeks to ensure that the Council will protect and improve local environmental quality and amenity by ensuring development does not cause significant harm to the amenity of the occupants and future occupants of the development or to existing and future neighbouring occupants or users through impacts on privacy, safety, security, noise, pollution, access to daylight and other nuisances.

Taking into account the position of the proposed school building the impact of significance would be on the immediate properties on Roxbury Avenue and Breeze Hill Road.

In respect of the properties on Lydgate Drive, Beaufont Drive and Roundthorn Primary School they face onto the playing fields and this is similar to the established relationship that existed with the previous education use of the site.

#### Effect on Roxbury Avenue

In a similar situation to the previous school building that has been demolished, the proposed teaching block would be sited towards the north of the site and in the vicinity of the



boundary with Roxbury Avenue.

The proposed teaching block is situated south of Roxbury Avenue and has a height of 16.6 metres. However, it is noted that given the slight topography difference it would result in the building being 13 metres above the road level of Roxbury Avenue.

The proposed building would inevitably have some implications to the level of sunlight, daylight and outlook from the chalet bungalows that face onto Roxbury Avenue, particularly in the winter months when the sun is low in the sky. However, in respect of a reduction in daylight taking into account the relative height and the distance from the front of the bungalows on Roxbury Avenue, it is considered there would not be a significant loss to recommend refusal of the application.

Similarly, although the north side of the teaching block has windows on all the levels that serve classrooms which face Roxbury Avenue, taking into account the separation distance and the intervening established trees it is considered there are sufficient mitigating factors which balance against a loss of privacy and outlook for the properties on Roxbury Avenue.

#### Effect on Breeze Hill Road

Given the separation distance of approximately 75 metres and the off-set position it is considered the proposed teaching block would not significantly harm the level of privacy currently enjoyed by the semi-detached properties on Breeze Hill Road. Although some loss of sunlight may occur during the later parts of the day this would be read in conjunction with the existing effect of the trees that face Roxbury Avenue and is considered to not have a harmful effect.

#### Effect on 56-58 Gibraltar Street

These properties were formerly occupied by the school's care taker and face the westerly side of the teaching block. There is a 36 metre separation at its nearest point which gradually increases in distance to the south.

Taking into account the previous education use of the site and the presence of building windows which would have faced in a westerly direction it is considered there would not be a significant loss of privacy afforded to the properties to sustain a refusal of the application.

It is noted the previous school building was lower than the proposed teaching block. Although the proposed school building would have an effect to the level of sunlight this would not be over the whole course of the day and would be limited during the morning. As such it is considered the effect would not be significant to warrant a refusal of the application.

In respect of the anticipated noise levels, a noise impact statement has been submitted. Based on the average noise levels expected from a single sports area, the anticipated level of noise from the external MUGA is within the recommended guidance for resting during daylight hours.

The MUGA is located 10 metres from the boundary with 58 Gibraltar Street. It is noted this would attract external activity which would be mainly during the day and naturally limited to daylight hours as there is no floodlighting to prolong its use into the evening. However, in respect of any future community use of the MUGA a condition to restrict the hours of use until 21.00 Hours on weekdays and 18.00 Hours on weekends would assist in maintaining an acceptable level of enjoyment to the neighbouring properties.

It is considered expedient to attach a condition to require a noise mitigating scheme to be submitted to minimise a disruption from rebounding balls hitting the fence.

There is an acceptable distance between the outdoor pitches to the south of the building from residential properties to minimise an immediate disruption. The car park which would be available for community use is also set away from the properties on Roxbury Avenue and

Breeze Hill Road.

The main teaching block will be provided with façade mounted Monodraught 'Hybrid Thermal Mixing' units which would provide sufficient air flow to meet the overheating criteria in the winter and mid-season periods without relying on opening windows. The level of noise attenuation provided to the teaching block will be designed to be achieve the minimum required facade sound reduction to an acceptable level. In the sports hall, suitably attenuated roof mounted stack ventilators will be used to provide natural ventilation to the rooms. Ventilation to all other areas will be provided by air handling plant located at roof level.

During the summertime period, when windows may need to be opened, internal noise levels are likely to be below the normal daytime noise expectation.

The proposed design of the building envelope and ventilation systems should maintain, appropriate internal ambient noise levels and it is unlikely that any significant adverse effects as a result of noise will occur.

On this basis, the Environmental Health team has raised no objections to the proposals.

### **Highway safety**

The application site is located within an established residential area with access taken from Breeze Hill Road.

The re-introduction of a school in this location will inevitably result in an increase in the amount of vehicular and pedestrian traffic in the immediate area. There is a high demand for on-street parking in the immediate area given the number of terraced properties with no dedicated off-street parking.

A Transport Assessment has been submitted with the application which examines the existing conditions and the resultant effects on the local highway network.

Traffic assessments were carried out which considered the impacts on a number of nearby junctions. It was found that they all continued to operate within capacity and without any significant effect except the Lees Road/Breeze Hill Road/ Wellyhole Street priority junction.

Following modelling it has been concluded that the signalisation of this junction will mitigate against the impact of the effect of the development on the local highway network. This will also improve pedestrian safety in the area and provide a valuable link for pedestrians and cyclists towards Wellyhole Street. These works will be facilitated through Section 278 of the Highways Act.

The ability of pupils to walk safely to the site will reduce the need for children to be driven to the school. The footway along Breeze Hill Road will be a minimum of 2.0 metres wide to facilitate pupils travelling safely on foot. It is considered expedient to attach a planning condition to ensure a school safety zone and associated measures are provided on the approach and directly outside of the school.

Turning to parking provision, there will be 116 car parking spaces for staff and visitors and 50 spaces available in an overflow car parking area which is intended for use during events. It is expected that there will be 163 staff members at the school in a typical day with the total number of 180 FTE across the full school day including out of hours.

It is acknowledged that the number of car parking spaces is lower than the expected number of teachers. However, there is space within the car park for cars to be stacked so that additional parking can take place if required.

It is considered expedient to attach a planning condition to ensure that a car parking management plan is produced which outlines the measures that will be taken to ensure that this takes place.

A parent drop off area will also be provided, providing 20 spaces for parents to wait or drop their children off and bus laybys which will accommodate 5 buses. Additionally, there are 125 cycle parking spaces for pupil use and 10 for staff.

It is noted that more sustainable modes of transport to the school should be encouraged. Therefore it is considered that the submission and implementation of a Travel Plan should be secured by planning condition. In addition, given the site is located with links to public transport and there are opportunities for cycling or walking within the school's catchment area the safety to the site will be improved by the provision of the signalised junction and improved pedestrian facilities to the site.

The proposed school, whilst increasing traffic levels in the area, has measures incorporated into the development to ensure the route to the site is as safe as possible for users. The requirement of a Parking Management Plan and Travel Plan will assist in reducing the need for travel by car and that the influx of vehicles at events is managed in an appropriate manner.

The introduction of the signalised junction and improved pedestrian facilities in the area will also provide an improvement for local residents. As such it is considered the proposed development would not significantly harm the level of highway safety.

### **Effect on ecology and trees**

Paragraph 170 of the NPPF indicates that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is further reiterated through DPD Policies 1, 6, 9 and primarily dealt with under the provisions laid out in DPD Policy 21 where new development proposals, where appropriate, should seek to protect, conserve and enhance biodiversity, legally protected species and their habitats.

### **Ecology Impact**

The western and southern area of the application site is allocated as a Green Corridor and Link. DPD Policy 6 references Green Corridors and states that 'development proposals, where appropriate, must promote and enhance the borough's Green Infrastructure network.

It is considered the development proposal overall would have a minor effect on the Green Corridor and is limited to the effect of the car park. The works associated with the playing pitches are considered to not have an adverse effect. In respect of the car park the works would have an effect, however, given they are modest in nature it would amount to a minor effect. In addition, the car park and surroundings can be enhanced through an appropriate landscaping scheme which can be secured by planning condition. It is therefore considered the impact can be minimised to an acceptable tolerance.

In respect of protected species, the ecology report found no evidence of active setts and that the only features for roosting bats are a number of bat boxes attached to the mature trees within the site. Similarly the mature trees provided nesting habitats for birds.

Given there are no significant impacts on protected species it is recommended taking a precautionary approach through planning conditions to avoid any loss of habitats and or species through the development. It is recommended the planning condition would secure a scheme for replacement bat boxes, a further badger sett survey (before any earthworks commence) and for any loss of trees to outside of the main bird nesting season.

It has been identified that there is the presence of *wall cotoneaster* within the application site which is an invasive species listed under Schedule 9 Part 2 of the Wildlife and Countryside Act 1981 (as amended). It is considered necessary to require the removal of the invasive species by planning condition through the submission of a method statement setting out how it will be removed from site prior to any earthworks commencing.

### Tree impact

Saved Policy D1.5 within the Unitary Development Plan for Oldham is concerned with the protection of trees on development sites. Where trees are lost to a development a replacement scheme of three trees for each tree lost should be achieved as mitigation.

It is proposed to remove 35 trees as a result of the development and 8 trees due to their poor condition. In respect of the 35 trees, two trees are considered grade A, ten are considered grade B, with the remainder falling into a grade C category.

It is always regrettable that trees are lost to facilitate a development, especially mature trees which have an ecological value and / or a high visual amenity value. However, notwithstanding the public benefits associated with the proposed school, the site is capable of accommodating a replacement tree scheme which would mitigate the overall loss within the site. It is noted the trees adjacent to Roxbury Avenue will be retained although some loss is necessary. Given the replacement trees can be incorporated into a comprehensive landscaping scheme it is considered there are mitigating factors which outweigh the overall loss of the trees within the site. In this instance, through the attachment of a planning condition, the loss and replacement of trees is considered acceptable.

Therefore, having regard to the location of the site, the nature and scale of the proposed development, the findings of the ecological assessment and arboricultural impact assessment, it is considered that the proposal would not have any detrimental impacts upon local ecology, biodiversity or legally protected species. The protection of the retained trees and replacement tree scheme can be secured by planning condition.

Taking into account the minor effect on the green corridor and the loss of trees it would be appropriate for the applicant to uplift the biodiversity offering on the site. This can be achieved by an informative note advising of what enhanced biodiversity would be appropriate to incorporate into the landscaping and replacement tree scheme to accord with Paragraph 170 of the NPPF.

As such it is considered the proposal is acceptable when assessed against the provision of the NPPF and the DPD Policies in respect of the impact on ecology and effect on trees.

### **Ground conditions**

Paragraph 178 of the NPPF indicates that planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. DPD Policy 9(a) states that the development will be permitted where it is not located in areas where an identified source of potential hazard exists.

### Landfill gas and ground contamination

The applicant's Remediation and Enabling Works Strategy identifies the risk associated with the ground conditions. It has been identified that there is the presence of elevated concentrations of inorganic heavy metals and PAH compounds within Made Ground deposits. Localised, as yet unidentified contaminant impact cannot be discounted, therefore the site remediation and enabling works will be completed under the supervision of an independent Geo-Environmental Engineer. There has been no asbestos encountered within any samples submitted for testing.

In respect of controlled waters the applicant identifies the localised presence of TPH Hydrocarbon compounds at the site. However, the risks to groundwater resources are reported to be somewhat mitigated and are deemed to be low and the applicant considers no remediation is therefore required.

Based on the ground gas monitoring assessment, ground gas mitigation measures are required to be installed within all on-site structures. Furthermore, following multiple

investigations into the existing gas ventilation trench, the trench should be repaired and fully inspected to confirm it is suitable for use. The applicant reports the site is in a Radon Affected Area, and as such basic radon protective measures are necessary.

The Environmental Health team has assessed the Remediation and Enabling Works Strategy and background documents. It is considered the findings are acceptable and supports the mitigation strategy. Similarly, the Environment Agency in principle agrees with the strategy, but recommends taking a precautionary approach by requiring an amendment to the remediation should contamination be found during the development.

It is therefore considered expedient to attach planning conditions to secure the mitigation measures and any subsequent remediation works (such as the repair of the existing gas ventilation trench) should unknown contaminants be found during the development to ensure the safe development of the site. This approach would satisfy the provisions of the NPPF and to ensure public safety.

### Coal mining legacy

The application site falls within the defined Development High Risk Area; therefore within the site and surrounding area there are coal mining features and hazards which need to be considered in the determination of this planning application.

There is a mine entry (shaft, CA ref.394404-010) within the eastern corner of the application site and a mine entry (shaft, CA ref. 394404-016) present immediately adjacent to the south western corner of the site. In addition there is a number of thick coal seams outcrop across the site which may have been worked historically at shallow depth.

The applicant has submitted a Remediation and Enabling Works Strategy which concludes that previous phases of intrusive site investigations have established the potential for mine workings within shallow coal seams and, as such, a programme of remedial works (drilling and grouting) is required to stabilise any unrecorded shallow workings beneath the proposed development area.

It is noted the proposed school building would be sited away from the mine shafts and their associated zones of influence. The applicant's Remediation and Enabling Works Strategy acknowledges that past investigatory drilling works to locate the shaft in the eastern corner 394404-010 were unsuccessful. However, a mitigatory strategy is to be prepared to address instability risks associated with this shaft.

The Remediation and Enabling Works Strategy makes no reference to mine shaft 394404-016 which could potentially lie within the very western corner of the application site. Nevertheless, it is acknowledged that the mine shaft would be distant from the proposed school building. In the interests of public safety it is considered that the mine shaft mitigatory strategy should also include measures to mitigate the potential risk to users of the new school from the presence of this mine entry within/immediately adjacent to the site.

It is therefore considered expedient in attaching a planning condition to secure further investigation and risk mitigation which would satisfy the provisions of the NPPF and DPD Policy in regard to addressing a public risk from the coal mining legacy.

In conclusion, it is considered the applicant's approach is acceptable, with appropriate measures in place to mitigate the risk to public safety. As such the development is in general accord with DPD Policy 9 and the provisions of the NPPF with regard to public safety.

### **Flooding and drainage**

DPD Policy 19 aims to ensure that development does not result in unacceptable flood risk. The site is located within Flood Zone 1 suggesting there is a low flood risk. The site is susceptible to a risk of surface water flooding, albeit at a low risk.

The cohesive nature of the underlying strata, the presence of shallow groundwater and the potential contamination issues associated with the ground conditions, mean infiltration is not a viable means of discharging surface water. The culverted River Medlock is approximately 130m to the east of the site. Therefore, the new school will discharge into this watercourse at greenfield run-off rates. Any attenuation required will be contained within geocellular storage.

There is no residual flood risk from the development site due to the restriction in storm water flow rates to the culverted River Medlock. The development does not therefore increase the risk of flooding. Flood water from any exceedance flows will be dissipated from the building to external roads, parking areas and landscaped areas.

Foul water generated by the development will be discharged to the United Utilities Combined Water Sewer within the site demise.

It is considered the development would not pose an unacceptable flood risk and through an appropriately worded planning conditions will ensure the surface and foul water is treated in the most suitable way. No objections in principle have been received from relevant statutory undertakers.

### **Effect on air quality and energy**

DPD Policy 9 seeks to ensure that development does not result in unacceptable level of pollutants or exposure of people in the locality or in the wider area.

In establishing the effect on air quality, the proposed development would result in an increase of traffic from the existing situation. However, it is considered that the resultant school would not significantly increase the amount of vehicular activity to such an extent that it would have an adverse effect on the existing level of air quality. In reaching this view it has to be considered that a large proportion of children would arrive by foot and by bicycle from a 2 km catchment area. The absence of an objection from the Environment Health team would support such a view.

Overall, taking a proportional approach, it is considered that the proposed development would not represent a significant material increase in the number of vehicle trips to the site which would adversely affect air quality in the surrounding area. As such, it would be difficult to maintain that the development would adversely affect air quality.

The proposed development provides additional floor space exceeding 1000 square metres. As such, the Council through DPD Policy 18, must have regard to measures that reduce energy consumption, increase energy conservation through construction techniques, technologies and low carbon energy, unless it can be clearly demonstrated by the developer that it is not financially viable and would prejudice the proposed development.

The applicant has submitted an energy statement which advocates the design of the proposed school would meet the requirements of Building Regulations, particularly Part 2a. In the absence of renewable energy technologies the development proposes a "fabric first" approach. The proposed development would fall slightly short of the target advocated by DPD Policy 18. However, it is considered the shortfall, albeit relatively minor, is sufficiently outweighed by the public benefit of providing new school places to meet an identified need.

### **Other matters**

Residents have raised concern that the proposal would have a detrimental impact on property values in the area. Whilst this is noted this matter is not a planning consideration that can be taken into account in considering the merits of a proposal.

The applicant has amended the perimeter fence to allow the requested separation space to be maintained serving the rear gardens along Lydgate Drive.

The land to the south (between Roundthorn Road and the southern boundary of the

application site) falls outside of the application site and is a preventive factor in an access being created from Roundthorn Road. It should also be noted the extent of works that would be necessary to create an access road (between Beaufont Drive and Roundthorn School would involve substantial engineering operations and would be a significant factor that may prejudice the construction of a new school which is needed to meet the identified shortfall in pupil places.

A proposed access road between Roundthorn Primary school and Coverham Avenue would intersect the land allocated as OPOL which serves as a green wedge and would result in a substantial loss of established trees which would also have severe implications to the ecology in the area. For all these reasons it is considered it would not be appropriate for an access and road to be created from Roundthorn Road.

## **Conclusion**

The proposed school is an acceptable land use which would meet an identified shortfall in pupil places for east Oldham. The building has been designed in an appropriate manner which will not severely harm the level of ecology on the site.

It is considered the proposed development would not adversely impact the OPOL which occupies the southern area of the site. Through a high quality landscaping scheme the proposal can be enhanced to uplift the biodiversity offer within the site and to mitigate a loss in the number of trees. The landscaping scheme will also ensure the appearance of the external areas respect the wider setting and the land allocation.

The proposal through appropriate remediation measures will ensure that public safety is maintained for the future use of the site in respect of the coal mining legacy and historic landfill gas conditions.

The highway implications have been carefully considered, and through highway improvements and signalisation to the Lees Road / Breeze Hill Road junction, this will ensure effective traffic management and that pupils and pedestrians can travel to the school by foot. The site will be accessed by an improved arrangement at the junction of Roxbury Avenue and Breeze Hill Road and provide parking and drop off facilities.

There is a low risk to flooding and given the underlying ground conditions the proposed means of drainage is considered acceptable.

The effect on the amenity of the existing residents has been assessed. There would not be a significant loss of daylight, sunlight and outlook to make the development unacceptable.

It is therefore considered the proposed development is acceptable.

## **RECOMMENDATION**

Approve, subject to the following conditions:

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission.

Reason - To comply with the provisions of the Town & Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be fully implemented in accordance with the following approved / amended plans and specifications:

- FS0768-DEP-SO-DR-L-08 – received 16 November 2018
- FS0768-DEP-SO-DR-L-11 Rev. P03 – received 29 January 2019
- FS0768-DEP-SO-DR-L-12 Rev. P03 – received 29 January 2019
- FS0768-DEP-SO-DR-L-13 Rev. P01 – received 21 December 2018
- FS0768-DEP-SO-DR-L-14 Rev. P01 – received 21 December 2018

- FS0768-DEP-SO-DR-L-15 Rev. P01 – received 21 December 2018
- FS0768-POZ-B1-GF-DR-A-1200 Rev. P07 – received 16 November 2018
- FS0768-POZ-B1-01-DR-A-1201 Rev. P07 – received 16 November 2018
- FS0768-POZ-B1-02-DR-A-1202 Rev. P08 – received 16 November 2018
- FS0768-POZ-B1-03-DR-A-1203 Rev. P07 – received 16 November 2018
- FS0768-POZ-B1-RF-DR-A-1204 Rev. P04 – received 16 November 2018
- FS0768-POZ-B1-XX-DR-A-1300 Rev. P07 – received 17 January 2019
- FS0768-POZ-B1-XX-DR-A-1301 Rev. P07 – received 17 January 2019
- FS0768-POZ-B1-ZZ-DR-A-1400 Rev. P03 – received 16 November 2018
- FS0768-TAC-B1-ZZ-DR-EXT-101 Rev. P02 – received 16 November 2018
- FS0768-TAC-B1-ZZ-DR-EXT-102 Rev. P02 – received 16 November 2018
- FS0768-TAC-B1-ZZ-DR-EXT-104 Rev. P02 – received 16 November 2018

Reason - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

3. Notwithstanding any details contained within the application, prior to the commencement of earthworks a survey of the site and within 30m of the boundaries to the south and east for badger setts shall be carried out and the findings shall be submitted to and approved in writing by the Local Planning Authority. Should any mitigation measures be required these shall be fully undertaken before any development commences.

Should a badger sett be uncovered during construction, then work should temporarily cease and advice sought from a suitably qualified person about how best to proceed. Development shall not proceed until an agreed approach has been approved by the Local Planning Authority.

Reason - To ensure the protection of any badgers found on the site.

4. Prior to the commencement of any earthworks a method statement for the removal/control of wall cotoneaster which falls within the site shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall include:
  - (i) measures to prevent the spread of wall cotoneaster during any operations (e.g. strimming, soil movement or land remodelling works) and to ensure that any soils brought to the site are free of the seeds, root or stem of any invasive plant (as defined by the Wildlife and Countryside Act 1981, as amended).
  - (ii) a timetable for implementation (including any phasing for removal/control on different parts of the site);

The development shall thereafter be carried out in accordance with the details, timetable and phasing contained within the duly approved method statement.

Reason - To ensure the satisfactory treatment and disposal of invasive plant species and site preparation works before any development commences on affected areas of the site

5. No clearance of any vegetation in preparation for or during the course of development shall take place during the bird nesting season (1 March to 31 August inclusive) unless an ecological survey has first been submitted to and approved in writing by the Local Planning Authority which demonstrates that the vegetation to be cleared is not utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance of any vegetation shall take place during the bird nesting season until a methodology for protecting nest sites during the course of the development has been submitted to and approved in writing by the Local Planning Authority. Nest site protection shall thereafter be provided in accordance with the duly approved methodology.



Reason - In order to prevent any habitat disturbance to nesting birds.

6. No development shall take place until a report containing the following details in relation to previous coal mining activities on the site has been submitted to and approved in writing by the Local Planning Authority:

- (i) The submission of a scheme of proposed remedial works for shallow mine workings; and
- (ii) The submission of a scheme of proposed measures to mitigate the instability risk posed by mine shafts 394404-010 and 394404-016.

The development shall be carried out in full accordance with the details set out in the duly approved report and a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm that any necessary remedial works have been implemented before the development is first brought into use.

Reason - In order that appropriate measures are put in place to ensure that the development is not at an unacceptable risk as a result of previous coal mining activities.

7. Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works.

The landscaping works shall then be carried out in accordance with the approved scheme for timing / phasing of implementation.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason - To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development.

8. Prior to development of the sports pitches the following documents shall be submitted to and approved in writing by the Local Planning Authority:

- (i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could adversely affect playing field quality; and
- (ii) Where the results of the assessment to be carried out pursuant to (i) above identify constraints which could adversely affect playing field quality, a detailed scheme to address any such constraints. The scheme shall include a written specification of the proposed soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full and in accordance with the approved programme of implementation.

The land shall thereafter be maintained in accordance with the scheme and made

available for playing field use in accordance with the scheme.

Reason - To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field.

9. Prior to first use of the sports facilities a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall apply to indoor and outdoor sports facilities and shall include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities, a mechanism for review and a programme for implementation.

The approved agreement shall be implemented upon the commencement of use of the development hereby permitted and shall be adhered to in perpetuity.

Reason - To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

10. No development shall take place until a scheme for tree protection measures (both above and below ground) to be implemented during the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) Details of a construction exclusion zone (including protective fencing of a height and design which accords with the requirements BS 5837: 2012) to be formed around the root protection areas of those trees to be retained;
- (ii) Details of any excavation to take place within the root protection areas of those trees to be retained;
- (iii) Details of the foundations of any building, hardstandings and/or boundary treatments to be constructed within the root protection areas of those trees to be retained.

The development shall thereafter be carried out in strict accordance with the protection measures contained within the duly approved scheme throughout the entirety of the construction period.

Reason - To ensure that adequate measures are put in place to protect existing trees which are to be retained as part of the development before any construction works commence.

11. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of the works and the effectiveness of the development strategy has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved development plan to demonstrate that the site development criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason - For the future protection of the Water Environment from risks arising from land contamination.

12. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the

local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and has obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason - For the ongoing protection of the Water Environment from risks arising from land contamination.

13. No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - For the future protection of the Water Environment from risks arising from land contamination.

14. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - For the future protection of the Water Environment from risks arising from land contamination.

15. The development hereby permitted shall be carried out in full accordance with the Remediation & Enabling Works Strategy (Author: e3p, Report Ref: 12-680-r2) dated November 2018.

A verification report shall then be submitted to and approved in writing by the Local Planning Authority before the building is first occupied.

Reason - To ensure the safe development of the site given the historic ground conditions.

16. The noise mitigation measures contained in the Cundall Environmental Noise Report dated 15 November 2018 (Doc Ref: 1018538-RPT-AS-001 Rev D) shall be fully incorporated into the development and completed prior to the first occupation of the building.

Reason - To protect the surrounding properties from an unacceptable level of noise.

17. The development hereby permitted shall not be brought into use unless and until the car parking spaces, parent drop off facility, bus layby and turning areas have been provided in accordance with the approved plan received on 29th January 2019 (Ref: Dwg No. FS0768-DEP-SO-DR-L-11 Rev P03) and thereafter the parking spaces shall not be used for any purpose other than the parking and manoeuvring of vehicles.

Reason - To ensure that adequate off-street parking facilities are provided for the development so that parking does not take place on the highway to the detriment of highway safety.

18. Prior to the occupation of the development, details of a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall

show measures to reduce the need to travel to and from the site by private transport and the timing of such measures. Within six months of the occupation of the development the plan shall be implemented in accordance with the details as approved.

Reason - To ensure the development accords with sustainable transport policies

19. Secure cycle parking facilities shall be provided within the site prior to the first occupation of the development hereby permitted, in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall thereafter remain available for users of the development.

Reason - To ensure adequate cycle storage facilities are available to users of the development.

20. The development hereby approved shall not be brought into use unless and until a Parking Management Plan, detailing the operation and availability of the school car parks during events out of school hours, has been submitted to and approved in writing by the Local Planning Authority. Thereafter all measures that form part of the approved management plan shall be implemented and remain available for users of the facility.

Reason - To ensure that adequate off-street parking facilities are provided for the development so that parking does not take place on the highway to the detriment of highway safety, and to protect the amenity of neighbouring residents.

21. The development hereby approved shall not be brought into use unless and until details of a school safety zone, located on the approach to the site along Lees Road and Breeze Hill Road has been submitted to and approved in writing by the Local Planning Authority, and the approved scheme has been implemented in accordance with the approved details. The detailed school safety zone scheme should as a minimum include for the following provisions:

- Keep Clear road markings on Breeze Hill Road
- The signalisation of the Lees Road/Breeze Hill Road/ Wellyhole Street junction with all associated radius improvements and crossing facilities.
- All associated signs and road markings on the approach to the school
- The provision of a footway, minimum width 2.0 metres along the length of Breeze Hill Road on the approach to the school from Lees Road

Reasons – To facilitate the safe movement of pedestrians, cyclists and other highway users in the vicinity of the development.

22. The development shall be undertaken in accordance with the Oasis Academy Leesbrook 'Construction, Environmental Management Plan' received 16 November 2018.

Reason - In the interests of highway safety.

23. No above ground works shall take place until a schedule of all materials to be used on the external surfaces of the buildings have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, colour and texture of the materials. The development shall thereafter be implemented in accordance with the duly approved materials.

Reason - To ensure use of appropriate materials which are sympathetic to the character of surrounding buildings and the street scene in the interests of visual

amenity.

24. Prior to the occupation of the building details for the storage of waste and refuse shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the siting, size, design and materials of the bin store. The bin store shall then be constructed in accordance with the duly approved scheme and made available for use before the building hereby approved is brought into use and retained as such thereafter.

Reason - To ensure the provision of satisfactory facilities for the storage of refuse in the interests of accommodating the future use of the site and to ensure the appropriate siting and design of any refuse storage facilities within the site.

25. The development hereby permitted shall be carried out in full accordance with the surface water drainage strategy outlined in the Flood Risk Assessment and Drainage Strategy [author: Scott Hughes (document reference 3373-SHD-00-ZZ-RP-C-0001 Rev 3) dated December 2018]. The measures contained within the Flood Risk Assessment shall be implemented before the development is first brought into use and shall be retained as such thereafter.

Reason - To ensure that the development is not at risk of flooding and does not increase flood risk elsewhere, and that there adequate measures are put in place for the disposal of surface water.

26. Notwithstanding any details contained within the application, a scheme for the installation of any external lighting on the building and the external areas of the site shall be submitted to and approved in writing by the Local Planning Authority before any lighting is installed. The scheme shall include details of the lighting's:

- (i) position and height on the building(s) and/or site;
- (ii) spillage, luminance and angle of installation; and
- (iii) any hoods to be fixed to the lights.

Any external lighting shall only be installed in accordance with the duly approved scheme.

Reason - To ensure that any external lighting to be installed at the site maintains a good level of surveillance outside of daylight hours.

27. The use of the MUGA shall be restricted to the following hours:

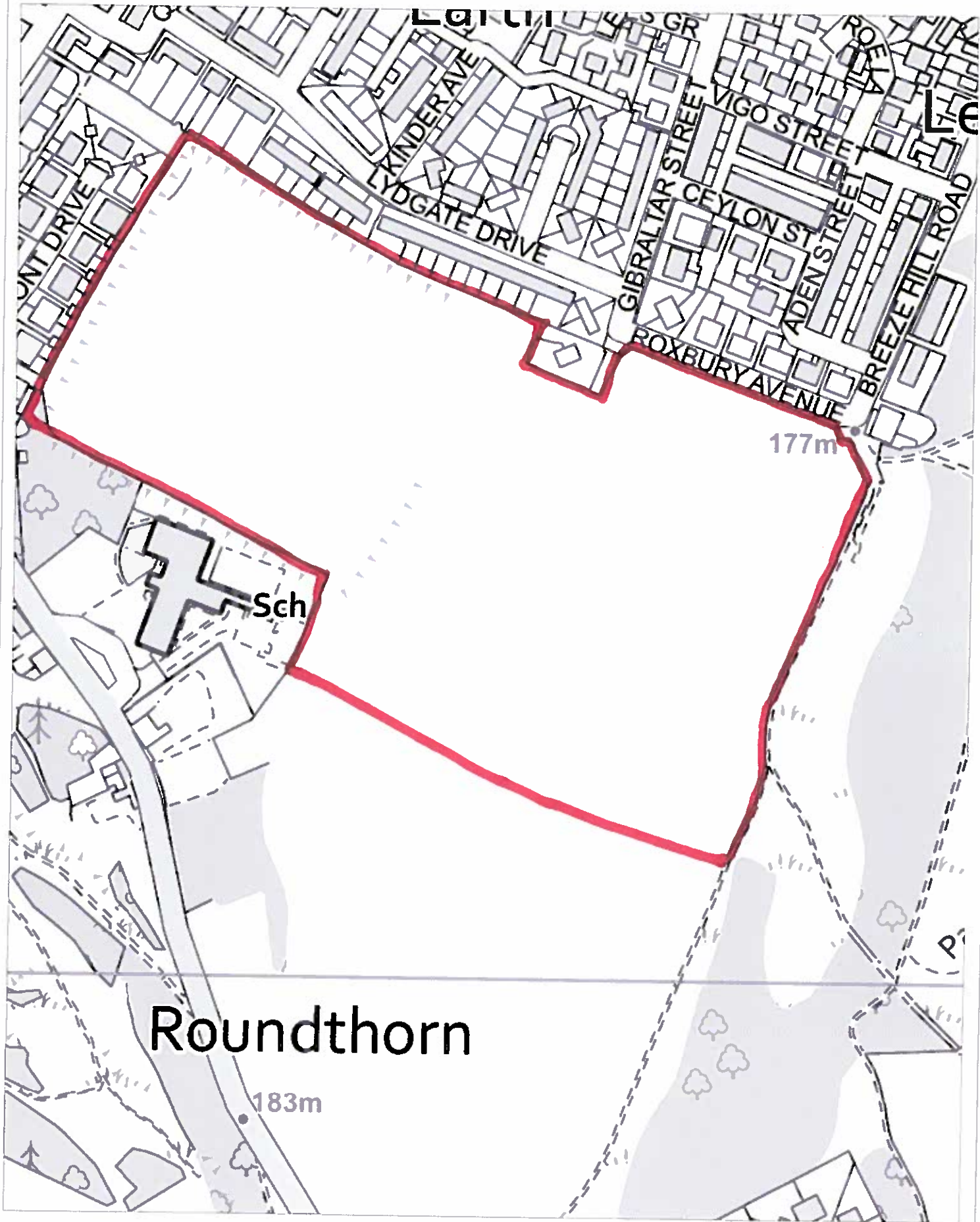
08.00 hours to 21.00 hours Monday to Friday

09.00 hours to 18.00 hours Saturday, Sunday and Bank/ public holidays.

Reason - To protect the amenity of occupiers of nearby residential properties from late night noise.

28. Prior to the MUGA first being brought into use a boundary/fence treatment scheme designed to reduce the noise from the ball impact at the MUGA shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme will then be implemented before the MUGA is first brought into use.

Reason - To protect the amenity of occupants of nearby premises.



342585

**OLDHAM**   
Metropolitan Borough 

**Planning Services**  
Oldham MBC  
PO Box 30  
Civic Centre  
West Street  
Oldham  
OL1 1UQ

**Contact Us -**  
Phone: 0161 911 4105  
Fax: 0161 911 3104  
Email: [planning@oldham.gov.uk](mailto:planning@oldham.gov.uk)  
Web: [www.oldham.gov.uk](http://www.oldham.gov.uk)

Date: 05/02/19

Scale 1:2500



**Ordnance Survey**

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oldham MBC Licence No 0100019868 2005