

Ward: Radcliffe - East

Item 06

Applicant: Morgan Sindall Construction

Location: Site of Radcliffe Leisure Centre, Spring Lane, Radcliffe, Manchester, M26 2SZ

Proposal: Erection of new secondary school alongside supporting sports facilities, car parking, landscaping, site infrastructure, new access road and associated access infrastructure

Application Ref: 70071/Full

Target Date: 12/12/2023

Recommendation: Approve with Conditions

This application has been referred to Planning Control Committee as the development would exceed 5,000 square metres of floor space.

Description

Site and surroundings

The proposal relates to the site of the former Coney Green Secondary School, with the associated grounds. The site is currently occupied by the Spring Lane Pupil Referral Unit (PRU) and Radcliffe Leisure Centre, both of which are to be relocated to alternative premises. The site equates to an area of 6 hectares, broadly triangular in shape and is bounded by the Metrolink to the east, the Manchester, Bolton and Bury Canal and a former railway line to the north, contemporary suburban housing to the east, beyond an intervening public footpath (Banana Path) and Spring Lane to the south. The Metrolink station and car park oppose the site on the south side of Spring Lane.

There are clusters of mature trees close to the western boundary of the site adjacent to the Banana Path and more sporadic specimens close to the site frontage to Spring Lane. The embankment to the Metrolink line to the east is occupied by a robust linear stand of trees.

Vehicular access to the site is presently via two access points from Spring Lane, providing dedicated access to both the PRU and leisure centre.

The site is unallocated in the Bury Unitary Development Plan, but falls within Inner Radcliffe Improvement Area. Wildlife Links and Corridors pertain adjacent to the eastern and northern boundaries of the site and there is a Site of Biological Importance to the north (on the south side of the Manchester, Bolton and Bury Canal).

Background to proposal

Planning permission for an associated temporary school at the site was granted planning permission on 24 October 2023.

There is an established need for additional free secondary school places in the Radcliffe locality as part of the Local Authority's identified schools strategy.

It is intended that the approved temporary school would be utilised for the first two academic terms up to the Easter break in 2025, at which point the first cohort of students would decant across to use the proposed permanent school for the summer term onwards. The construction programme for the project, plans for completion of the permanent school building in May 2025, allowing for the temporary accommodation to be removed and the subsequent completion of the school's outdoor spaces and sports facilities.

The facilities associated with the leisure centre are due to be relocated to the new Civic Hub

building in the town centre, which received planning permission in July 2023 and is supported through the Levelling Up and Sport England funding.

The Spring Lane PRU school will be relocated to the New Kershaw Centre in the interim, pending the outcome of an options appraisal that is presently underway.

Description of the proposal

The proposal is for a three storey school building with associated sports hall and changing facilities positioned north of the existing complex of buildings; outdoor sports pitches and a multi-use games area; a car park and secure cycle storage, accessed from a re-positioned and improved vehicular and active travel access from Spring Lane. In detail, it would comprise the following:

- A 6,015 sq.m three storey school building in a 'superblock' design and sports hall finished in red brick, with partial dark brick base (dark grey), feature entrance reveal (dark grey) and standing seam dark grey cladding to the upper portion of the sports hall elevations. It would accommodate traditional, science, ICT, art, music food technology and design and technology classrooms and a student library. There would be a designated Special Educational Needs (SEN) wing.
- A new access road with priority junction and a designated pupil drop-off area away from the main carriageway with a dedicated and segregated pedestrian/cycle footway to the school entrance. Vehicular access into the Academy would be taken from a new roundabout junction from the new access road. A new car park with a total of 97 parking spaces with 6 no. accessible bays, including provision for electric vehicle charging. Cycle storage facilities for over 80no. bicycles for pupils and 10no. for staff (this is an increased provision from the original submission of 40 spaces). Within the car park, designated coach and servicing vehicles laybys would be incorporated;
- Off-site highway works to include widening and upgrading of the existing pelican crossing to a Toucan crossing (a crossing for pedestrians and cyclists) and creation of a shared cycle-footway on the opposing southern kerbline;
- The indoor sports facilities include a sports hall, activity studio and designated changing rooms. Outdoor sports facilities would include a 3G all weather playing pitch, a 2G short pile playing pitch (suitable for hockey) and a hard surfaced 3 court multi-use games area (MUGA). The sports facilities would be made available for use by the community outside of school hours and would be accessed via a dedicated entrance:
- Hard and soft landscaping, including 111no. trees, shrub, hedgerow and meadow planting, SEN garden and seating;
- Surface water drainage and basin;
- The perimeter of the school grounds would be enclosed by 2.4m high weldmesh fencing, sports pitches by 3m high weldmesh fencing (with 2m ball stop netting atop where adjacent to the Metrolink line) and internally thereafter a mix of timber and weldmesh fencing between 0.6m and 1.8m high fencing.

The aim would be that the Academy would achieve carbon net zero in operation through the generation of renewable energy via roof mounted photo-voltaic panels and energy efficient installations, such as air source heat pumps.

The proposed school would have a capacity for up to 750 pupils and 80 staff (full-time equivalent) and it would be the intention that some of the sports facilities would be made available for community use outside of school hours.

Relevant Planning History

45672 - Outline application - Residential development including associated infrastructure and open space at Coney Green High School Site, Spring Lane, Radcliffe. Approved with conditions - 14 September 2007.

56310 - Prior notification of proposed demolition of two portacabins at rear at Radcliffe Riverside School, Spring Lane, Radcliffe. Prior approval required and granted - 12 June

2013.

56313 - Erection of 2.4m high fencing and gates at Radcliffe Riverside School, Spring Lane, Radcliffe. Approved with conditions - 3 July 2013.

58244 - Erection of demountable structure containing swimming pool tank and changing facilities together with change of use of 4 no. classrooms into gym and changing facilities at Radcliffe Riverside School, Spring Lane, Radcliffe. Approved with conditions - 13 January 2015.

58360 - Refurbishment of part of the former High School to create a Pupil Learning Centre; Single storey extension and associated works at Radcliffe Riverside School, Spring Lane, Radcliffe. Approved with conditions - 23 April 2015.

58463 - Prior Notification of proposed partial demolition of the former Radcliffe Riverside High School and Southern classrooms and courtyard at Radcliffe Riverside School, Spring Lane, Radcliffe. Prior approval required and granted - 20 March 2015.

59386 - Creation of multi use games area with erection of security fencing/entrance gates and floodlighting for night-time use in connection with new pupil referral unit and sports centre at Coney Green High School, Spring Lane, Radcliffe. Approved with conditions - 19 January 2016.

69855 - EIA Screening Opinion' under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for proposed secondary school (Class F1) with associated sports facilities, access, car parking and landscaping at former school, Spring Lane, Radcliffe. EIA not required - 28 July 2023.

70002 - Demolition of existing school buildings/temporary leisure centre and erection of a two storey temporary school building, external landscaping and associated site infrastructure at site of Radcliffe Leisure Centre, Spring Lane, Radcliffe. Approved with conditions - 24 October 2023.

Related sites

69388 - Demolition of 13-21 Blackburn Street/TSB Bank and erection of three-storey civic hub building containing swimming pools, fitness suites and studios, indoor climbing facility, offices, cafeteria and library; Link block between Radcliffe Market and Market Chambers buildings, plus refurbishment of Market Chambers and Market Hall basement, for use as a multi-use event space, with associated external alterations and works and hard and soft landscaping at 13 - 21 Blackburn Street, Radcliffe. Approved with conditions - 25 July 2023.

Publicity

Neighbouring properties were notified by letter on 15 September 2023 and a press notice was published in the Bury Times on 21 September 2023. Site notices were posted on 18 September 2023.

One representation has been received objecting to the proposal, raising the following issues:

- No objection to the principle of a new school, but consider that the infrastructure needs reassessing.
- Concerned about the safety aspect with regard to air quality. The area is already below acceptable standards and additional road traffic pollution has high potential to affect asthma sufferers.
- Concerned about possibility of noise pollution. There appears to be no acoustic fencing or additional tree planting along the western boundary. Asphalt road surfacing would increase noise pollution.
- Request that the banana path is moved away from the fence line for residential properties - the additional footfall will increase the amount of anti-social behaviour presently experienced.

The Manchester, Bolton & Bury Canal Society (MBBCS) have also commented as follows:

The MBBCS believes the canal side part of the site should be integrated into a strategy to develop a network of high-quality walking, wheeling and cycling routes to promote the use of active travel, working with TfGM to enhance the Bee Network. Key to a strategy would be the development and promotion of safe "off-road" active travel routes for walkers, runners and cyclists along the canal towpath, and watercraft users on the water.

MBBCS also proposed in response to the consultation exercise that the full restoration of the canal would be accompanied by three community environment hubs (one each in the Bury, Bolton and Salford local authority areas) offering facilities for people to engage with learning, citizen research and leisure activities including blue exercise such as paddle boarding and canoeing. The academy site would be an ideal location within Bury for the hub.

The Design & Access Statement in the planning application comments that the Bolton & Bury Canal borders the northwest boundary, offering a scenic backdrop to the school. MBBCS believes this seriously undervalues the potential that the canal has to offer amenity to the Academy school. As we proposed in the response to the consultation, we think that the school grounds adjacent to the canal towpath would be an excellent location for an Environment & Activity Hub, to facilitate the use of the canal for water-based sports such as paddle boarding and canoeing. Blue and green exercise have been shown to be excellent for health and wellbeing.

The canal from Daisyfield Viaduct in Bury to the Bolton boundary at Little Lever is a 5km spinal route comprising the canal and its towpath which links some of the most deprived areas of the borough to schools, employment and leisure facilities for local families, children & parents to use.

A key part of the restoration strategy is for the culvert at Water Street to be removed and the road raised to allow boats to navigate through that section. This would also further enable connectivity off-road between communities via an enhanced towpath.

Statutory/Non-Statutory Consultations

Highway Officer: No objection, subject to conditions relating to the access, off-site highway works, drainage, street lighting and waiting restrictions; adoption; Construction Traffic Management Plan; highway management; turning facilities, drop-off facilities and bin storage.

Drainage Section - No objections, subject to the inclusion of conditions relating to surface water drainage.

Environmental Health - Contaminated Land and Air Quality: No objection, subject to conditions relating to contaminated land investigation, remediation and verification and the provision of electric vehicle charging points.

Environmental Health - Pollution Control: No objection, subject to condition securing the mitigation measures set out in the Environmental & Intrusive Noise Study.

Waste Management: No objection.

Greater Manchester Ecology Unit: No objection, subject to conditions relating to nesting birds, reasonable avoidance measures, invasive species, construction and environmental management plan and landscaping and informatives relating to bats and badger.

Sport England: Objection.

The proposal does not meet the terms of Exception 4 of the Playing Fields Policy. Sport

England could consider the proposal as a departure from this policy if it was demonstrated that there was significant benefit to sport to outweigh the policy objection. However the current proposal does not demonstrate such benefit.

Any recommended conditions will be reported in the Supplementary Report.

Greater Manchester Police: No objection.

Greater Manchester Fire Service: No objection.

The Coal Authority: No objections, subject to the inclusion of conditions relating to site investigation, remediation/mitigation and verification of previous coal mining at the site.

United Utilities: No objection, subject to conditions relating to the treatment of surface and foul drainage.

Canal & River Trust: No objection.

Transport for Greater Manchester: No objection, subject to the inclusion of conditions relating to travel planning, working safely near the Metrolink line and tree protection.

Pre-start Conditions - Agent has agreed to the pre-start conditions

Unitary Development Plan and Policies

EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN4/2	Energy Efficiency
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
RT1/1	Protection of Recreation Provision in the Urban Area
RT1/2	Improvement of Recreation Facilities
RT2/3	Education Recreation Facilities
RT3/4	Recreational Routes
HT2/4	Car Parking and New Development
HT4	New Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
CF1/1	Location of New Community Facilities
CF2	Education Land and Buildings
EN6/4	Wildlife Links and Corridors
EN10/2	Riverside and Canalside Improvement in Urban Areas
HT2	Highway Network
HT5	Accessibility For Those With Special Needs
HT6	Pedestrians and Cyclists
EN4	Energy Conservation
EN4/1	Renewable Energy
EN4/2	Energy Efficiency

SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
SPD12	Travel Plans in Bury
SPD16	Design and Layout of New Development in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations, including relevant policies in the emerging Places for Everyone Joint Development Plan.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

The Places for Everyone Joint Development Plan Document (PfE) is a joint plan covering nine of the ten Greater Manchester districts, including Bury, and is intended to provide the overarching framework to strategically manage growth across the boroughs.

PfE was published in August 2021 and subsequently submitted to the Secretary of State in February 2022. Inspectors have been appointed to carry out an independent examination of the Plan with the hearing sessions commencing in November 2022 and were concluding in July 2023. The examination of the plan is on-going.

Whilst PfE cannot be given full weight until it is adopted, its advanced stage of preparation means that it is now considered reasonable that the Plan (as proposed to be modified) should be given weight in the decision-making process in line with paragraph 48 of the National Planning Policy Framework.

Consequently, the principle of this application has been considered against Places for Everyone (as proposed to be modified) and reference to policies and proposals are made in this report where these are considered relevant.

Principle - Community facilities

Policy CF1/1 states that proposals for new and improved community facilities will be considered with regard to the following factors:

- impact on residential amenity and the local environment;
- traffic generation and car parking provision
- the scale and size of the development
- where applicable, access to shops and other services;
- if the use is intended to serve a local community, or catchment area, the suitability of the chosen location to that community or catchment area;
- accessibility by public and private transport;
- the needs and requirements of the disabled.

Policy CF2 states that the Council will, where appropriate, consider favourably proposals for the provision, improvement and dual use of educational facilities.

The NPPF is very clear in Paragraph 95 that; “it is important that a sufficient choice of school places is available to meet the needs of existing and new communities.” The NPPF further emphasises that local authorities should “give great weight” to the need to create schools through decisions on applications.

Policy JP-P5 (Education, Skills and Knowledge) of the Places for Everyone Joint

Development Plan (as proposed to be modified) states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities.

The proposed development would provide a new permanent school, which would provide facilities for pupils in the locality where there is a recognised need for a facility. As such, the proposed development would be in conformity with Policy JP-P5.

The buildings on the site were previously used as a school and pupil referral unit and a leisure centre, all constituting community uses. The proposed development would deliver a new mainstream secondary school for the community, where currently there are none in the catchment area it is intended to serve. The other issues, such as size and scale, impact upon residential amenity and access issues are discussed in subsequent sections of the report. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policies CF1/2 and CF2 of the Bury Unitary Development Plan, paragraph 95 of the NPPF and Policy JP-P5 of the Places for Everyone Joint Development Plan (as proposed to be modified).

Principle - Recreation

Paragraph 99 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

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

Policy RT1/1 states that development will not be allowed where it would result in the loss of:

- existing and proposed outdoor public or private recreation facilities, including playing fields, sports grounds, parks and gardens, children's play areas, allotments and golf courses;
- recreation space within settlements located in the Green Belt;
- indoor facilities for which there is a recreational need;
- any other unidentified recreation provision such as playing fields, sports grounds, parks and gardens, children's play areas, allotments and golf courses, including sites created during the period of the plan.

Exceptions to this policy may be permitted where:

- sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site;
- alternative provision of equivalent community benefit is made available;
- it can be demonstrated that there is an excess of sports pitch provision and public open space in the area, taking account of the recreation and amenity value of such provision.

Policy JP-P7 (Sport and Recreation) of the Places for Everyone Joint Development Plan (as proposed to be modified) states that a network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by (inter alia) encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible.

The Sport England Playing Fields Policy states:

Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
 - land which has been used as a playing field and remains undeveloped, or
 - land allocated for use as a playing field
- unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

A playing field is defined in the NPPF as 'the whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015'. The definition refers to the whole of a site and therefore does not just cover land which is (or was) laid out as pitches i.e. it could include ancillary facilities such as changing rooms.

The site contains the following existing provision (across the PRU and Leisure Centre facilities):

- Grass Playing Field Area - Disused (20,342 sq.m);
- Artificial Grass MUGA (696 sq.m);
- Former 4 court Hard games Area - Disused (now a car park);
- Sports Hall - 4 Court (circa 640 sq.m);
- Activity Hall (250 sq.m);
- Gym (34 stations);
- Swimming Pool - temporary (8 lane x 25m).

With regard to the loss of the facilities at the site, it should be noted that planning permission (69388) was granted for the Radcliffe Civic Hub in July 2023, which will include the following:

- swimming pools (8 lane x 25m main pool/learning pool (150 sq.m));
- gym (100 stations), and;
- fitness studio (318 sq.m. across two rooms);
- Climbing wall (156sq.m).

Such provision would replace and exceed the provision provided by the swimming pool, gym and activity hall (fitness studio) presently at the Radcliffe Leisure Centre at the application site.

The proposed new school would provide:

Outdoor

- 3G All-weather Pitch (long pile) (5,917sq. m/97m x 61m);
- 2G All-weather Pitch (short pile) (3,260sq.m);
- Informal Grass Area (3,185sq.m) to include mini football pitch (61m x 43m);

Indoor

- Sports Hall - 3 court (504sq.m);
- Activity Studio (121sq.m).

Sport England have provided a non-statutory response (reflective of the fact that the area of former grass playing fields within the site has not been used for in-excess of five years (it is understood that they have remained unused since 2004)), objecting to the proposal, as they do not consider that the proposal would meet any of the five specific exceptions to the Sport England Playing Fields Policy or to accord with paragraph 99 of the NPPF. It states that in order to consider the proposals acceptable in their view, it needs to be demonstrated that there would be significant overriding benefits to sports provision and the wider community to outweigh the proposals' inability to meet their policy exceptions and to satisfy paragraph 99 of the NPPF.

A response to the Sport England consultation has been provided by the applicant, noting that the Sport England response is non-statutory. It states that it is for the Local Planning Authority to weigh up the benefits of the application (including the benefits for education), against the level of impact for existing sports provision. It also notes that the sports facilities

at the proposed school would be available for community use outside of the school's opening hours and outside of school term times.

The response from the applicant thereafter seeks to demonstrate that the proposal would satisfy exception (c) of NPPF paragraph 99 and Exception 5 of the Sport England Playing Fields Policy, which states “The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.”

The applicant's response notes that the proposed school's facilities, in step with the wider strategy for the delivery of new sports facilities being progressed by the Council at the £30m Civic Hub, will meet this exception. It also confirms that the application site does not provide any active grass playing fields, as the former grass pitch at the site has not been used for that purpose for almost 20 years and is categorised as 'disused' in the Council's playing pitch strategy document “Bury Playing Pitch and Outdoor Sport Strategy” (2019). Apart from the 5v5 artificial pitch, which is used by the PRU school, none of the outdoor playing areas mentioned in Sport England's response currently provide any active sports use. The applicant's response states that consequently, the ‘loss’ of outdoor sports provision at the site is actually very modest and that:

- The proposed 3G, 2G and MUGA pitches to be delivered as part of the new school proposals would offer a significant betterment above the current situation with respect to outdoor pitch provision. (see figures above);
- In terms of indoor sports provision, the existing temporary leisure centre facilities have reached the end of their useable lifespan and do not meet customer expectations for modern facilities. Their replacement has long been identified by Bury Council. The temporary swimming pool has already closed due to prohibitive costs identified for necessary repair works;
- The original planning permission for the gym, changing rooms and swimming pool at the Spring Lane site was only provided for a temporary period and includes a condition for their use to be discontinued from January 2024;
- That permission has already been granted by the Local Planning Authority for the demolition of the existing temporary leisure centre buildings (reference 70002, granted October 2023).

In relation to specific recommendations made in the Sport England consultation concerning matters of detail to address to potentially overcome their objection, the applicant notes that:

- The school's indoor sports facilities have principally been designed to meet the Department for Education's (DfE) standards who are funding the scheme, and the educational requirements for the Academy. However, the cumulative floor space of the proposed sports hall and activity studio along with those at the Radcliffe Civic Hub would exceed the Sport England standard of 690sq.m;
- The site's size and constraints do not realistically allow for a larger 3G pitch to be successfully accommodated, without compromising the other outdoor sports facilities or the necessary outdoor spaces. The former grass pitches historically in place at the former school on the site did not provide a full-sized football pitch;
- The 3G pitch will be a core component of the school's outdoor sports facilities, necessary to undertake their curriculum of PE activities. The 3G pitch will allow for year-round use, as well as more intensive use than would be possible on a grass surface. The 3G pitch will provide the school flexibility to accommodate a range of sports, including football and rugby, which best suits their needs;
- The specification for the 3G pitch will include a shock pad beneath the synthetic carpet, to allow for rugby training to be undertaken on the surface;
- A mini football pitch is now to be marked out on the informal grass area;
- There will be continuity of provision of sports facilities following closure of the existing Leisure Centre at the Castle Leisure Centre in Bury to provide temporary cover;
- The exact specifications of each of the proposed new outdoor surfaces is to be provided by a sports facilities specialist at detailed design stage;

In relation to the Radcliffe Civic Hub, hoardings have been erected at the site and the enabling works contract has been signed and the signing of the main contract is imminent. Demolition of the existing buildings at the site are scheduled for December 2023 and thereafter, construction of the Civic Hub will commence.

Hence, the facilities to be lost would be replaced by the facilities at the proposed civic hub and the proposed permanent school. The proposed civic hub development would be located in Radcliffe town centre, which would continue to serve the residents of Radcliffe. Given that planning permission has been granted for the civic hub, funding has been secured, the contracts part secured and works are due to commence in December 2023, it is considered that there is sufficient certainty that the replacement sports facilities will be delivered.

As set out above, the range of new sports facilities to be made available at the Academy site, for use by the proposed school and the community outside of school operation, in combination with the complementary facilities to be delivered at the new Civic Hub, will provide greatly improved facilities in terms of both quantity and quality, with enhanced levels of access to sports facilities for the community. The proposals are therefore considered meet the exception policy tests set out in both Sport England Guidance and the NPPF, and would comply with policies RT1/1, RT1/2 and RT2/3 of the Bury Unitary Development Plan.

Layout and design

The proposed layout for the scheme has been influenced by the surrounding land constraints, namely the location of neighbouring residential uses, the adjacent Metrolink line, the site's topography which slopes down from north to south and the location of underground services.

The positioning of the proposed secondary school has been determined by reacting to the site constraints, existing building positioning and access roads and the wider context. The location of the school within the site provides a natural buffer away from the road, reducing noise disruption, whilst also allowing ample space around the building for associated car parking and outdoor sports facilities. The nature of the construction sequence and approved temporary education facility provision also drives the need to retain the access road to and hard standing left from the demolition of the Radcliffe Leisure Centre.

Given the size and context of the site, framed by the wooded embankment of the Metrolink line, the Manchester Bolton and Bury Canal (MBBC) and the Banana Path, and the central position of the proposed buildings within it, the development would have a spacious character and appearance, without immediate juxtaposition of existing buildings.

The proposed 3 storey teaching block with the stepped down and set back sports hall block would create a contrast of vertical elements, allowing for a less bulky feel to the massing and scale whilst maximising daylight into the teaching spaces.

The proposed materials palette would complement and assimilate the proposed built form of the site within the wider townscape and the extensive use of weldmesh fencing to enclose the site and make it secure would be typical to a contemporary educational facility.

Therefore, the proposed development would be in accordance with Policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.

Impact upon amenity

The nearest residential properties would be over 100 metres away from the proposed school buildings and so it would not have any overbearing impacts on nearest neighbours.

The supporting Environmental and Intrusive Noise Study considers the impact of the outdoor amenities/sport pitches and external plant on neighbouring amenity. It establishes

that even if all the outdoors sports pitches were used simultaneously, the noise created would be highly unlikely to result in any adverse effects for the surrounding occupants. Noise emitted from the school building's services, such as air conditioning units or any other externally mounted plant, can be suitably controlled through planning conditions to comply with appropriate noise limits presented within the supporting Noise Study.

A lux plan is provided for the external lighting scheme to demonstrate that there would not be any detrimental impacts for neighbouring occupants with respect to external lighting.

Ball striking sports would be limited to informal cricket using the 2G pitch and would therefore be highly unlikely to impact on nearest neighbouring dwellings.

The Environmental Health Officer does not raise any objection to the proposal.

Given the above, and subject to appropriate conditions relating to noise mitigation measures, the proposed development would be in accordance with Policies EN1/2, EN7/2 and CF1/1 of the Bury Unitary Development Plan.

Access, highway safety and parking

Section 9 of the NPPF and UDP Policies EN1/2, HT2, HT2/4, HT4, HT5, HT5/1, HT6, HT6/1, HT6/2 and CF1/1 pertain.

A Transport Statement (TS) has been prepared to accompany the planning application, which considers the transport implications of the proposed development. Modelling of the key traffic junctions which would be influenced by the proposed school indicates that all junctions would continue to operate within capacity.

The assessment undertaken has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. The site is considered to be in a highly sustainable location with a wide range of local services and facilities that can be accessed on foot and by bicycle and by frequent bus and Metrolink services that operate adjacent to the site.

The TS considers that it demonstrates that the proposed development can be accommodated without any significant negative impact on the local highway network, being in a highly sustainable location and without detriment to highway safety.

An Interim Travel Plan has also been prepared which identifies potential measures to promote the use of available sustainable transport options to users of the site and reduce reliance on the private car.

Transport for Greater Manchester (TfGM) are generally satisfied with the proposal, recommending that mitigation measures are explored for the junction at Spring Lane/Bury Road, which may include active travel measures, and the conditions noted above.

In relation to potential impacts on the adjacent Metrolink line, TfGM state that they support the proposal in principle, but that the interface between the proposed development and Metrolink has not been adequately addressed in the submission. Therefore, a condition is recommended requiring approval of details of works adjacent to the Metrolink.

The Highway Officer does not object to the proposal, subject to conditions noted above.

Therefore, the proposed development would not be detrimental to highway safety.

Parking and cycle storage provision

Supplementary Planning Document 11 states that the maximum parking standards for a school are:

- 1.5 spaces per classroom
- 3 disabled parking bays of 6% of the total capacity, whichever is the greater;

- 1 cycle stand per 10 full time equivalent staff (minimum)
- 1 cycle stand per 10 pupils (minimum)
- 1 two (or three) wheeled motor vehicle space per 40 full time equivalent staff - minimum of 2 spaces

On a simple calculation, this would equate to a maximum allowance of 66 car parking spaces. In relation to schools, SPD11 states that the standard equates to 1 car parking space per full time member of staff with limited provision for visitors and that only operational requirements should be provided for. However, the maximum standard (noting that it is supposed to represent 1 full time member of staff) is not reflective of modern operating circumstances for schools and assumes that parking should only be provided on the basis of the number of classrooms (and then only allowing for one member of staff per class). This fails to provide for the full time equivalent of all staff employed at a school and potential operational requirements.

The supporting TA states that there are 44 individual teaching spaces within the proposed school and that there would be 80 full time equivalent members of staff (which could equate to over a 100 members of staff on site at the same time) and it further confirms that the parking proposed (as set out in the description of the development) would be provided in line with the Department for Education (DfE) specification for staff and visitors (i.e. the operational requirements). It also notes that the (now increased) cycle parking provision would be located in a prominent position outside the main entrance (covered and monitored). Parking for community use of the sports facilities would be served by the same provision as for the school outside of school operating times. The TA states that the parking provisions as set out in the description is appropriate for the proposed operational and community requirements of the site.

SPD11 recommends a pragmatic approach to parking standards (concerning vehicles) in relation to education facilities, based upon operational requirements. In relation to community use of the sports facilities, SPD11 states that the standard is for individual consideration. Consequently, the (vehicle) parking provision would meet DfE requirements and the cycle storage provision has been increased to meet the minimum quantitative and qualitative standards stated in SPD11.

Ecology, trees and landscaping

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment.

The proposal is supported by a suite of ecological, species and aboriginal reports.

The Greater Manchester Ecology Unit (GMEU) have raised no objections to the proposal, subject to conditions noted above.

Bats

No evidence of bats roosting on the site were detected and only low levels of bat activity were recorded.

Great Crested Newt (gcn)

The nearest pond to the site within the Radcliffe Wetlands SBI was adequately surveyed and no great crested newts were located, which is in-line with the numerous previous surveys of this pond.

Approximately 0.8ha of the site are within 250m of the recently recorded gcn population. However, there are physical barriers to dispersal, such as the canal, which is a fairly effective barrier. Although the existing bridge provides a relatively direct route to the site i.e. would not add much to the distance separating the pond from the site, it is unvegetated and generally hostile to gcn dispersal. There is also significant areas of good cover for gcn between the pond and the canal. The risks to gcn are therefore very low.

Reasonable Avoidance Measures

Whilst the site is generally sub-optimal for most protected and priority species, species such as badger, hedgehog and amphibians such as common toad could forage across the site at night and be at risk during construction.

Invasive Species

Himalayan balsam was recorded along the northern boundary and Japanese knotweed recorded just off the site. Whilst the Japanese knotweed appears avoidable, Himalayan balsam seed is likely to be present within the footprint of the development.

Contributing to and Enhancing the Natural Environment

The development will result in the loss a fairly large area of grassland, that has been inaccurately portrayed as amenity grassland. It was historically managed as playing fields and regular mowing has not occurred for many years. Whether this changes the ecological value of the grassland is a separate issue, it may still be best described as modified grassland a low value habitat, but could potentially be other neutral grassland a moderate value habitat.

A net gain assessment has been provided that indicates a significant net gain, which may be sufficient to buffer any potential undervaluing of the baseline habitats.

Net gain can be achieved even if the grassland was upgraded to other neutral grassland. It will therefore be important to ensure that the trees planted are relatively quick growing and capable of quickly maturing and being native.

Therefore, subject to conditions, the proposed development would not cause harm to a protected species and would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan and the NPPF.

Trees and landscaping

An Arboricultural Impact Assessment (AIA) and a Tree Survey and Constraints Report has been submitted in support of the application. It confirms that there are no tree preservation orders or conservation areas pertaining to the site.

The AIA confirms that the development would result in the removal of 17no. trees as a direct impact of the proposed development (out of 70no. that were surveyed). The root protection areas have been identified in the Tree Protection Plan.

The Greater Manchester Ecology Unit consider that the proposed soft landscaping scheme, that includes 111no. trees, shrub, hedgerow and meadow planting, is acceptable.

Therefore, the proposed development, subject to conditional control, would not harm the character of the area and would be in accordance with Policy EN8/2 of the Bury Unitary Development Plan.

Other matters

Sustainability

The Department of Education requires that all their new build schools achieve netzero carbon emissions when in operation. This will be achieved through the generation of renewable energy on the site through the inclusion of photo-voltaic panels on the building's roof and energy efficient installations, such as air source heat pumps and efficient glazing.

The achievement of carbon net-zero in operation represents a significantly higher sustainability standard than is established within SPD 16: Design and Layout of New Development, which seeks for new non-residential developments to achieve at least a BREEAM rating of 'Very Good'.

Therefore, the proposed development would be in accordance with policies EN4/1 and EN4/2 of the Bury Unitary Development Plan.

Ground conditions

The Environmental Health - Contaminated Land Officer and the Coal Authority do not object to the proposal, subject to the above noted conditions.

Air quality

The Environmental Health - Air Quality Officer has no objection to the proposal, subject to the inclusion of a condition relating to the installation of electric vehicle charging points. The applicant has agreed to increase provision to 20% of the parking spaces (18no. spaces).

Drainage

Neither the Drainage Section (Lead Local Flood Authority) or United Utilities object to the proposal, subject to conditions relating to surface water drainage scheme and foul drainage.

Waste Management

No objection is raised by the Waste Management Section.

Greater Manchester Fire & Rescue Service (GMFRS)

The applicant has confirmed that the proposal would be in accordance with the technical requirements set out in the consultation response from the GMFRS.

Observation on representations received

The points raised in the representations, where material, have been addressed in the above analysis and/or recommended conditions.

Concerning the request that the banana path is moved away from the fence line for residential properties to the west of the site, the proposal does not include the path, which falls beyond the application site.

The representation from the Manchester, Bolton and Bury Canal Society suggests that the canal as a local resource is utilised by the school as an educational resource. However, this is an educational matter which is not a material planning matter.

CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be in accordance with the plan, unless material considerations indicate otherwise.

The proposed development would bring forward a new free school to meet an established need for additional free secondary school places in the Radcliffe locality as part of the Local Authority's identified schools strategy that is intended to be completed in May 2025.

The assessment finds that the proposal is acceptable in principle and thereafter, subject to conditions, would not have any unacceptable impacts on visual and residential amenity, highway safety or ecological interests and would be of an appropriate layout, scale and design.

Given the above, the proposal would be compliant with the above stated UDP policies, The Places for Everyone Joint Development Plan Document (PfE) and the NPPF. Therefore, in accordance with the Section 38(6) of the Planning and Compulsory Purchase Act, the proposal merits approval.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

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

Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. Subject to the requirements of the conditions below, the development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

Drawings

Site Location Plan (Dwg No. FS1013-ALA-EX-ZZ-D-L-0039 S2 REV.P04)

Access Strategy - Staff and Students (Dwg No. FS1013-ALA-EX-ZZ-D-L-0022 S2 REV.P02)

Access Strategy - Community use (Dwg No. FS1013-ALA-EX-ZZ-D-L-0023 S2 REV.P01)

Access Strategy - Servicing (Dwg No. FS1013-ALA-EX-ZZ-D-L-0024 S2 REV.P02)

Access Strategy - Parking Strategy (Dwg No. FS1013-ALA-EX-ZZ-D-L-0026 S2 REV.P02)

Green Infrastructure Strategy (Dwg No. FS1013-ALA-EX-ZZ-D-L-0028 S2 REV.P02)

Tree retention and removal plan (Dwg No. FS1013-ALA-EX-ZZ-D-L-0031 S2 REV.P02)

External Sports Provision (Dwg No. FS1013-ALA-EX-ZZ-D-L-0041 S2 REV.P03)

Landscape Visualizations (Dwg No. FS1013-ALA-EX-XX-I-L-0001)

Whole Site Plan (Dwg No. FS1013-ALA-EX-ZZ-D-L-0001 S2 REV.P04)

Existing Site Plan (Dwg No. FS1013-ALA-EX-ZZ-D-L-0002 S2 REV.P02)

Site Landscaping Plan - Overview (Dwg No. FS1013-ALA-EX-ZZ-D-L-0004 S2 REV.P02)

Planting Plan (Dwg No. FS1013-ALA-EX-ZZ-D-L-0010 S2 REV.P02)

PROPOSED EXTERNAL LIGHTING LAYOUT (Dwg No.

FS1013-KRD-EX-XX-D-E9003)

PROPOSED EXTERNAL LIGHTING STRATEGY (Dwg No.

FS1013-KRD-EX-XX-D-E9003)

Proposed Ground Floor & Sports Plan (Dwg No. FS1013-AHR-01-00-D-A-2001 S4 REV.P13)

Sports Hall (Dwg No. FS1013-AHR-01-00-D-A-2050 S4 REV.P01)

Proposed First Floor Plan (Dwg No. FS1013-AHR-01-01-D-A-2002 S4 REV.P10)

Proposed Second Floor Plan (Dwg No. FS1013-AHR-01-02-D-A-2002 S4 REV.P10)

Proposed Roof Plans (Dwg No. FS1013-AHR-01-RF-D-A-2003 S4 REV.P05)

Strip Sections 1-2 (Dwg No. FS1013-AHR-01-ZZ-D-A-2021 S4 REV.P05)

Strip Sections 2-2 (Dwg No. FS1013-AHR-01-ZZ-D-A-2022 S4 REV.P03)

Fencing General Arrangement (Dwg No. FS1013-ALA-EX-ZZ-D-L-0012 S2 REV.P02)

Elevations (Dwg No. FS1013-AHR-XX-ZZ-D-A-2010 S4 REV.P06)

Utility Survey (Dwg No. 42645-T-UG)

Levels Plan - Overview (Dwg No. FS1013-ALA-EX-ZZ-D-L-0013 S2 REV.P02)

Site Sections 1 of 2 (Dwg No. FS1013-ALA-EX-ZZ-D-L-0019 S2 REV.P02)

Documents

Phase II Geo-Environmental Assessment Report (Doc Ref. FS1013-BSL-XX-XX-T-O-1000 Rev. P01)
Remedial Strategy (Doc Ref. FS1013-BSL-XX-XX-T-O-1000 Rev. P01)
Desk Study Report (Project No. PC228400)
Ground Investigation (Project No. PN224390)
Outline Drainage Strategy (Doc Ref. FS1013-REN-XX-XX-T-C-0161 Rev. P02)
Crime Impact Statement (Ref. 2022/0391/CIS/02 Version A)
Arboricultural Impact Assessment (AIA)
Tree Survey and Constraints Report
Biodiversity Enhancement Measures (Doc. Ref. 11068-MS-StarRadcliffe-Biodiversity-V1 05.087.2023 Version 1)
Environmental & Intrusive Noise Study (Doc. Ref. FS1013-SOL-ZZ-ZZ-D-J-0002 P04)
Energy Strategy Report (Doc. Ref. FS1013-KRD-01-XX-T-Z-0204)
Demolition and Construction Management Plan (Doc. Ref. FS1013-MS-XX-XX-T-MC-1100 Rev 01)

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and a Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
5. Proposed areas of hardstanding located within the Coal Authority Development High Risk Area, including access roads and vehicle parking, shall be constructed with appropriate geogrid reinforcement to protect the development from the effects of potential land instability derived from any shallow coal mine workings present, as outlined in Section 10.2 of the supporting Phase II Geo-Environmental Assessment Report. These measures shall be carried out in accordance with

authoritative UK guidance.

Reason - In order to ensure the safety and stability of the development, pursuant to Section 15 of the National Planning Policy Framework.

6. Prior to the occupation of the development, a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm that the mitigation measures necessary to address the risks posed by past coal mining activity have been implemented in full.
Reason. To ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, pursuant to Section 15 of the National Planning Policy Framework.
7. No development comprising the erection of any external walls shall take place until details of the materials to be used in the construction of the external surfaces of the development, including the roof, and all boundary treatments and fencing, have been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved details.
Reason. Only indicative material details have been submitted and full details are required in the interests of visual amenity and to ensure a satisfactory development pursuant to Bury Unitary Development Plan policies EN1/1 and CF1/1.
8. Use of the development shall not commence until a community use agreement has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to internal and external sports facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.
Reason. To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport pursuant to chapter 8 - Promoting healthy communities of the NPPF and RT2/3 - Education Recreation Facilities.
9. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
 - (v) Foul and surface water shall drain on separate systems.The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any

subsequent replacement national standards.

Prior to the first occupation of the development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding and pollution, pursuant to Policy EN5/1 of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

10. Prior to the first occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

(a). Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and

(b). Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason. To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, pursuant to Policy EN5/1 of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

11. Development shall not commence until investigations have been completed to confirm the available capacity of the watercourse proposed to receive surface water flows and the appropriate Ordinary Watercourse Consent has been submitted to and approved by the Lead Local Flood Authority.

Reason. To ensure the adequacy of the proposed discharge to the culverted watercourse, to prevent an undue increase in surface water run-off and to reduce the risk of flooding and pollution, pursuant to Policy EN5/1 of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

12. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted to a scope and specification to be agreed on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

- Formation of the proposed site access/priority junction onto Spring Lane, incorporating the provision of visibility splays appropriate for a design speed of 30mph, tactile paved crossing point within an extension of the current limits of adoption, demarcation of the revised limits of the adopted highway, give-way markings and alterations to existing road markings, and all associated highway and highway drainage remedial works;
- Detailed design of the new access road and its alignment relative to the existing adopted footpath route (Banana Path)/Public Footpath No. 3, St. Andrew's, Radcliffe, that crosses the westerly boundary of the site and proposals for (if any) pedestrian connections to this route;
- Reinstatement of the redundant easterly site access onto Spring Lane to adjacent footway levels and all associated highway and highway drainage remedial works;
- In the event that the new access road is not to be considered for adoption by the Council, measures to prevent the discharge of surface water onto the adopted highway;
- In the event that any retaining structures are required that abut/are sited in close proximity to the adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage

details, calculations, pedestrian protection measures and a detailed construction method statement;

- Provision of a street lighting assessment to a scope and specification to be agreed for the junction of the proposed site access/priority junction onto Spring Lane and, where necessary, a scheme of improvements;
- Review of existing waiting restrictions in the vicinity of the proposed site access/priority junction onto Spring Lane and, if required, the introduction of new/extension of existing waiting and loading restrictions, including all necessary road markings and signage.;
- A programme for the implementation of the details to be agreed.

Thereafter, the development shall be implemented in full accordance with the agreed details and programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies RT6/2 - Pedestrian/Vehicular Conflict, CF1/1 - Location of New Community Facilities, EN1/2 - Townscape and Built Design and HT2/2 - Car Parking and New Development.

13. In the event that it is intended for the new access road to be considered for adoption by the Council, notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:
- Detailed design of the new access road and its alignment incorporating running lane/carriageway and footway widths to be agreed and any proposed gates to be inward opening and set back a minimum of 5.0m from the back of the adopted highway;
 - Proposed pedestrian and cycling facilities with appropriate tactile paved crossing points at all junctions/pedestrian crossing points, signage and road markings;
 - Provision of long sections and cross sections at positions to be agreed through the proposed new access road and roundabout to ensure that gradients will not exceed 1 in 14 for the purposes of adoption and incorporating a maximum 1 in 20 plateau at any junction within the development and at the interface with the adopted highway;
 - In the event that any retaining structures are required that abut/are sited in close proximity to the future adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
 - Demarcation of the limits of adoption at all relevant locations;
 - Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all proposed junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them;
 - Swept path analysis of the new access road to ensure that all vehicles anticipated to use the new road, including an 11.85m long refuse collection vehicle can pass a private car at all points, the bend and manoeuvre at the proposed mini-roundabout;
 - Proposed porous/permeable hardstanding materials and/or measures to prevent the discharge of surface water onto the adopted highway;
 - Provision of a street lighting assessment to a scope to be agreed for the new access road and street lighting scheme to a specification to be agreed;
 - Review of need for the introduction of waiting/loading restrictions on the new access road and at the proposed junctions/roundabout to a scope to be agreed, including all necessary road markings and signage;

- Proposed planting/surfacing details and management/maintenance arrangements for all landscaped/car parking areas abutting the proposed adopted highway.

The details subsequently approved shall be implemented to an agreed programme and to the satisfaction of the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety, pursuant to Bury Unitary Development Plan Policies HT6/2 - Pedestrian/Vehicular Conflict, CF1/1 - Location of New Community Facilities, EN1/2 - Townscape and Built Design and HT2/4 - Car Parking and New Development.

14. Notwithstanding the submitted 'Demolition and Construction Management Plan FS1013 Star Radcliffe Academy' reference FS1013-MSC-XX-XX-T-MC-1100 Rev 01 and dated 11 August 2023, no development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;
- Access route for all demolition/construction vehicles to the site from the Key Route Network;
- Access point/arrangements for demolition/construction traffic from Spring Lane, taking into consideration the need to maintain safe pedestrian/vehicular access to the adjacent temporary school site, and all temporary works required to facilitate access for demolition/construction vehicles;
- If proposed, details of site hoarding/gate positions; The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Spring Lane;
- Confirmation of hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations;
- Detailed method statements of construction and risk assessments which shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone, boundary and infrastructure*

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, pursuant to policies EN1/2, CF1/1 and HT6/2 of the Bury Unitary Development Plan.

*The detailed method statements of construction and risk assessments for working adjacent to Metrolink shall as a minimum provide for:-

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
 - loading and unloading of plant and materials;
 - storage of plant and materials used in constructing the development;
 - construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
 - the erection and maintenance of security hoarding, location to be agreed with Metrolink due to proximity of operational tramway and infrastructure;
 - provision of a "mock up" security hoarding, if required, to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;
 - measures to prevent the spread of detritus onto the Metrolink Track during construction; and
 - measures to control the emission of dust and dirt during construction.
15. In the event that it is not intended for the new access road to be considered for adoption by the Council, no above ground development shall commence unless and until details of the proposed arrangements for future management and maintenance of the proposed road within the development have been submitted to and approved by the local planning authority. The new access road shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.
Reason. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, pursuant to policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.
16. The various turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety, pursuant to policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.
17. The vehicle parking and refuse and coach drop-off laybys indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being brought into use.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
18. The bin storage arrangements to be provided within the curtilage of the school site shall be made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.
Reason. To ensure that adequate bin storage arrangements are provided to serve the site, pursuant to policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.
19. Eighteen car parking spaces shall be provided with electric vehicle (EV) charging points (minimum 7kW*) prior to the use of those spaces.
*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used.

Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

20. The secure cycle storage facilities indicated in the approved plans shall be provided in full before the development hereby approved is first brought into use and shall thereafter remain available for use for the lifetime of the development. For the avoidance of doubt, at least 80no. secure cycle storage spaces shall be provided for pupils and visitors and at least 10no. secure cycle spaces shall be provided for staff.

Reason. To ensure adequate cycle storage and in order to promote sustainable means of travel pursuant to policy HT6/1 of the Bury Unitary Development Plan.

21. No development shall take place until full details of the tree protection to the trees located within the Metrolink boundary have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the approved tree protection measures shall remain in situ until the development has been completed.

Reason: To protect trees against root damage and to maintain the status quo with regards the stability of the embankment, pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

22. Prior to first occupation of the development, a full School Travel Plan, which shall include clear objectives and modal split targets, together with a time-bound programme of implementation, monitoring, regular review and update; and be based on the particulars contained within the submitted Travel Plan (by VIA Solutions – Doc Ref. PS1013-VS-XX-XX-T-H-1003 TP), shall be submitted to and approved in writing by the local planning authority and thereafter operated in accordance with the agreed details and any subsequent updated School Travel Plan.

Reason. To promote and provide access to sustainable transport options, pursuant to Section 9 of the National Planning Policy Framework.

23. A landscape and ecological management plan (LEMP) (or equivalent) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include information which demonstrates the creation or management of habitats to secure a meaningful and measurable net gain for biodiversity, in line with the principles established in the proposed 'Site Landscaping Plan - Overview' (Dwg No. FS1013-ALA-EX-ZZ-D-L-0004 P02), 'Planting Plan' (Dwg No. FS1013-ALA-EX-ZZ-D-L-0010 P02) and 'Biodiversity Enhancement Measures Report' (Version 1).

The LEMP should include:

1. Description and evaluation of features to be managed;
2. Ecological trends and constraints on site that might influence management;
3. Aims and objectives of management;
4. Appropriate management options for achieving aims and objectives;
5. Prescriptions for management actions for all habitats for a period of no less than 30 years;
6. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
7. Details of the body or organization responsible for implementation of the plan, and;
8. Ongoing monitoring and remedial measures.

The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how

contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason. To ensure improvements to the biodiversity of the site, pursuant to policies EN8/2 and EN10/2 of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

24. All trees to be retained on the site, as indicated in the submitted Arboricultural Impact Assessment and approved drawing 'Tree retention and removal plan' (Dwg No. FS1013-ALA-EX-ZZ-D-L-0031 S2 REV.P02), shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

25. No development, site clearance or earth moving shall take place or material or machinery brought on site until a reasonable avoidance measures method statement for mammals and amphibians will be provided to and agreed in writing by the Local Planning Authority. Thereafter, the approved measures shall be implemented in full and maintained for the duration of the construction period or for any other period as may subsequently be agreed in writing by the Local Planning Authority.

Reason. This information is required prior to the commencement of development to ensure that the development does not adversely affect wildlife and protected species, pursuant to policy EN6/3 of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

26. Prior to any earthworks within 20 metres of the identified invasive species, an invasive species management strategy for Himalayan balsam and Japanese Knotweed shall be submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

Reason. The scheme does not provide full details of the actual extent of invasive species in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

27. 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. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

28. The development shall be carried out in accordance with the noise mitigation measures/recommendations in the Environmental & Intrusive Noise Study by Sol Acoustics submitted with the application, pursuant to policies EN7/2 and CF1/1 of the Bury Unitary Development Plan.

Reason. In order to ensure that the amenities of nearby residential occupants are not adversely impacted by noise, pursuant to policies EN7/2 and CF1/1 of the Bury Unitary Development Plan and the Section 15 of the National Planning Policy Framework.

29. Prior to installation, full details of the scheme of external lighting in association with the development hereby approved, including lighting spread, with details of levels of luminance, position, types, direction and size and technical summary, shall be submitted to and approved by the Local Planning Authority. The approved lighting scheme only shall thereafter be implemented prior to first occupation of the development hereby approved.

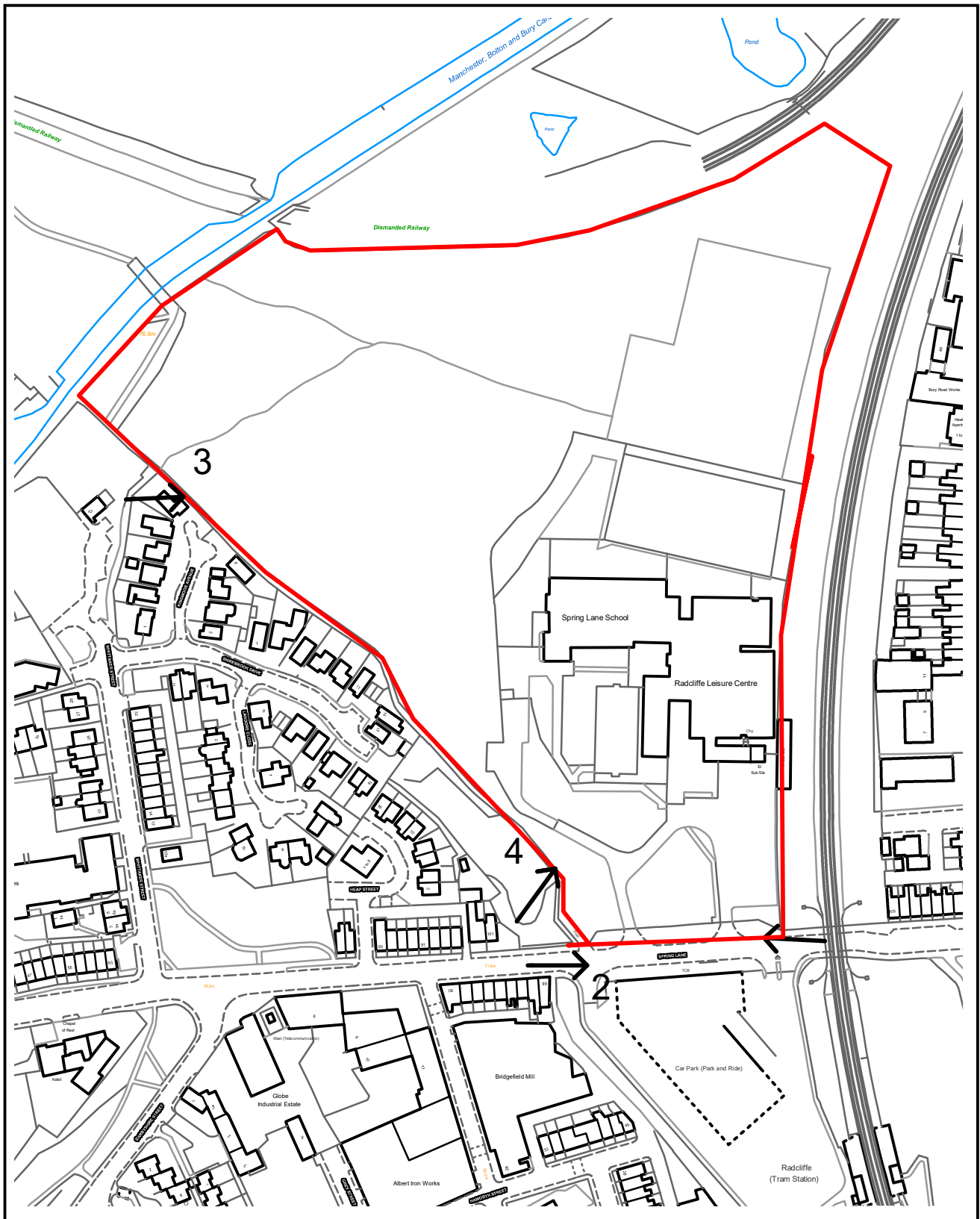
Reason. In the interests of residential amenity and to ensure no harm is caused to a Protected Species pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value and EN7 - Pollution Control.

30. The development hereby approved shall be carried out in accordance with the mitigation measures set out in the submitted Air Quality Assessment by Tetra Tech (Doc. Ref. 784-B047825).

Reason. To protect the amenity of users and visitors to the site and to ensure the satisfactory development of the site in terms of human health pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment and Bury Unitary Development Plan Policy EN7/1 - Atmospheric Pollution.

For further information on the application please contact **Dean Clapworthy** on **0161 253 5317**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 70071

**ADDRESS: Site of Radcliffe Leisure Centre
Spring Lane Radcliffe**

Planning, Environmental and Regulatory Services

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Bury
Council

70071

Aerial view of site (present layout)



Aerial visualisation of proposed layout



70071

Aerial view of site from the north



Aerial of the site from the south



70071

Photo 1 - Site frontage to Spring Lane from the east



Photo 2 - Site frontage to Spring Lane from the west



70071

Photo 3 - East across northern section of site from Banana Path



Photo 4 - East across southern section of site from Banana Path



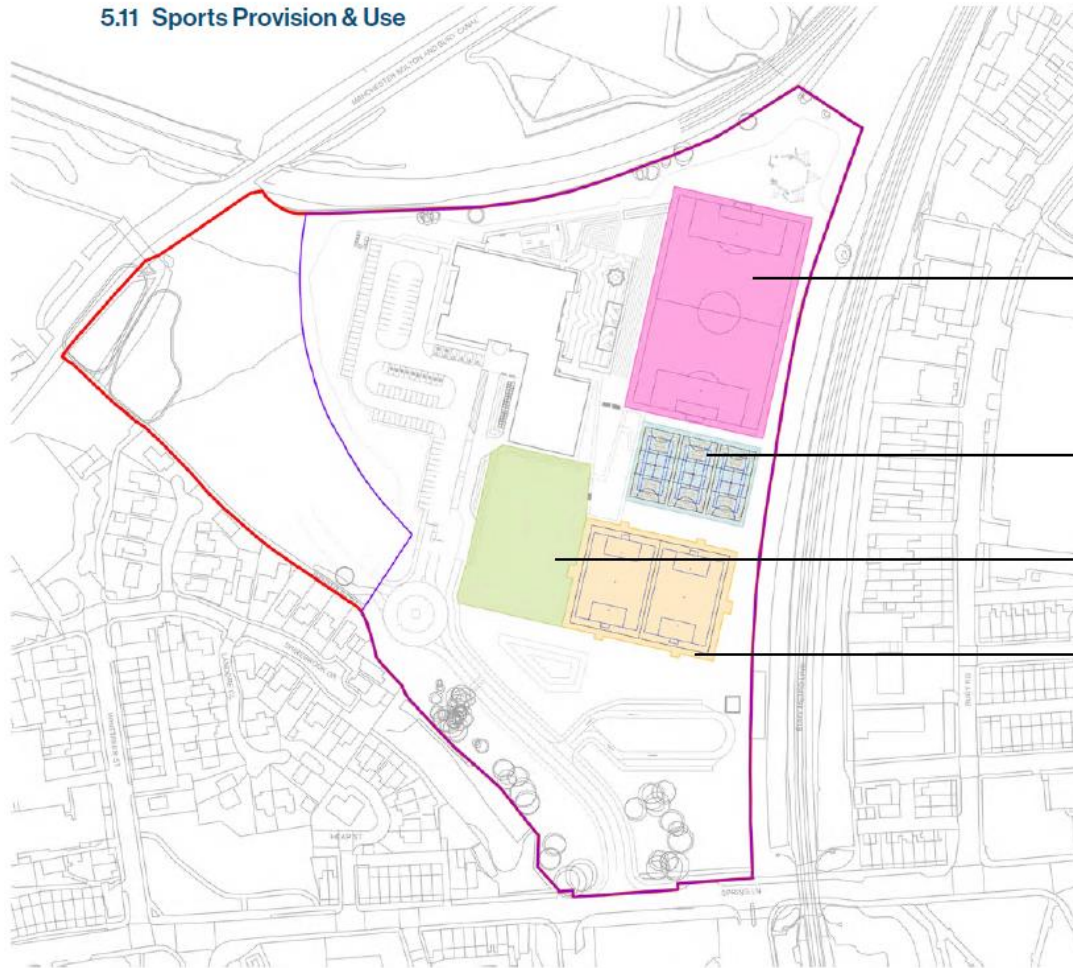
70071 - Proposed layout

-  Vehicular Entrance
-  Pedestrian/ Cyclist Entrance



70071 – Layout of sports provision & use

5.11 Sports Provision & Use



Due to the proposed building and fence arrangements, it allows the community to have access to all pitches without breaching the schools secure line.

3G All Weather Pitch-
97x61m
Long pile
Primary Sport: 1x U15/16 Football Also allows for rugby Training

MUGA
34.75x 51.75m
Primary Sports: 3x Basketball Court
3x Netball Court 3x Tennis Court

Informal Grass
Area could be used for informal athletic space in summer months

2GEN All Weather Pitch
66.67x 48m
Short Pile
Primary Sports: 1x 7 a side Hockey

2 x 5 a side Football
Area could also be used for informal cricket practice/games

70071 – Proposed elevations

[illegible]

A-R

1. *recedat quibus*
2. *recedat quibus*

Department for Education

1997

Classification

2025-04-07 00:00

The results are the subject of a forthcoming paper by the author and colleagues, to be published in the *Journal of the American Medical Association*. The study was conducted by the author and colleagues.



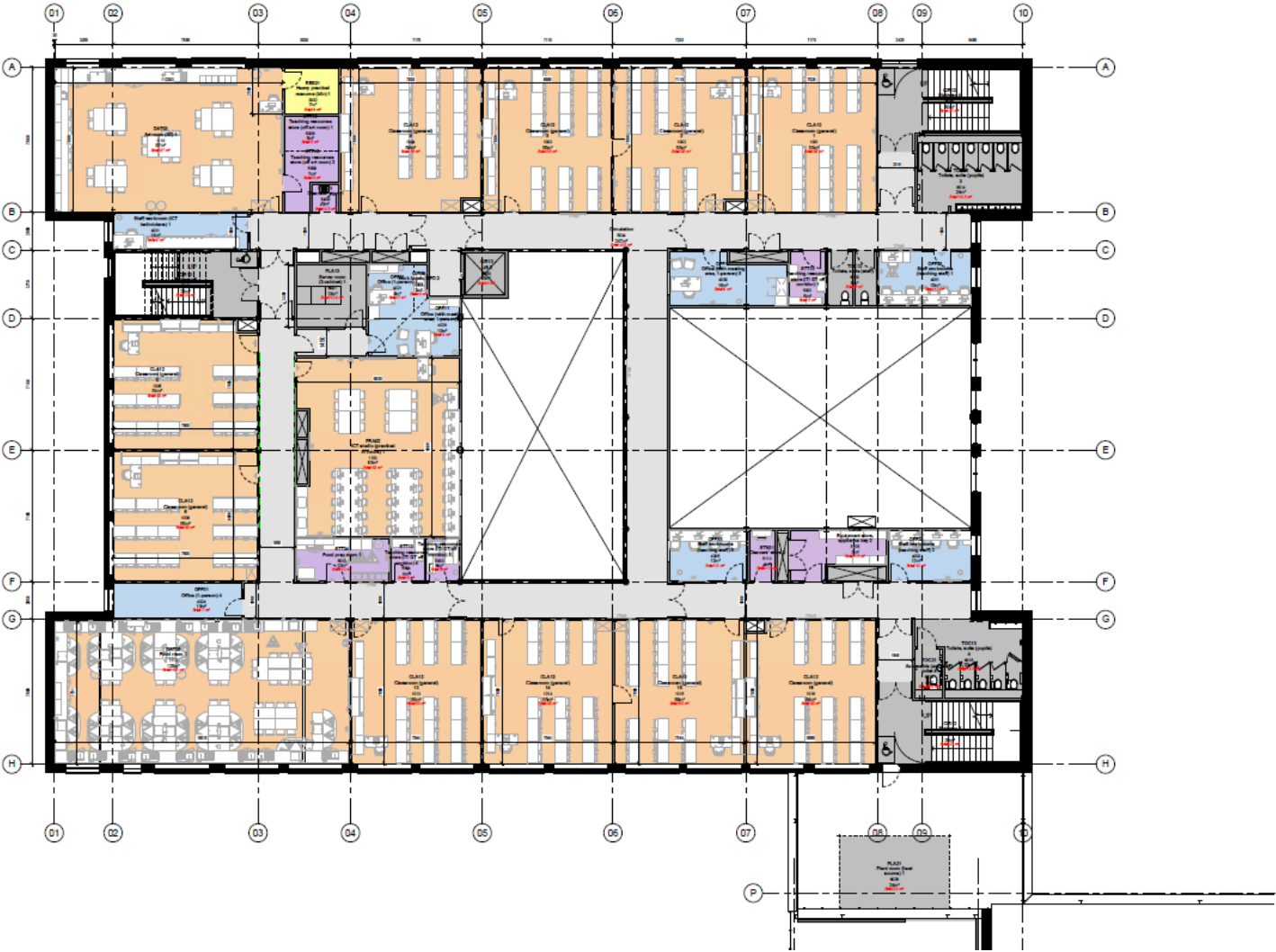
Elevation Locations

[illegible]

70071 – Proposed ground floor and sports layout



70071 – Proposed first floor layout



1 Level 02 - GA Plan - Sheet 1
1:100



70071 – Aerial perspective of site



70071 - Existing buildings on site

