

APPLICATION REPORT - PA/341768/18

Planning Committee, 14 November, 2018

Registration Date: 15/05/2018
Ward: Crompton

Application Reference: PA/341768/18
Type of Application: Full Planning Permission

Proposal: 1) Erection of a three storey teaching block over existing multi use games area (MUGA) with associated soft and hard landscaping 2) Construction of a multi use games area (MUGA) to rear of existing sports hall and associated soft and hard landscaping 3) Erection of a single storey extension to Clegg block 4) Internal remodelling to existing Selwyn and Milne Block 5) Demolition of existing Ballard teaching block and removal of existing MUGA 6) Creation of two new car parking areas.

Location: Crompton House C Of E High School, Rochdale Road, Shaw, OL2 7HS

Case Officer: Tessa McKee

Applicant Agent : Oldham Council
Kier Workplace Services

THE SITE

Crompton House Church of England Secondary School is located off Rochdale Road, Shaw. It is an existing school, with a number of buildings, sports pitches, a Multi-Use Games Area and car-parking areas. There are significant topographical level differences within the site.

The main access is from Rochdale Road with a secondary access point off Grampian Way.

The surrounding area is residential and the setting is within the Pennine foothills. Houses back on to the school boundaries to the north (Malvern Close, Highlands Road and Grampian Way), to the west (Moorfield Hamlet), and part of the boundary to the south-east (Rochdale Road). To the east, Crompton Cemetery forms a boundary with the school which is lined by mature trees and understorey planting.

THE PROPOSAL

Planning permission is sought for:

- Demolition of existing Ballard teaching block and removal of existing MUGA
- Erection of a three storey teaching block. This is proposed over the existing multi use games area (MUGA). The external finish has been amended to include brick and black window and door openings (as detailed within the amended plans Received 19 October 2018).
- Erection of a single storey extension to Clegg block to improve and expand catering/dining facilities.
- Construction of a multi use games area (MUGA) to rear of existing sports hall and associated soft and hard landscaping. The location is on an unused grassed area behind the existing sports hall.

- Creation of a new car park (Area 1) in place of the demolished Ballard Block (accessed via Rochdale Road) comprising 44 car-parking spaces (including 4 disabled person bays).
- New car park (Area 2) accessed via Grampian Way comprising 30 car parking spaces
- Associated hard and soft landscaping works, include a pedestrian path from the Grampian Way car park to the main school buildings.
- Associated lighting to the external car parks and pedestrian footpath.

The redevelopment of the school will also involve internal remodelling to the existing Selwyn and Milne Blocks.

BACKGROUND

The Design and Access Statement submitted as part of the application explains the need for the proposal as follows:

'Crompton House Secondary School currently provides 1120 school places for boys and girls between the ages of 11-16 with additional 6th form facilities on site. With pupil projection forecasts illustrating the need for an increase in Secondary School places throughout Oldham in order to meet future demand, the Governors and Headteacher at Crompton House Secondary School support the Local Authority in proposing to expand the school's intake from an 8 Form Entry to a 12 Form Entry Secondary School.'

The proposed expansion will increase the total 'Planned Admission Number (PAN)' of the Academy from 1120 pupils to 1680 pupils (an additional 112 pupils per year group). In order to support this increase, the number of classroom learning spaces will need to be increased due to a current shortage.

Furthermore, some of the classrooms in use are either unsuitable in terms of size, or are located in areas not easily accessible due to the age of the existing buildings. Capacity issues will need to be addressed aside from additional learning spaces in order to enhance operational efficiencies across the school.'

RELEVANT HISTORY OF THE SITE:

PA/332955/12 - (1) Proposed artificial grass pitch with floodlighting, ball stop fencing and associated works (2) Additional car park to south elevation of existing sports hall. Granted. 20/12/2018

PA/041104/01 - Sports hall and associated changing facilities. Granted 05/04/2001

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 application site is unallocated by the Proposals Map associated with this document.

The following Joint Development Plan Document Policies are considered to be relevant:

Policy 1 - Climate change and sustainable development;

Policy 2 – Communities
 Policy 5 - Promoting Accessibility and Sustainable Transport Choices
 Policy 9 - Local environment;
 Policy 18 - Energy
 Policy 19 – Water and Flooding
 Policy 20 – Design;
 Policy 21 – Protecting Natural Assets
 Policy 23 - 'Open Spaces and Sports'.
 Policy 24 – Historic Environment

CONSULTATIONS

Environmental Health	No objection, subject to conditions in regard to hours of use and a noise reduction boundary treatment to the MUGA.
Highway Engineer	No objection. Recommend conditions to require mitigation measures and car parking management.
The Ramblers Association	No objection.
Drainage	No comments received.
Street Lighting	No objection. Recommend external lighting to be conditioned to protect the residents from light spill.
United Utilities	No objection. Recommend conditions and informatives.
Sport England	No objection. Recommend conditions and informatives.
Greater Manchester Ecology Unit	No objection. Recommend conditions and informatives.
Tree Officer	No objection.

REPRESENTATIONS

Councillor Murphy has requested the application be considered at Planning Committee because of the level of public interest.

The proposed development has been advertised by means of a public notice erected on site and individual consultation letters sent to neighbouring properties.

Re-notification was carried out on the 24 October 2018. This was further to additional information, including the Landscape and Town Visual Assessment and revised elevation plans.

Shaw & Crompton Parish Council recommend approval.

4 letters of objection were received. The objections and comments raised are summarised below:

- The school is already extended to capacity.
- The proposal will exacerbate existing issues associated with noise, parking, traffic, and air quality.
- The proposal is detrimental to highway safety since:
 - Additional traffic will negate effectiveness of existing traffic controls.
 - Concern about documentation details including:
 - The maximum pupil capacity is omitted from the proposals.
 - No documentation details of the number of fatalities within proximity of school, existing and forecast private drop off/pick-ups and forecast increase for use of surrounding roads.
 - Current frequency of industrial traffic on Duchess Street omitted.
 - Entrance off Duchess Street will compromise highway safety.
- Full Drainage report not included.
- Loss of privacy.
- Light pollution to nearby residents.
- Increase of noise (to provide outdoor space for additional pupils).
- Detriment to visual amenity.

PLANNING CONSIDERATIONS

- Principle of Development
- Design, Landscaping and Heritage
- Amenity
- Highways
- Drainage
- Energy
- Ecology
- Ground conditions

Principle of Development

DPD Policy 2 states that the Council will support appropriate developments that improve education and skills facilities and contributes to the health and wellbeing of people. Paragraph 94 of the NPPF states that there is a presumption in favour of creating a sustainable choice of school places to meet the needs of existing and new communities. In order to meet this requirement, Local Authorities should take a proactive, positive and collaborative approach and should place great weight on the need to create, expand or alter schools.

The application is for additional teaching facilities on an existing school site in an accessible location within the urban area, and the principle of the education use and development is already established and acceptable.

DPD Policy 23 'Open Spaces and Sports' states that the development of a site that is currently or was most recently used as open space or for sport and recreation will be permitted provided it can be demonstrated the development brings significant 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.

The existing MUGA is proposed to be replaced on site which will ensure that this facility is still available to the school and external community users. The proposed teaching block and Grampian Way car park will encroach slightly onto open space on site. However, it will not impact on the facility of the open space and sports pitches. The proposal would ensure the on-going provision of the MUGA facility to benefit the community. The loss of open space is therefore not significant and is outweighed by the public benefits of the scheme. Sport England has raised no objection to the replacement facility.

Overall, the proposed school expansion and relocation of the MUGA complies in principle with the requirements of DPD Policy 2 'Communities' and Policy 23 'Open Spaces and Sports' and the NPPF.

Design, Landscaping and Heritage

In regards to design, visual amenity and impact on the street scene, Policy 1 within the DPD states that the Council will ensure that development proposals respect Oldham's built environment whilst Policy 20 requires proposals to respond positively to the environment, contribute to a distinctive sense of place, and make a positive contribution to the street scene.

The site is adjacent to listed buildings fronting Rochdale Road and the original school buildings have heritage value. As such an assessment is also made in accordance of DPD Policy 24 - Historic Environment, and the NPPF.

New Teaching Block

The proposed new teaching block is designed over three floors as one single block, which

cuts into the landscape set between existing school buildings. The external finish originally was proposed as reflective aluminium cladding. However, there were concerns of the visual impact and the submitted 'Landscape Townscape and Visual Assessment' recommended that a non-reflective material be used. Amended plans received on the 19 October, altered the external material to brick. The brick appearance is consistent with the existing school and residential built form. The proposed details include black window and door casements, and a parapet design will instil a modern character to the proposed building.

The visual impact of the building primarily affects residential properties backing on to the site, and adjacent elevated residential areas where close and clear views are possible. The scale of the building differs from the existing school buildings. However, this is partly mitigated by its lower ground level on the site, so that it will be similar in height to the two storey school buildings in the west. The proposed brick cladding complements the existing building materials of the school and surrounding materials. Furthermore, the muted materials will limit the building's visual impact from distant views.

Given the location of the teaching block within the site, it would have little visual impact on Rochdale Road itself, the main buildings facing Rochdale Road, and the adjacent listed buildings, from which it will be screened by retained buildings.

Extension to Clegg building

The design is a single storey flat roof extension and infills a section of Clegg building to the rear of the site. It is designed in a manner to reflect an appropriate scale and massing in relation to the existing building.

Demolition of the Ballard building and proposed Rochdale Road car park

The Ballard building has limited heritage value and its demolition will have minimal impact in heritage terms. Its loss will open views and result in the exposure of the kitchen services (such as extraction units) to the rear of the Clegg building. This exposure is negative visually. However, the proposal includes mitigation measures, including painting the extraction units and the provision of trees in the car park.

The existing 1.5m boundary wall to the front is to be retained and this will screen the proposed car-park and retain the original boundary treatment. Security fencing is proposed set back within the site and will not detract visually.

Overall, subject to mitigation measures to be conditioned, the proposal would not detract from the setting of the adjacent listed buildings and the historic school buildings.

Multi Use Games Area (MUGA).

The MUGA is proposed adjacent to the existing sports building and in proximity to the existing sports pitch. The proposal does not include fencing details and a MUGA would require 3m/part 4.5m fencing. This is recommended to be conditioned. Visually the MUGA and associated fencing is in keeping with the character of the school site.

The MUGA is 2.5m from the boundary with the cemetery which is lined with trees. The proposal will place development closer to the cemetery boundary. Measures, including fencing and additional tree planting, should assist in mitigation, and overall the impact is not considered significant on the cemetery itself. Furthermore, given the public benefits of the proposal, on balance the impact is considered acceptable.

Landscaping and Trees

Retained trees are recommended to be protected from unnecessary damage during the construction process and suitable tree protection measures are proposed. The proposal will result in limited tree loss. However these losses can be compensated with replacement planting.

The submitted 'Landscape Visual Impact Assessment' suggested that some landscape improvements could reduce the visual effects of the proposal. The heritage statement details the use of trees in the proposed Rochdale Road car park to mitigate the view of the external kitchen services. An appropriate landscaping condition is thus recommended

The overall design of development accords with the general principles within the NPPF and Policies 9, 20 and 24 of the DPD.

Amenity

Policy 9 states that it is necessary to consider how the proposal impacts on the amenity of the occupants of adjoining residential properties and the visual appearance of an area.

The proposal will increase the capacity of the school; however the operation of the school and community uses will be no different to existing. The proposal also intends to improve how the school functions. The increased use on site is not considered to cause a detriment to existing amenity.

The neighbouring properties fronting Malvern Close, Highlands Road and Grampian Way will have views of the proposed three storey teaching block. The closest properties are those on Malvern Close. The side of 5 Malvern Close is set approximately 33m from the proposed building and the gardens of 5 and 7 Malvern Close are set over 20m from the teaching block. These main elevations do not have a direct relationship with the teaching block and the separation distance would mitigate against any significant overlooking caused by virtue of the proposed building.

Visually the proposal has an impact. However, this is seen in context of the school site and, given the muted materials and separation distances, the impact is not considered to be a significant detriment to amenity.

The extension of the Clegg building is limited to single storey, infills a section of the existing building and projects no closer than the existing building. There is also existing screening to the rear boundary of Malvern Close.

The teaching block and Clegg building extension will require ventilation systems. The submitted 'Planning Statement' indicates that extract ducts will be insulated acoustically and discharge 1 metre above roof eaves and operate in hours to be agreed by the local planning authority. To ensure there is no associated disturbance or negative visual amenity, a scheme for the ventilation system is recommended to be conditioned.

The proposed car parks are to provide staff parking and, outside school hours, provide some community parking within the current operational hours. The car parking management plan is to be conditioned, which will aim to ensure minimal disturbance. It is noted it will bring car parking closer to some residential properties, however, there remains an acceptable separation distance (approximately 3m) between the residential properties of Moorfield Hamlet and the parking area. The impact is therefore considered acceptable.

The MUGA will require fencing and, to ensure it is designed to reduce noise from ball impact, Environmental Health have recommended a condition. The proposed MUGA is approximately 90m from the closest residential property which fronts Rochdale Road. The distance and an existing dense belt of mature trees will mitigate against any significant increase in noise and disturbance from the relocation of the MUGA, subject to the fencing condition.

External lighting is proposed to the car parking area and a pedestrian footway. The Street Lighting Section has considered the proposal and has no objection in principle, subject to a detailed scheme to be submitted.

A Crime and Impact Assessment has been submitted with the proposal. The security provisions are considered adequate, subject to a condition to require the development to aim to accord with the Crime Impact Assessment recommendations.

During construction, conditions have been attached to the recommendation suggesting limited hours of construction and access into the site to protect neighbouring residents, and to control the provision of a site compound.

Given the above, it is considered that, on balance, the proposed development would be in compliance with DPD Policy 9.

Highways

The Local Highway Authority has assessed the scheme in terms of the potential impact on highway safety.

A Transport Assessment has been submitted with the application which examines the existing situation and the likely effect of the development.

It is noted the extension will result in an increase in number of staff and pupils and will have an impact on the local highway network.

A number of mitigation measures have been recommended which are detailed below and in principle the Local Highway Authority is satisfied with the proposal subject to recommended mitigation measures being conditioned. The highway matters are considered in further details below.

Access

Rochdale Road is a distributor road (B-road) that runs from Shaw to Rochdale. The majority of pupils enter and leave the school via the main gate on Rochdale Road. At school finish time, 1303 pupils leave the school at the same time. Parental vehicles making drop offs/pick-ups, general traffic, parked buses and sheer volume of pupils exiting the school cause congestion and reduce highway safety at the main gate on Rochdale Road.

The location of the school crossing patrol is not ideal. There are no drop kerbs and the route crosses a bus lay-by. When a third bus waiting to access the bus lay-by arrives on the southern side of Rochdale Road, it causes significant obstruction to pupils using the school crossing patrol. In addition, the school crossing patrol has to be marshalled by a number of teachers.

The proposed school extension is to have two pedestrian accesses into the site:

- Car parking Area 1 to the south (existing site access on Rochdale Road);
- Car parking Area 2 to the north (proposed secondary site access on Grampian Way / Duchess Street).

Both entrances will have segregated vehicle and pedestrian traffic.

The proposed secondary site access is to be on Grampian Way / Duchess Street. Grampian Way / Duchess Street are residential roads with bus routes. A section of Duchess Street is relied upon for on-street parking due to a small number of properties without any dedicated off-street parking spaces.

The Local Highway Authority has requested the inclusion of conditions to ensure that school safety zones are implemented along Rochdale Road and Grampian Way / Duchess Street.

The school safety zone and mitigation measures on Grampian Way/Duchess Street are recommended to include:

- Removal of 1 pair of speed cushions on Duchess Street.
- Installation of 5 pairs of speed cushions on Duchess Street/Grampian Way.
- School safety zone signs on Duchess Street/Grampian Way.
- 20mph zone signs to be extended on Duchess Street/Grampian Way.

- On-street school bus stop on Duchess Street.
- Residents' parking lay-by on Duchess Street.
- Amendments to the Derwent Drive/Duchess Street junction.

The school safety zone and mitigation measures on Rochdale Road are recommended to include:

- A toucan pedestrian crossing to be located between the south bus stop lay-by and Millbrae Gardens on Rochdale Road.
- 'KEEP CLEAR' road markings to the entrance and exit of proposed car park 1 on Rochdale Road.
- School safety zone signs on Rochdale Road.

The use of two pedestrian accesses will give parents a choice of which entrance they use. Those travelling from the north of the site may now find it easier and quicker to walk to school than to travel (by car) to the southern entrance on Rochdale Road.

The use of a signalised pedestrian crossing on Rochdale Road will provide a clear and safe place to cross for pupils crossing Rochdale Road. The use of waiting and parking restrictions will keep Rochdale Road and accesses into and out of the school clear of traffic, reducing congestion on Rochdale Road.

The improvements in highway safety and also in the perception that it would be safer to walk to school could see a reduction in the number of parents driving their children directly to school. They may be encouraged to park further away and walk the extra distance more safely.

The Highway Authority considers that, if the mitigation measures are implemented, children will be able to travel to the school site safely, without detriment to safety of other users of the highway and there will be no significant increase of impact on the local highway network.

Vehicular Parking

The existing school car parking provides 131 parking spaces for 131 full time and 45 part time staff. Any additional parking takes place on Rochdale Road or nearby residential roads, which reduces space for parental vehicles making drop-offs and pick-ups and adds to congestion on Rochdale Road.

The car parks for the proposed school will provide 174 spaces for existing and future staff. The car park for the proposed school will also provide additional 10 spaces for visitors and 4 spaces for disabled persons' parking.

The Local Highway Authority have worked with the Applicant to ensure that the space within the site is optimised and that parking spaces are provided for existing and future demand in order to ensure that there is no on-street parking demand on Rochdale Road and Grampian Way / Duchess Street. A condition is recommended to ensure that car parking spaces are provided in accordance with the approved plan.

Sustainable Travel and Parking Management Plan

The proposal includes an 'interim travel plan'. A condition is recommended for an updated School Travel Plan to promote more sustainable modes of travel to the site.

The Local Highway Authority recommends a condition to require a School Parking Management Plan regarding the operation and availability of the school car park during the public opening times, and this will be subject to a condition.

Summary of Highway Matters

The proposed development, subject to conditions (including mitigation measures, a parking management plan and a travel plan) would comply with the provisions of the NPPF and

Policy 9 of the DPD.

Drainage

The site is located within Flood Zone 1, and is therefore within the lowest risk flood zone. There are parts of the site that are identified as being susceptible to surface water flooding. However, the submitted 'Flood Risk Assessment' (FRA) advises that the majority of the proposed redevelopment site is at very low risk. The site lies within the Shaw/ Beal Critical Drainage Area and the FRA advises managing surface water discharges from development.

Based on the findings of the FRA, it is considered that there are no grounds for objection to the proposed development on the basis of flood risk, providing its recommendations (including surface water measures and ground water investigations) are followed. Conditions are recommended accordingly.

Subject to conditions, the development satisfies the requirements of the NPPF and the provisions of DPD Policy 19 – Water and Flooding, and should therefore be considered as appropriate for this location in terms of flood risk and drainage.

Energy

DPD Policy 18 requires all developments over 1000sqm to reduce energy emissions in line with the targets based on reductions over and above Part L of the Building Regulations 2010 or 2013. It is considered that a condition could be applied to require a detailed scheme to be submitted to meet the requirements of Policy 18.

Ecology

The submitted ecological appraisal concluded that the proposed development at the site is acceptable and in accordance with ecological considerations and the NPPF. Issues relating to bats, nesting birds, invasive species and general ecological mitigation were identified. The Greater Manchester Ecology Unit (GMEU) advise that all can be resolved via condition.

A small bat roost, maximum count of two common pipistrelle, was located within the Ballard building to be demolished. GMEU are satisfied that the conservation status of this species will not be compromised by this development and that the proposed outline method statement is proportionate to the level of disturbance and loss of roosting opportunity. It has been a year since the submitted bat survey was carried out and therefore there is risk that the roost size may have increased. As such the GMEU recommends that a full licence is now required from Natural England

The development will involve the loss of a small area of dense scrub in order to make way for the new MUGA. GMEU recommends a condition to avoid vegetation clearance during the bird nesting season.

Three species of invasive plant species were found on site and as such a condition is recommended to require a method statement to detail their eradication.

Section 170 of the NPPF states that the planning system should contribute to and enhance the natural and local environment. The majority of the development will be impacting on habitats of negligible to low value, with the only feature of higher value that will be lost being the small area of dense willow scrub and associated bird nesting habitat for the new MUGA and 6 bird boxes are proposed within this woodland which is proportionate to the loss of bird nesting habitat. Given the scale of the school site there is opportunity to provide mitigation in particular through enhancement of the existing woodland along the southern boundary of the site. Mitigation measures are recommended to be conditioned accordingly.

Ground Conditions

There are no significant concerns raised by the Environmental Health Section in regard to

ground conditions and a condition is recommended to ensure the ground works are carried out in accordance with the 'Phase 2 report recommendations and Updated Ground Gas Risk Assessment letter'.

Conclusion

The proposal will provide school places for the future and improve education facilities whilst maintaining the provision of existing sports facilities. The setting and design of the development, subject to conditions, avoids harmful impacts on local amenity and local highways system. Given the above, subject to conditions, the proposal is a sustainable development and complies with Policies of the Oldham LDF Joint DPD.

As such, it is recommended that members be minded to grant full planning permission, subject to relevant conditions.

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 approved shall be fully implemented in accordance with the approved plans: and specification which are referenced ss follows:

Received on the 2 May 2018:

KWS-ZZ-ZZ-DR-A-1150 Proposed Site Plan
KWS-ZZ-ZZ-DR-A-1251 Proposed GA Ground Floor Plan Sheet 1
KWS-ZZ-ZZ-DR-A-1252 Proposed GA Ground Floor Plan Sheet 2
KWS-ZZ-ZZ-DR-A-1253 Proposed GA First Floor Plan Sheet 1
KWS-ZZ-ZZ-DR-A-1254 Proposed GA First Floor Plan Sheet 2
KWS-ZZ-ZZ-DR-A-1255 Proposed GA Roof Plan Sheet 1
KWS-ZZ-ZZ-DR-A-1256 Proposed_GA_Roof_Plan_Sheet_2
KWS-ZZ-ZZ-DR-A-1257 Proposed Ground Floor Plan Clegg Block
KWS-ZZ-ZZ-DR-A-1258 Proposed Ground Floor Plan Milne Block
KWS-ZZ-ZZ-DR-A-1259 Proposed First Floor Plan Milne Block
KWS-ZZ-ZZ-DR-A-1260 Proposed Ground Floor Plan Selwyn Block
KWS-ZZ-ZZ-DR-A-1261 Proposed First Floor Plan Selwyn Block
KWS-ZZ-ZZ-DR-A-1262 Proposed Ground Floor Plan New Teaching Block

KWS-ZZ-ZZ-DR-A-1263 Proposed First Floor Plan New Teaching Block
KWS-ZZ-ZZ-DR-A-1264 Proposed Second Floor New Teaching Block
KWS-ZZ-ZZ-DR-A-1265 Proposed Roof Plan New Teaching Block
KWS-ZZ-ZZ-DR-A-1350 Proposed Site Sections Reference Plan
KWS-ZZ-ZZ-DR-A-1351 Proposed Site Sections Sheet 01
KWS-ZZ-ZZ-DR-A-1352 Proposed Site Sections Sheet 02
KWS-ZZ-ZZ-DR-A-1354 Proposed Teaching Block Sections
KWS-ZZ-ZZ-DR-A-1355 Proposed Clegg Block Sections
KWS-ZZ-ZZ-DR-A-1450 Proposed Building Elevations Reference Plan
KWS-ZZ-ZZ-DR-A-1451 Proposed Elevations Teaching Block East & West
KWS-ZZ-ZZ-DR-A-1452 Proposed Elevations Teaching Block North & South
KWS-ZZ-ZZ-DR-A-1453 Proposed Dining Extension Elevation North
KWS-ZZ-ZZ-DR-A-1800 Proposed Parking Area 1 Plan
KWS-ZZ-ZZ-DR-A-1801 Proposed MUGA Plan
KWS-ZZ-ZZ-DR-A-1802 Proposed Parking Area 2 Plan
KWS-ZZ-ZZ-DR-A-1803 Proposed Entrance Landscape Works

Received on the 19 October 2018:

KWS-ZZ-ZZ-DR-A-1451 Proposed Elevations Teaching Block East & West - Rev.P03
KWS-ZZ-ZZ-DR-A-1452 Proposed Elevations Teaching Block North & South-
Rev.P03.

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

3. The demolition of the Ballard building is likely to cause harm to common pipistrelle bats as identified in the Ecological Survey and assessment by ERAP Ltd, ref 2017-229 and demolition shall not in any circumstances commence unless the local planning authority has been provided with either:

a) a licence issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or

b) a statement in writing from the relevant licensing body or the local planning authority to the effect that it does not consider that the specified development will require a licence.

Reason - To ensure the protection of valued species and enhancement of biodiversity.

4. Prior to any earthworks being commenced, a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam, wall cotoneaster and rhododendron shall be submitted to and approved in writing by the local planning authority. The approved method statement shall be adhered to and implemented in full.

Reason - In the interests of public health.

5. No works to trees or shrubs shall occur 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 local planning authority.

Reason - To ensure the protection of valued species.

6. Prior to the first occupation of the development hereby permitted, full details of biodiversity enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved scheme.

Reason - To ensure the protection of valued species and enhancement of bio-diversity.

7. Other than the demolition of the existing Ballard building hereby approved, no development shall take place until details of surface water drainage, which shall follow the principles of sustainable drainage as far as practicable and restrict the rate of discharge to the lowest possible rate, have been submitted to and approved in writing by the Local Planning Authority. The drainage shall be provided in accordance with the approved details before the building is brought into use.

Reason - To secure proper drainage and to manage the risk of flooding and pollution.

8. Other than the demolition of the existing Ballard building hereby approved, no above ground works shall commence unless and until full details of both hard and soft

landscape works have been submitted to and approved in writing by the Local Planning Authority. The landscaping works will include:

- details of replacement tree planting;
- ecological mitigation planting to the southern boundary;
- a scheme of mitigation planting in relation to the Rochdale Road car park (Area 1) and the impact of the Teaching Block and MUGA;
- surfacing details of the MUGA;
- surfacing details of Rochdale Road car park (Area 1) and Grampian Way/Duchess St car park (Area 2).

The hard landscape details shall include proposed finished levels or contours; means of enclosure; hard surfacing materials and street furniture, where relevant. The soft landscaping works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants and trees, noting species, plant/tree sizes and proposed numbers/densities and the implementation programme.

Reason - To ensure that the development site is landscaped to an acceptable standard in the interests of protecting the visual amenity, character of the site and its surroundings and ecology.

9. All hard and soft landscape works for the site to comply with condition 8 shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme approved in writing by the Local Planning Authority. Thereafter, any trees or shrubs which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development, shall be replaced in the next planting season with others of a similar size, number and species to comply with the approved plan.

Reason - To ensure that the landscaping scheme is carried out and protected in the interests of visual amenity and to safeguard the future appearance of the area.

10. Notwithstanding the approved plans, no above ground works of the buildings and car parks hereby approved shall commence unless and until a scheme detailing existing ground levels and all finished floor and site levels, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be constructed entirely in accordance with the approved details.

Reason - In the interests of visual amenity and land stability.

11. No development in relation to the construction of the replacement MUGA shall be commenced until details of the specification, design and layout of the MUGA have been submitted to and approved in writing by the local planning authority. The development shall be implemented fully in accordance with the approved details.

Reason - In order to ensure the protection and enhancement of sports facilities.

12. No use of the MUGA shall take place until a boundary/fence treatment scheme (including location, height, colour and design, and details to reduce the noise from the ball impact) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before the use commences and shall be retained thereafter.

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

13. Notwithstanding the approved plans, no development of any boundary treatment shall take place unless and until a plan has been submitted to and approved in writing by

the Local Planning Authority that indicates the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the buildings are occupied.

Reason - To ensure an acceptable form of development is achieved in the interests of visual amenity.

14. The proposed development shall be constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement (Ref:2012/0876/CIS/01 Version A:30/10/17) and shall reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted Crime Impact Statement.

Reason - To protect public safety.

15. Prior to installation of external facing materials, samples and/or specification details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved samples or specifications.

Reason - To ensure that the appearance of the development is acceptable in the interests of the visual amenity of the area.

16. The development shall not be brought into use unless and until a colour scheme to paint the wall and roof mounted services on the north-west and south-west elevation of the Clegg Building (facing Rochdale Road and the Public Right of Way), has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before the adjacent car park is brought into use.

Reason - In the interests of visual amenity and the setting of heritage buildings.

17. The development hereby approved shall not be brought into use unless and until the car parking spaces have been provided in accordance with the approved plan received on the December 2017 (Ref: Dwg No. CHSS-KWS-ZZ-ZZ-DR-A-SK012 Rev P02) 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 the 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 and retained thereafter.

Reason – To ensure the development accords with sustainable transport policies.

19. Notwithstanding any details provided as part of the application, no above ground works of the buildings and car parks hereby permitted shall take place until a detailed scheme for all external lighting to be installed has been submitted to and approved in writing by the Local Planning Authority. Such details shall include the position and height of lighting on the building or site and its luminance, angle of installation and

any shields to be fixed to the lights. Only lighting as approved shall be installed on the site.

Reason - To protect the amenities of occupiers of nearby residential properties from lighting spill and luminance.

20. 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 local planning authority. Such facilities shall thereafter remain available for users of the development.

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

21. No development hereby approved shall be brought into use unless and until details of a school safety zone, located on the approach to the site along Rochdale 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 include for the following provisions:

- KEEP CLEAR road marking to the entrance and exit of proposed car park 1 on Rochdale Road.
- Toucan pedestrian crossing to be located between the south bus stop lay-by and Millbrae Gardens on Rochdale Road.
- School safety zone signs on Rochdale Road.

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

22. No development hereby approved shall be brought into use unless and until details of a school safety zone, on the approach to the site along Grampian Way / Duchess Street, 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 include for the following provisions:

- Removal of 1 pair of speed cushions on Duchess Street.
- Installation of 5 pairs of speed cushions on Duchess Street/Grampian Way.
- School safety zone signs on Duchess Street/Grampian Way.
- 20mph zone signs to be extended on Duchess Street/Grampian Way.
- On street school bus stop on Duchess Street.
- Residents parking lay-by on Duchess Street.
- Amendments to Derwent Drive/Duchess Street Junction.

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

23. 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.

24. Other than the demolition of the existing Ballard building hereby approved, no above ground works shall commence unless and until a detailed energy statement has been submitted to and approved in writing by the Local Planning Authority. The statement

shall set out how the development will accord with the Energy Infrastructure Target Framework set out in Policy 18 of the Oldham Local Development Framework Joint Core Strategy and Development Management Policies DPD and shall detail how:

- a target area has been determined; and
- how the development will meet this target.

The development shall be carried out in accordance with the approved scheme and phasing arrangements and retained as operational at all times thereafter.

Reason – In the interests of sustainability and energy efficiency.

25. The development hereby permitted shall be undertaken in full accordance with the recommendations of the:

- Phase 2 Desk Study Report No. 3445/01 by TerraConsult Ltd completed in October 2017
- Updated Ground Gas Risk Assessment letter report Ref 3445/LR02-2/RJC by TerraConsult Ltd. (which recommended gas protection measures to meet the requirements of Characteristic Situation 2, in line with BS8485:2015)

Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report in order to discharge the condition.

Reason - In order to protect public safety from land contamination and the environment.

26. Other than the demolition of the existing Ballard building hereby approved, no above ground works shall commence unless and until a detailed scheme for any ventilation (including design, location and colour details of externally mounted plant and equipment and noise insulation details) have been submitted to and approved in writing by the Local Planning Authority. Any work implementing the scheme shall be completed before the use commences and shall be retained at all times thereafter.

Reason - To protect the amenity of nearby residents.

27. During construction and demolition, no vehicular movements from construction vehicles to and from and/or within the site shall take place except between 07:30 and 18.00 hours each day, Monday to Saturday, and at no times on Sundays or Bank Holidays and Public Holidays.

Reason - To protect the amenity of occupiers of nearby properties.

28. The use of the MUGA hereby permitted for sporting activities shall be restricted to between 08.00 to 21.00 hours, Monday to Friday, and 09.00 to 18.00 hours on Saturday, Sunday and Bank/Public Holidays.

Reason - To protect the amenity of occupiers of nearby residential properties.

29. Prior to the commencement of any development hereby approved, a scheme in the form of a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details for the methods to be employed to control and monitor noise, dust and vibration impacts, along with contractors' contact details. The approved scheme shall be maintained for the duration of the construction works.

Reason – To protect the amenity of neighbouring residents during construction works.

30. Prior to the commencement of any works which would involve the temporary loss of

sports pitches, details of the construction compound and access (including location, size and design) and proposal details for the reinstatement of the site upon completion of the works shall be submitted to and approved in writing by the local planning authority. The development shall be implemented fully in accordance with the approved scheme.

Reasons - In order to ensure the protection of sports facilities.

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