

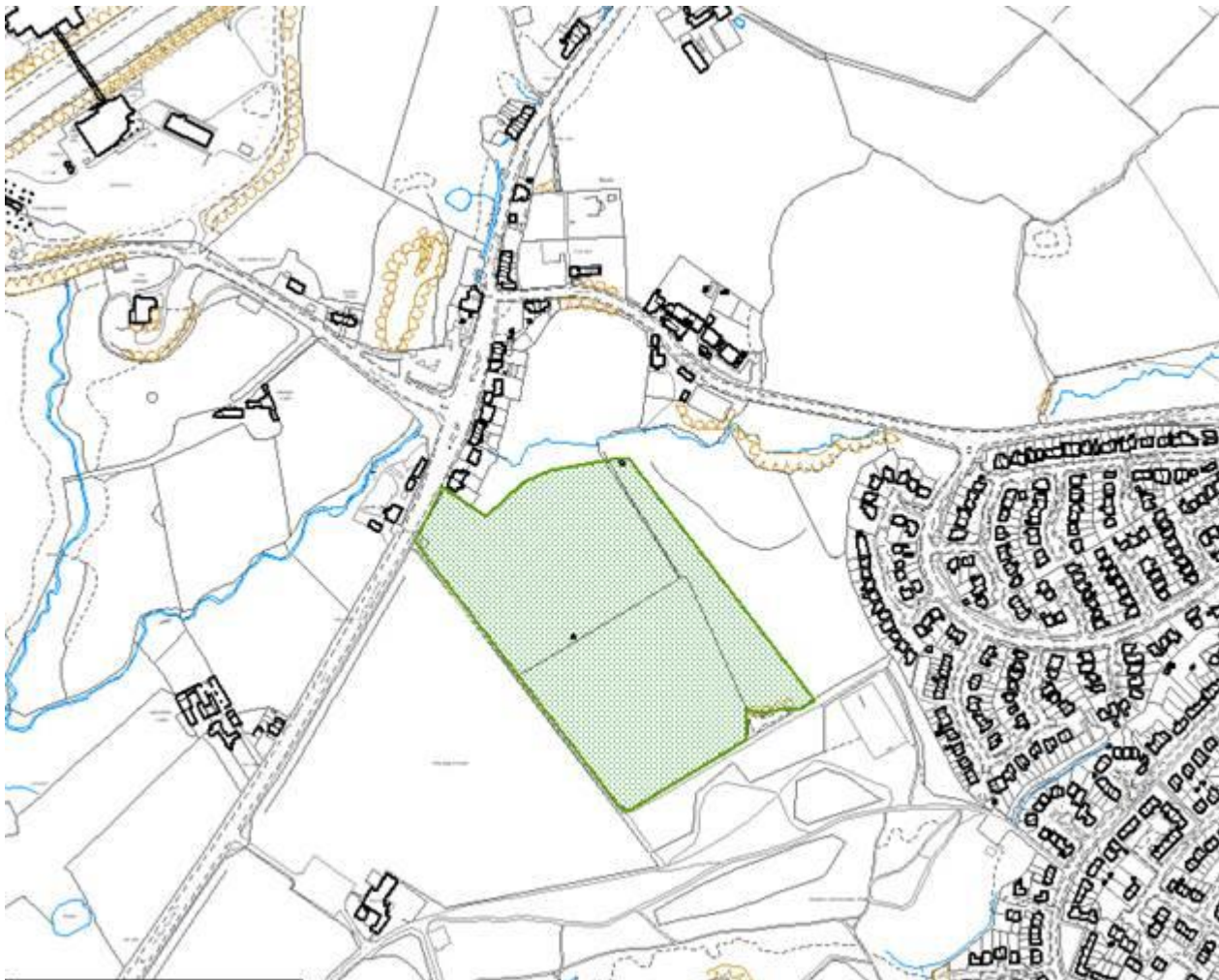
Report to Planning and Licensing Committee



Date of Meeting Portfolio	1 st October 2020 Councillor Carol Wardle Cabinet Member for Planning, Development & Housing
Report Author Public/Private Document	Samia Syeda Public

Application: 20/00912/OUT	Township: Middleton	Ward: West Middleton
Applicant: Rochdale Borough Council		Agent: Rochdale Borough Council
Site Address: Land To The East Of Heywood Old Road, Middleton, OL10 2QL		
Proposal:	Outline planning application for new secondary school development and associated parking, sports provision and landscaping (with details of access provided, and all other matters reserved)	

SITE LOCATION



DELEGATION

- 1.1 The application falls to be determined by the Planning and Licensing Committee as it comprises major development and is an application submitted by the Council and more than 10 objections have been received.

PROPOSAL SUMMARY

- 2.1 Outline planning permission is sought for a new secondary school with associated parking, sports provision and landscaping (with details of access provided, and all other matters reserved).

RECOMMENDATION

- 3.1 It is recommended that the Planning and Licensing Committee resolves it is minded to **GRANT permission** subject to the recommended conditions.

REASON FOR RECOMMENDATION

- 4.1 The site lies outside of the Defined Urban Area where saved Policy G/D/1 (Defined Urban Area) of the Rochdale Unitary Development Plan (UDP) states that land between this Urban Area and the Green Belt is subject to saved Policy D/10 (Protected Open Land). This policy should be read in conjunction with Core Strategy Policy G5 (Managing Protected Open Land) which sets out the up to date policy position in respect of development on Protected Open Land. The site is also designated as a Greenspace Corridor where UDP Policy G/8 applies.
- 4.2 By virtue of the Core Strategy Policy G5, the proposed secondary school is considered to meet the criteria under section 3 of the policy which deals with proposed development on Protected Open Land. There is evidenced demand for the new school and it is considered that appropriate alternative sites do not exist to meet this need. It is also noted that the proposed school delivers a number of additional benefits including the generation of a number of employment positions at various levels, the improvement of access and connectivity to the site, the provision of new sports facilities for the wider community, all of which will assist to improve the deprivation levels of Langley, which is currently between 10-20% of the most deprived in the country.
- 4.2 Having regard to all material considerations and subject to conditions, the proposal would not result in significant harm to the amenity of neighbouring residents; the operation and safety of surrounding highway network; listed buildings or conservation areas; and the hydrological, mineral and geological implications of the site. Subject to conditions, the proposals would provide satisfactory mitigation of the majority of the visual impacts, protected species and nature conservation interests and improvements would be provided to Rochdale Way in accordance with the requirements of UDP Policy G/8.

4.3 Therefore, considering all the merits of the proposed scheme, it is concluded that the proposal would represent a sustainable form of development and it is considered that the beneficial impacts would outweigh the adverse impacts of the proposed scheme. The proposal therefore comprises sustainable development and it is recommended that planning permission is granted subject to conditions.

SITE

The application site relates to 5.8ha of land currently comprising a wider area of grazing land at Birch/Bowlee enclosed with hedges, timber fencing and timber post and wire fencing. The site itself comprises a broadly rectangular parcel of land comprising two fields and part of a third. Buried services run horizontally through the centre of the site. There is a gradient across the wider grazing land of almost 15m from southeast to northwest, with banks and undulating areas throughout.

The site is located to the southeast of Heywood Old Road (A6045) which also forms its access point. It is bound to the west by dwellings and their gardens along Heywood Old Road (nos 588-626) and the road itself. Whittle Brook is located to the north, and to the east are residential properties on the Langley Estate, with the wider grazing land bounded by properties on Wrigley Fold in this direction. A mature hedgerow (along Rochdale Way, a public right of way) lines the south-western boundary beyond which is Bowlee Playing Fields. Large clusters of woodland are located both to the northeast and to the southeast.

The site is located in the Birch/Bowlee area in West Middleton Ward between the urban areas of Middleton and Heywood. The site is located southeast of the Birch Conservation Area which extends north along Heywood Old Road into Birch village from the northwest corner of the wider grazing land where it meets Whittle Brook.

Pedestrian access routes are available in the locality from the Rochdale Way, or the Bowlee Community Park route, which provide some level of connectivity from the site to the east. The site itself is however not publicly accessible.

PROPOSAL

The application seeks outline planning permission for the erection of a new secondary school with associated parking, sports provision and landscaping but with detailed approval for means of access. All other matters are reserved including layout, scale, appearance and landscaping.

The application is for a new secondary school for 900 pupils (Years 7-11, aged 11-16), with approximately 90 Full Time Equivalent (FTE) staff. The school will be run by the Altus Education Partnership (AEP) who successfully bid to the Department for Education (DfE) to deliver the school through the Government's Free School Programme. AEP are the body who also run Rochdale Sixth Form College.

An Indicative Site Layout has been submitted with the application to indicate the general form, layout and location of the various uses that are envisaged for the site. The school building(s) and external spaces are sized in line with national design guidance for a 900 place secondary school. The floorspace of the building(s) proposed will be confirmed at the reserved matters stage but will be in the region of 6,720sqm (Gross Internal Floor Area). The building(s) will be a maximum of 3 stories in height (approximately 10-13m from ground level to parapet).

The Indicative Site Layout shows the built form, comprising a separate school building and sports hall positioned central to the south portion of the site whilst grass

playing fields have been indicated to the north, separated by the buried services, however this arrangement may be revisited prior to the detailed reserved matters application. The detailed floor plans and elevations for the scheme will be provided at the reserved matters stage. However, the submitted Design and Access Statement sets out that the final built form will follow one of the DfE's baseline scheme designs, sized to a 900 place secondary school. The baseline scheme designs include: a superblock, a finger block arrangement and a 'donut' arrangement around a central courtyard space. The final material choice will be provided at the reserved matters stage.

In addition to the grass playing fields (which will be marked out for a number of different sports), other external spaces shown on the Indicative Site Layout include hard courts, outdoor social and play space, a habitat area, and access and car parking. The school site will also have a 'secure line' boundary of up to 2.4m around the parts of the school that will not be publicly accessible (with details to be provided at the reserved matters stage).

Parking provision will be finalised as part of the reserved matters application, but it is assumed at this stage that it will be provided in accordance with the standards set out in the Core Strategy (1.5 spaces per classroom, and 6% as accessible spaces). Provision will also be made for electric vehicle parking. Cycle parking and motorcycle parking will also be considered in line with the Core Strategy standards (1:10 pupils and staff for cycle parking, and 1:40 staff for motorcycle parking). Provision will also be made for parent drop-off on-site, and a bus lay-by will be provided on site for use by coaches for school trips. In terms of accessibility for all, the new school will be designed to comply with the requirements of both Building Regulations Part M and BS8300:2010.

The site will be accessed via a new priority T-junction with Heywood Old Road, including a new right-turn ghost island. The site access has been designed in line with the Greater Manchester Beeline Standards. Adequate visibility splays for a 30mph road are achieved as per Manual for Streets (MfS) in 2.4m x 43m. Vehicle swept paths show that the access will operate adequately as a right in / out and left in / out for a large (11.2m) refuse vehicle and fire engine.

The vehicular site access design also outlines the provision of a 2.5m wide footway on either side of the new access road that connects directly with the footways along Heywood Old Road both north and south of the site. A dedicated pedestrian / cycle connection to the Langley Estate outside of the site boundary is to be provided along Rochdale Way and outlined in more detail as part of a future reserved matters / discharge of condition application.

ENVIRONMENTAL IMPACT ASSESSMENT

In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 the Council has conducted a screening opinion. This was in order to establish whether the proposed development was likely to have significant effects on the environment to warrant the carrying out of an Environmental Impact Assessment (EIA) and the submission of an Environmental Statement by the

developer. It was concluded that the proposed development does not warrant the submission of an EIA.

DEVELOPMENT PLAN

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF) – February 2019
National Planning Practice Guidance (NPPG)

REGIONAL GUIDANCE

Greater Manchester Joint Minerals Development Plan – March 2013

LOCAL GUIDANCE

Adopted Rochdale Core Strategy (CS):

SP2	The Spatial Strategy for the borough
SP3	The Spatial Strategy for the townships
SD1	Delivering sustainable development
DM1	General development requirements
SO2	Creating successful and healthy communities
C6	Improving health and well being
C7	Delivering education facilities
C8	Improving community, sport, leisure and cultural facilities
SO3	Improving design, image and quality of place
P1	Improving image
P2	Protecting and enhancing character, landscape and heritage
P3	Improving design of new development
SO4	Promoting a greener environment
G1	Tackling and adapting to climate change
G2	Energy and new development
G3	Renewable and low carbon energy developments
G5	Managing protected open land
G6	Enhancing green infrastructure
G7	Increasing the value of biodiversity and geodiversity
G8	Managing water resources and flood risk
G9	Reducing the impact of pollution, contamination and land instability
G10	Managing mineral resources
G11	Managing Waste
SO5	Improving accessibility and delivering sustainable transport
T1	Delivering sustainable transport
T2	Improving accessibility

Rochdale Unitary Development Plan (UDP):

G/D/1	Defined Urban Area
D/10	Protected Open Land
G/8	Greenspace Corridors
RE/6	Recreational Rights of Way
G/M/1	Protection and Prudent Use of Resources
BE/17	New Development Affecting Conservation Areas
EM/7	Development and Flood Risk
EM/8	Protection of Surface and Ground Water

Supplementary Planning Documents (SPD):

Climate Change Adaptation SPD (June 2012)
Biodiversity and Development SPD (updated 2017)

RELEVANT HISTORY

There have been no planning applications of relevance on the site.

CONSULTATION RESPONSES - SUMMARIES

Highways and Engineering (First Response) - No objection subject to conditions requiring an assessment of the surrounding junctions and a review of the access point using up to date traffic data (when available) and the submission of a full Transport Assessment. The access is located at a point with adequate visibility. The access has sufficient capacity to accommodate a development of this type and scale. The access point is well served by a cycling route and this should be incorporated into the access arrangements for sustainable travel.

The Highways Service are satisfied that the principle of the proposed development can be accommodated within the Highway network and that the proposed access arrangement would be suitable when considering a secondary school. There will be a number of walking and cycling routes to enable travel to and from the school in addition to the vehicular access point, which will also assist with enabling sustainable modes of travel and minimise vehicular movements.

Highways and Engineering (Second Response) – The Highway network along Heywood Old Road is already subject to Highway Improvements as part of other planning applications which deliver traffic flow and road safety improvements which assist in considering this application, these include;

- Improvements to the general Highway layout for Birch Village on Heywood Old Road
- Junction improvements at the junction of Heywood Old Road and Langley Lane

Whilst an application such as this would normally be accompanied by a Transport Assessment, with the above in mind and given the current public health restrictions (which are having a considerable effect on traffic flow numbers across the region);

the Highway Authority are satisfied with the assessment that has been undertaken to date. A detailed traffic assessment of the junction should ideally be undertaken when traffic volumes return to pre-restriction levels. However, given that this is unknown at this stage, it is possible to look at previous year's data for traffic flow and apply factors to determine the junction assessments and make an assessment. Given that schools operate to defined timings in terms of arrival and departing peak periods, the Highways Service have no objection to the proposals and find that the development can be accommodated on the Highway network. Other points regarding access such as road safety and visibility have also been considered when assessing the suitability of this access point.

Transport for Greater Manchester (TfGM) - Due to COVID no up-to date traffic surveys have been undertaken. The Transport Statement (TS) states that Rochdale MBC have agreed that a 2014 traffic survey that was used in an adjacent planning application would be acceptable.

The trip generation has been undertaken using the TRICS database. TfGM have perused the results and they seem to be satisfactory. TfGM have reviewed the modelling outputs and further modelling work would be beneficial to address the vehicle mix, to undertake a sensitivity test.

The current bus service availability is limited. Only one service serves the stops located in the vicinity of the proposed development. The TS does not provide details on the infrastructure make-up of the existing bus stops.

In order to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

The existing cycle lane widths along Heywood Old Road are sub-standard and should be 2.0 metres to meet current standards. The cycling and walking isochrones should be backed up by the thorough audit of the facilities and suitable mitigation identified. The connection with National Cycle Route 66 has no relevance for a school.

Details of the pedestrian footway between the school and the Langley estate should be provided in the TS – this should include whether this will be designated as a PROW. This should be a segregated cycle and pedestrian route and designated as a bridleway. To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian / cycling environment are required to help encourage the uptake of active travel modes by future users of the development.

Should Rochdale Council be minded to approve this application, it is suggested that the development, submission, implementation and monitoring of a full Travel Plan within 6 months of occupation be attached as a condition of any planning consent.

Conservation and Design - No objection subject to conditions. The proposed development site is located within the setting of the Birch Village Conservation Area

and as such, it is expected that the development is sympathetically designed to complement the local vernacular.

The Indicative Site Layout as provided demonstrates the proposed siting of the school buildings which are set back a considerable distance away from the highway. This will help the new development avoid detracting from the adjacent heritage assets within the street scene.

It is concluded that the likely impact this development will have upon the setting of the designated heritage asset will be neutral (NPPF, paragraph 192) and subsequently this application is supported for approval. To ensure the setting of the conservation area is not compromised it is expected that the proposed design and material palette details to be submitted at reserved matters stage must complement the local vernacular.

Greater Manchester Archaeological Advisory Service (GMAAS) - GMAAS accepts the archaeological desk-based assessment (DBA) as meeting the requirements for such a study as set-out in NPPF 189. It also accepts the conclusions of the DBA regarding known and potential archaeological interests and their significance. Given that the DBA recognises a potential for archaeological remains to survive within the Proposed Development Area GMAAS recommends that a condition be attached to any consent requiring that a programme of archaeological evaluation commencing with geophysical survey followed by evaluation trenching to test anomalies and provide a spatial sample and, where justified by the results, targeted area excavation be undertaken. This conditions should secure the necessary programme of archaeological work, which should be undertaken by a suitably qualified and experienced archaeological contractor.

United Utilities – Confirm the proposals within the Flood Risk Assessment and Drainage Strategy are acceptable in principle and request a surface water condition and a management and maintenance condition.

Environment Agency (EA) - Matters associated with the discharge rate of surface water in an ordinary watercourse should be addressed by the Lead Local Flood Authority (LLFA) in the first instance. This is also applicable for the discharge rates of surface water to 'Main River' watercourses.

A Flood Risk Activity Permit (FRAP) may only be required from the EA if works associated e.g. installation of an outfall are within 8 metres of 'Main River' (fluvial) designation. We would ask that any works on a watercourse are proportionate and suited to requirement e.g. an appropriately outfall is sized integrating well into the existing bankside and does not result in significant alteration to watercourse characteristics. It should also be ensured that any discharge entering a watercourse is appropriately treated prior within the proposal's drainage system e.g. via petrol interceptors.

Lead Local Flood Authority/Drainage - No objection. The Drainage Strategy notes that the only foul sewer is located to the east of the site (Knight's Ave) and a foul pumping station will be needed to discharge to this point. United Utilities have checked capacity and advised that a connection to this network will be acceptable

The site is located within Flood Zone 1. Sequential and Exception Test (planning) is not required. The Drainage Strategy calculates a greenfield runoff rate for the Qbar (ave annual rate 2.3 years) of 9.3 l/s. For an assumed new impermeable area of 1.3 hectares of total area of 5.8 hectares, this would require approx. 880.cu.m. storage. The Strategy suggests that an attenuation pond of 730 sq.m. would be required (i.e. 45m x 16m). This is quite a large pond; it has not been shown on the 'Proposed Site Plan'. Surface water runoff from parking areas can be significantly reduced if permeable tarmac were used for car parking areas.

In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way and conditions should be attached reflecting this.

The Coal Authority - The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

Schools Service – Fully support the application. There is a growing shortage of secondary school places in Middleton and the school is necessary for Rochdale Council to meet its statutory duty to offer every child living in the area a school place. All existing schools in Middleton have been extended as much as possible, with an additional 120 places per year group already having been created recently. Forecasts show there will be a shortage of 138 Year 7 places by 2022 and 186 places by 2028 as the large cohorts currently in Primary School in Middleton reach age 11.

Environmental Control (Landfill Gas) – The supplied report is generally acceptable, however it does say further investigation may be required and the remediation proposals should be explored.

Environmental Health - Air Quality - No objection subject to a condition to address the impacts on air quality of any demolition/site preparation and construction phases of the development particularly on neighbouring sensitive receptors. The location is relatively close to existing residential areas, therefore NO₂, PM₁₀ and PM_{2.5} levels need to be assessed with any mitigation measures to contain fugitive dust emissions included in a Dust Management Plan which will form part of a Combined Environmental Management Plan.

It will also be expected that the development will incorporate Electric Vehicle Charging Points. As the proposal is a new school with more than 10 car parking spaces within the site boundary, there is a requirement for one charge point per 5 spaces to be provided. These must have a minimum power rating output of 7Kw and be fitted with a universal socket that can charge all types of electric vehicles currently on the market and meet safety and accessibility requirements. These charge points must be at least mode 3 or equivalent.

Environmental Health (Noise/Odours) - No objection. A condition should be imposed requiring the mitigation measures documented in Section 5 of the Noise Impact Assessment to be implemented as described.

Greater Manchester Ecology Unit - The developer's ecological consultant identified no significant ecological issues. Issues relating to nesting birds, badgers, invasive species and proximity to Whittle Brook can be resolved via condition and or informative. Biodiversity enhancement measures will need to be dealt with in more detail at reserved matters stage. Further bat surveys are currently underway which will need to be supplied prior to determination. It should also be noted that if the Environment Bill passes through parliament in its current form, 10% biodiversity net gain will become mandatory.

Tree Officer – No objection subject to conditions. The site is predominantly open grassland and many trees are located at the site boundaries and is largely capable of being retained, except for individual trees at the planned access and some small tree groups along old hedgelines.

There are intact hedgerows at the site boundaries, also capable of being retained, and defunct hedgerows which cross the site. Some lengths of defunct hedgerow will need to be removed to facilitate the development but the losses would be acceptable, providing that replacement tree, shrub and hedgerow planting is carried out.

Once more details of the proposed layout of the development are available an Arboricultural Implications Report should be provided, with full details of any tree losses which the scheme will cause.

GMP Design For Security - Having looked at the documents submitted, we would recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

MEMBER REPRESENTATIONS

No representations have been received from Members.

PUBLIC REPRESENTATIONS

Letters of notification were sent by the Local Planning Authority to surrounding neighbours, various notices displayed in the vicinity of the site and a notice placed in the local press.

Objection Reps	22	Support Reps	0	Neutral Reps	2
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22 objections have been received but six of these are from the same households.

Comments made in respect of the application are summarised as follows:

Neutral:

- There seems to be very little information regarding the proposed school. I would like to know the position of the school bus stops and the proposed use of the land immediately behind my home.

Officer Response: Details in relation to the use, scale, landscape and appearance are all reserved matters and therefore the associated detail will be provided under separate applications. Bus stops are located in close proximity to the site for northbound and southbound services on Heywood Old Road. A bus lay-by will be provided on site for use by coaches for school trips.

- A set of two way traffic lights installed at the end of Langley Lane will considerably alleviate my concerns in relation to traffic

Officer Response: Details of the improvements to Langley Lane are provided in the relevant Analysis section below

Objections:

Protected Open Land

- The Applicant does not provide justification to build on POL
- A new school is not needed when there are undersubscribed secondary schools within a 3 mile radius and a large boroughwide school vacancy rate, as well as funding for a new school in Littleborough
- The area is a natural open space
- Consider other brownfield sites which are available in close proximity
- Consider repurposing vacant office space

Officer Response: The assessment on Protected Open Land is considered in the relevant Analysis section below

Ecology and Trees

- The area provides a natural habitat for wildlife including roe deer, badgers, rabbits, foxes, small mammals, sparrow hawks, owls, kestrels, woodpeckers, horses, bats, bees
- Ancient hedgerows will be removed

Officer Response: Consideration of the ecological and biodiversity implications are discussed in the 'Analysis' section of the report

Design

- A three storey building will be overwhelmingly out of character in this location
- Birch Village is a Conservation Area which will not be able to continue as such

Officer Response: Consideration of the design and heritage implications are discussed in the 'Analysis' section of the report

Highway and Access

- The access to the school is a major concern as the stretch of road is an accident black spot. The road is narrow, a single carriageway in both directions, and although subject to 30mph speed limit, this is exceeded
- The carriageway and infrastructure is unsuitable for the volume of traffic
- Data used in the Transport Statement is out of date and does not take account of the increased traffic from new housing on the Langley estate, the new Taylor Wimpey development on Langley Lane/Hollin Lane and the new development at Junction 19
- Car use will dominate as the area has no public transport

Officer Response: Consideration of the access and traffic implications are discussed in the 'Analysis' section of the report

Amenity

- The scheme will lead to increased crime, disturbance, noise and light pollution and littering from the school and associated infrastructure
- There is no need for playing fields as there are two purpose built fields adjacent to the proposed development
- The school building is too close to houses on Wrigley Fold

Officer Response: Consideration of residential amenity are discussed in the 'Analysis' section of the report

Flood and Drainage

- The development will prevent the natural management of rainfall in the area and put properties in and around the area at risk of flooding. The existing drains are already struggling to cope with the level of rainfall we are currently experiencing due to the new developments being undertaken within the Middleton area
- *Officer Response: Consideration of flood and drainage matters are discussed in the 'Analysis' section of the report*

Other Comments

- The consultation for this planning application has been poor

Officer Response: The Applicant consulted a wide geographical area spanning the West Middleton Ward area (6,938 residential properties). Other forms of consultation included media coverage, web coverage, direct emails to consultees and an online questionnaire.

Comments have also been made in relation to impact on views from residential properties and the impact on houses prices, neither of which are a material consideration.

ANALYSIS

Principle of Development

1. The site lies within an area of Protected Open Land (POL) as designated under Policy D/10 of the UDP. Given that the site is identified as POL, Policy G5 of the Core Strategy applies to this site.
2. Policy G5 of the Core Strategy states that Protected Open Land outside the urban area needs to be managed to ensure a satisfactory balance between restricting its development to focus on development and regeneration in the urban area, and its justified release to meet development needs which cannot be met within the urban area. In relation to this final point, section 3 of the policy sets out a number of criteria, all of which must be met to allow the release of POL for development. The site also lies in a Greenspace Corridor where UDP Policy G/8 applies. Here development will be permitted whether it enhances the recreational, ecological or landscape and amenity value of the corridor.
3. The sections below consider the proposed development against these relevant policies.

Protected Open Land (Core Strategy Policy G5)

4. Core Strategy Policy G5 requires a number of criteria to be met before land in POL is released. An assessment against these criteria is provided below:

a. there is evidence that the development is needed and that 'urban' brownfield and greenfield sites are not available to meet those needs;

5. A key material consideration in the determination of this planning application is the basic needs case for new school places. This needs case is critical in the context of the 2011 Ministerial Statement and NPPF Paragraph 94 which states:

"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted".*

6. In line with the above, the Council has a statutory duty to offer a school place to every child living in the borough and consequently has a duty to plan for predicted demand. In doing so, the Council can assist in addressing the deprivation in the closest residential areas to the site, located at the Langley Estate, which is within the 10% most deprived neighbourhoods in the country for Education (Indices of Deprivation Map 2019).
7. The rise in Primary age pupils in the borough started in 2005 and the largest Reception cohort so far occurred in September 2017. This is 12 years of consecutive rises in Primary age pupil numbers. In 2012 the larger cohorts started to affect Year 7 Secondary school numbers, which are due to continue rising until 2028. Since the start of the rise in Primary numbers an extra 600

children have taken up places in the borough's schools in Reception year, an increase of 24%. This has been at a rate of approximately 50 additional children per year. However the borough has also had 4 years of increased in-year admissions of Primary age children; roughly half from other boroughs and half who are new to the country. Consequently Year 6 numbers have risen by almost 600 pupils in the last 5 years, at a rate of an additional 110 pupils per year, up to 2019.

8. Since 2013, eight of the 12 borough Secondary schools have had or will have had major building works to accommodate growing cohorts. This will have created (by September 2019), an extra 330 places per year group, an increase of 13% in Secondary school capacity. Two further schools have taken extra children within their existing structures. So far, because of previous spare capacity, Rochdale schools have been able to offer enough Year 7 Secondary school places in the borough. For Secondary intake in September 2020 the Director of Children's Services asked all Secondary schools in the borough to take an additional 10 pupils. With the schools who agreed, and a local sixth form closing and creating an additional form of entry, the borough will have an additional 80 places for the September 2020 intake.
9. Middleton currently has three secondary schools; Middleton Technology School in the south/east of the township, Cardinal Langley Roman Catholic School in the north east and St Anne's Academy in Hopwood Hall Ward. All three existing schools have had major building works to accommodate additional children over the last 6 years, creating an additional 120 places per year. In Middleton Primary School capacity grew from 543 places in 2009 to 720 places in 2015 (current year 4); a rise of 177.
10. Further Middleton also sees a net increase of children at the Primary to Secondary transition of between 5% and 16%. The net increase is partly due to Cardinal Langley Roman Catholic High school that attracts Roman Catholic applications from across neighbouring boroughs, and Middleton Technology High School in southeast Middleton that attracts applications from Oldham and Manchester boroughs. Middleton Secondary schools currently have a total published admission number of 660 per year group.
11. In response to objections received, it is noted that the Council is required to meet its statutory duty to place children "within 3 miles safe walking distance" for the Secondary age group. If it cannot place a child within this distance the Council must pay for the transport costs of the school commute for those children from its own funds. Consequently the Council does not place children from Middleton in Rochdale Township schools except in exceptional circumstance.
12. It should also be noted that Middleton has seen a significant increase in new housing, including the new housing developments of Willow Park, Langley Lane and the Hollin Lane Masterplan area. All three of these developments are under-construction. The Council uses standard pupil yield numbers for estimating potential pupil numbers from new houses. At Secondary school age the yield factor used in Rochdale is 1 new secondary aged pupil for every 10 houses, which is effectively 1 child per school year for every 50 houses. This yield factor is relatively low compared to many councils.

13. Despite this low yield factor, with the additional housing and rise in current cohorts of children at Primary school age, the forecast is for Middleton to need an additional 200 Year 7 places by 2028. The current planning window for the DfE suggests a 900 place school with an intake of 180 pupils is what is required to meet basic need requirements for Secondary school children in Middleton.

14. The Planning Statement clearly outlines the sites within Middleton, that being the catchment area, which have been considered and include Hopwood Hall College and Bowlee Playing Fields, both of which have environmental designations that would need to be overcome to release the sites for development. It is also necessary for the development to be sited on Council owned land to avoid incurring additional expenditure in terms of site acquisition to facilitate the delivery of the school. In this regard, it can also be confirmed that there are no other previously developed or greenfield Council owned sites within the defined urban area in Middleton that are available, suitable or viable for the school development.

b. the location of the site is sustainable and is in accordance with the overall Spatial Strategy;

15. The site is located within the identified Manchester Fringe, which is identified as the major focus of development in the borough (Core Strategy Policy SP2). Core Strategy Policy SPM/3 sets out the Strategy for Middleton, which seeks to highlight the policies within the Core Strategy that are specific to the locality. In particular it seeks to regenerate Langley through 'improving the local centre and other community facilities' which a much needed secondary school will do. It also seeks to ensure that 'new development respects the character and setting of the conservation areas', further consideration of which is provided within the section on 'Implications on Heritage Assets and Archaeological Interests'.

16. The location of the site means that it can be connected to the urban area in a way which promotes active travel, particularly from the adjacent Langley estate. These links also help to connect into existing public transport routes which means that the school can be accessed by transport modes other than car.

c. the development does not undermine the delivery of other currently allocated sites or key regeneration priorities and can help to deliver wider regeneration;

17. As the proposed development is a standalone, demand driven community facility, it will not impact on the delivery of housing / employment allocations or the implementation of regeneration initiatives. Through providing much needed school places, it will positively contribute to the delivery of allocated sites in the vicinity through the provision of the required infrastructure, and it will contribute to the regeneration of Langley, in accordance with Policy SPM/3.

d. development could be accommodated without an unacceptable impact on the area's landscape, biodiversity or wider green infrastructure value;

18. Consideration against this policy criteria is detailed below in the section on 'Ecology and Nature Conservation', however, to summarise, the submitted Preliminary Ecological Appraisal report does not identify any significant constraints to development, and makes a series of recommendations to minimise any harm during construction, as well as recommending a range of potential biodiversity enhancements to be considered at the detailed design stage. These will be secured by condition. Furthermore, the wider grazing land will remain as such after the development, which will ensure that the corridor function of the site for wildlife is still maintained outside of the red line boundary. There will be limited tree loss associated with the proposed development, with a low number of trees within the land itself. There will be some impact on existing hedgerows, but it is considered that this can be mitigated with new hedgerow planting within the detailed landscaping scheme once it is developed. In this respect the proposed development also accords with UDP Policy G/8.

e. there is evidence that the land is physically suitable for the scale and type of development proposed; and

19. The submitted Design and Access Statement confirms that the site can accommodate a school which conforms to the national school design guidance set out in Building Bulletin 103 (BB103) which is the guidance applied to new primary and secondary schools, set by the government.

f. the development and supporting infrastructure is capable of being delivered.

20. In 2018/19 Altus Education Partnership who run Rochdale Sixth Form College, with support from the Council submitted a bid to the government for a new centrally funded school. As part of this bid the Council had to demonstrate that a new school was needed a pupil number forecasts were at a level that showed that school place need could not be met any other way.

21. In 2019 the DfE confirmed that the bid had been successful and they accordingly awarded a Free School to the Altus Education Partnership. It is anticipated that the school will open for the September 2022 intake. This opening date is critical to meet the anticipated shortage within that year, which has been calculated by the School Services at 138 Year 7 places.

22. The development and associated infrastructure will be delivered by the DfE and the Council in partnership, and conditions have been attached to ensure the supporting infrastructure will be delivered in advance of the school being opened.

Where the release of protected open land can be justified, the Council will seek to identify it as an allocation in a future DPD. Any proposals that come forward would need to:

g. involve a comprehensive scheme for the delivery of the development, transport and other necessary infrastructure to serve the development; and

23. Given the timescales associated with delivering a new school, it would not be feasible to allocate the site's release in a future DPD. Existing schools in Middleton, having already been extended, cannot accommodate the anticipated need by 2022 of 138 Year 7 places which rises to 186 places by 2028, as the large cohorts currently in Primary School in Middleton reach age 11. As such, the only viable solution is to plan for the anticipated need now in the form of a new school which can meet the demand in 2022.
24. In terms of the infrastructure required to serve the development, consideration against this policy criteria is detailed below (Highway Safety and Traffic Implications) however, to summarise, it should be noted that the new access point on Heywood Old Road and the proposed pedestrian and cycle connectivity to the Langley Estate eastwards from the site are referenced as key infrastructure requirements that will be delivered by RBC alongside the school. Following the parameters scoped out within the submitted technical documents, further detailed design work will be undertaken as part of the reserved matters stage where the specific infrastructure required for the development will be confirmed.
- h. *identify measures to address* environmental impacts and where possible provide local benefits.
25. Mitigation measures have been recommended within the submitted technical documents and put forward via specific conditions. Detailed design work will be undertaken as part of the reserved matters stage where the specific mitigation details will be confirmed.
26. In addition the scheme will provide local benefits in the form of delivering improved connectivity to the wider residential area of Langley Estate by making Rochdale Way suitable for walking and cycling and connecting it to the Public Right of Way that runs across Bowlee Country Park to the south of the site. Highway improvements will be made through the creation of a new access into the site to replace the existing redundant access from Heywood Old Road. There will also be provision of circa 90 FTE staff, constructions, and additional jobs through the supply chain which will help to improve the income and employment deprivation levels for the Langley Estate, which is currently between 10-20% of the most deprived neighbourhoods in the country. The scheme will also provide new and improved sports facilities to students and the wider community which again, should assist in improving the deprivation levels in relation to health and disability for the Langley estate which is at 10% of the most deprived neighbourhoods in the country
27. It can therefore be concluded that based on the Indicative Site Layout submitted at this outline application stage, a school development on this Protected Open Land is considered acceptable in the context of the Local Plan policies that seek to control development in such locations. As a result, it is considered that the proposed development would accord with Policies G/D/1, G/8 and D/10 of the UDP and Core Strategy Policy G5 and the policies and objectives of the NPPF, which seek to deliver sustainable development.

28. Given the above, it is considered that the principle of delivering a school on the site is acceptable when considered against Policy G5 of the Core Strategy, provided that technical considerations including the landscape, biodiversity and flood risk and highway impacts are not unacceptable, as required by the policies of the adopted development plan. These issues are considered in detail below.

Design and Layout

29. Whilst the detailed design elements of the school and associated development will be subject to reserved matters applications, the Design and Access Statement and the Indicative Site Layout provides some guidance as to the form of the development. The Indicative Site Layout shows a general area of built development for the school building and sports hall located centrally within the site area where three design options will be taken forward, including a superblock arrangement, a finger arrangement or a donut arrangement. Careful consideration will need to be given to the arrangement of the school buildings to ensure that appropriate landscaping can be planted in between and around the built form and throughout the wider site area to soften visual impacts and help reduce impacts of the scale. The Design and Access Statement also notes a possible façade solution albeit recognising that this will be developed and provided as part of the reserved matters submission. The indicative materials palette comprises three options:

- Option 1: aluminium standing seam with laminate or fibre centre panel base;
- Option 2: high pressure laminate/fibre cement panels; or
- Option 3: high pressure laminate/fibre cement panel with corium mechanical brick slip system base.

30. Option 1, due to its vertical lining will give the impression that the building is taller than it is, and would not be suitable in this location. Option 3 is the opposite of this and incorporates a horizontal brick slip system which would assist in giving the impression of a shorter building which would be better in this location. In terms of external materials, the Council would expect the chosen materials to reflect the local vernacular and to blend into the surroundings using neutral colours to reduce the building mass and position it well within the landscaped surrounds. The colours shown in the Design and Access Statement in particular the use of red/maroon would not be acceptable in this location. The colour and material of the roof will also need special consideration to minimise glare and obstructions to the elevated Langley Estate.

31. A Crime Impact Statement was submitted with the application, produced by Greater Manchester Police, which provides an assessment of the opportunities for crime and the fear of crime within the scheme. The report notes that the proposed scheme is acceptable subject to recommendation in respect of physical security measures for the building and site. A revised Crime Impact Statement will need to be submitted with the Reserved Matters Application once the design has been fixed which will be secured by a suitably worded condition.

32. A lighting scheme has not been provided but would be expected given the nature of the proposed use, in the interests of designing out crime and having regard to the requirements of the submitted Crime Impact Statement. It is considered appropriate to condition full details of any exterior lighting.
33. The Design and Access Statement and Indicative Site Layout demonstrates that the initial design of the scheme has given some thought to the local and wider vernacular and site context in accordance with Core Strategy Policies P1, P2 and P3 but further consideration will need to be afforded at reserved matters stage.

Landscape and Visual Impact

34. The site forms part of the Greenspace Corridor and therefore UDP Policy G/8 'Greenspace Corridors' is also applicable. Part (a) of this policy sets out what are considered to be the unacceptable impacts of development on Greenspace Corridors. This includes unacceptable narrowing or division of a corridor and impacts on linkages, access, amenity and nature conservation value. Part (b) then adds that where development is considered acceptable within a corridor, the design, materials used, boundary treatment and landscaping should take account of the corridor to help retain or re-establish the overall character of the corridor and contribute to nature conservation.
35. The application site is located to the east of the A6045 (Heywood Old Road), and currently forms a green and undeveloped open area between the road and the wider residential area of Langley to the east and south. The appearance of the site is characterised by its grazing use. The proposed development shown on the Indicative Site Layout consists of the school building and sports hall surrounded by grass playing fields to the front and outdoor social and play space to the rear. The built form therefore would be centrally located and enclosed by green space and landscaping in all directions, which in effect would make it remain open in nature, and will maintain an undeveloped buffer to the wider residential area of Langley.
36. When viewed from Heywood Old Road, the development will be read against the backdrop of the elevated Langley Estate and can be further mitigated using appropriate boundary treatment and landscaping. The Langley Estate to the east is elevated and therefore the development would clearly be visible from the first row of houses which back onto the wider grazing land. However, the visual impacts can be mitigated with the retention of open space in all directions and the use of appropriate boundary treatments to screen the development. Notwithstanding this, the alteration of the residents' view would not be a material consideration as there is no impact regarding overbearing or overshadowing.
37. A mature hedgerow along the Rochdale Way/south west boundary also screens the site from Heywood Old Road and the playing fields at Bowlee.
38. It is acknowledged that some degree of harm will be caused to the landscape and visual amenity of the site, but that on balance the adverse impact is not unacceptable and is outweighed by the benefits of the scheme in terms of much need school provision within the township and the borough.

39. At the reserved matters stage it will be necessary to deliver a high quality landscaping and boundary treatment scheme. Subject to this, it is considered that the proposal complies, on balance, with the requirements of Core Strategy Policy G6, UDP Policy G/8 and the NPPF.

Ecology and Nature Conservation

40. The application has been accompanied by a Preliminary Ecological Appraisal (PEA). It is noted that the site does not form part of any statutorily designated nature conservation site. There are no Areas of Outstanding Natural Beauty or national nature reserves within 5km of the site, and the nearest local nature reserve Hopwood Hall is approximately 1.7km north east of the site. The proposals would therefore cause no impact on these nationally important nature conservation sites. The nearest non-statutory designated local sites are located at a stream near Bradley Hall Farm, Alkington Woods and the Glade & Oaken Bank Woods, all between 1.7km and 1.9km distance from the site. The PEA noted no habitat connectivity between these Sites of Biological Interest and the survey area. The PEA assessed the habitat of the site and concluded that the loss of the grazed area would not be significant due to its low ecological value but that the three hedgerows across the site should be retained and protected where possible and there is an opportunity to create/enhance hedgerows post construction through sensitive management. The loss of a small area of dense scrub located the north and south of the site boundary is not significant and no mitigation measures are required. Similarly, no impacts are anticipated to the broadleaved woodland to the south, the tall ruderal to the east and the marshy grassland to the north of the site.
41. The PEA records three semi-permanent waterbodies across the survey area but the loss of these habitats is not deemed to be significant and no mitigation is required. The PEA does note the opportunity to recreate waterbodies as part of a proposed Sustainable Urban Drainage scheme, which should be explored at Reserved Matters stage.
42. Whittle Brook is located to the north of the site where it is recommended that pollution prevention methods should be implemented to avoid accidental contamination from construction works.
43. The PEA did not record any rare or protected plant species.
44. The presence of Protected and Priority Species was assessed and the nature of the existing habitats are considered to limit invertebrates, reptiles, water voles, crayfish, otters and other mammals.
45. The PEA did find evidence of nesting birds, barn owls, badgers as well as foraging bats within and in close proximity to the site. Impacts to these can be mitigated by suitably worded conditions and/or informatives and a further bat survey is being completed and is expected before the determination of the application, the results of which will be presented in a later paper to the Committee.

46. It also considered that two of the ponds 850m east of the site could breed great crested newts albeit the impact from the proposed development is considered unlikely to result in any impacts.
47. The Greater Manchester Ecology Unit (GMEU) has been consulted on the application and advises that the submitted information is satisfactory in the main, but disagree with the assessment that no mitigation is required for the loss of the improved grassland where building and artificial surfaces are proposed. GMEU are satisfied that there is adequate scope around the perimeter of the site for biodiversity enhancement measures for loss of grassland and hedges and therefore recommend biodiversity enhancement measures to be secured by condition. The Local Planning Authority agree with all but one recommendation of the GMEU which requires ecological enhancement of the Whittle Brook boundary. This is outside of the red line area. Suitable enhancement could take place within the site boundary such that biodiversity enhancement measures can be secured within the red line.
48. Subject to conditions, it is considered that the proposed development would not cause any significant harm to local biodiversity including plants and animals. The proposals will need to mitigate for the loss of hedgerows, seasonal ponds, scrub, grassland and bird nesting habitat and will need to provide net enhancement of biodiversity to be secured through suitably worded conditions. Subject to receiving the additional bat survey, and having regard to the submitted ecological information and the comments of GMEU, it is considered that the proposals would be in accordance with the requirements of Core Strategy Policies G6 and G7, UDP Policy G/8 and the NPPF.

Trees and Hedgerows

49. The application site comprises grazing land with the majority of trees at the site boundary and sections of hedgerows along the boundaries and within the site. The site is not located within a Conservation Area and there are no protected trees within the site itself.
50. The application has been supported by an Arboricultural Report, including a discussion of impacts and recommended mitigation measures. The Report reports 11 individual trees and 23 groups of trees. The trees within the survey area are mostly located along the boundaries and any losses within the survey area are largely capable of being replaced, except for individual trees at the planned access and some small tree groups along old hedge lines. Any loss should be mitigated through replanting at a 2:1 ratio and this should be considered within a future Landscape Strategy. Therefore, subject to securing this as a condition as recommended by GMEU, it is considered that there would be no significant harm caused to any important trees and hedgerows. The proposed development is therefore considered to be in accordance with the requirements of Core Strategy G6.

Impact on Public Rights of Way

51. Saved UDP Policy RE/6 states that recreational rights of way will be protected and improved and where appropriate the Council will support schemes which facilitate the greater use of these routes.

52. An overgrown public right of way runs adjacent to the site, known as Rochdale Way from the Langley Estate to Heywood old Road. The footpath links directly to a further pedestrian route that runs through Bowlee Country Park to the south of the site. The Transport Statement states that this public right of way will be improved with the details of this to be confirmed within a future reserved matters application and/or via a Grampian condition on the outline permission. TfGM recommend upgrading the footpath into a segregated cycle and pedestrian route and designating this a bridleway.
53. Given the importance of improving connectivity to and through the site from the wider residential area, in particular the Langley estate, this is proposed to be secured by a condition on any permission.
54. In doing so, the proposed dedicated pedestrian / cycle connection to the Langley Estate outside of the site boundary will improve accessibility for a large number of pupils walking and cycling to the site, and will improve connections to Bowlee Playing Fields / the Community Park. On this basis it is considered that the proposed development complies with the requirements of Core Strategy Policy G6 and UDP Policies G/8 and RE/6.
55. Further consideration will need to be given at Reserved Matters stage as to how and where Rochdale Way will connect into the school site to ensure safe crossing over the car parking and access areas.

Highway Safety and Traffic Implications

56. In overall terms, the Highways Service considers that the proposed new site access is acceptable and that the development can be accommodated by the local highway network albeit with the need for some further highway modelling work to be undertaken to inform more detailed local mitigation. It is also considered that the site can be well-served by non-car modes of travel.
57. In terms of site access the proposal includes the provision of a new site access and school access road off Heywood Old Road to serve the development. This would incorporate a new priority T-junction with Heywood Old Road, including a new right-turn ghost island with visibility splay of 2.4m x 43m in accordance with guidance set out within Manual for Streets.
58. Turning to consider the issue of network impacts, the application has been accompanied by a Transport Statement. However, due to the impact of COVID-19 on ability to obtain representative up to date traffic flow data, traffic flows for Heywood Old Road have been forecast based on the traffic flow data included within the Transport Assessment which supported the development at 'Land at Langley Lane, Middleton' (15/01195/OUT). This includes 2014 turning count data for the Langley Lane / Heywood junction which has been grown forward.
59. The junction between Langley Lane and Heywood Old Road is subject to future improvements. Planning permission was granted in 2016 for up to 94 residential dwellings off Langley Lane (16/00725/OUT). Condition 5 of this permission requires on and off-site highway works including a scheme of junction improvement works at the junction of Langley Lane with Heywood Old Road and

the junction of Hollin Lane with Langley Lane. The subsequent submission to discharge Condition 5 (which is pending consideration at the time of writing) includes for signalisation of the Langley Lane / Heywood Old Road junction with the provision of pedestrian crossing facilities on all arms of the junction (20/00126/DOC). The details of the junction works have been agreed by the Applicant and the Council, as Highway Authority and is awaiting sign off by the Local Planning Authority, but the Applicant has confirmed that a contractor is lined up with an agreed 6 week programme. It is therefore expected that this will be delivered in advance of the construction works for the school and will improve the road network before the opening of the school.

60. The submitted Transport Statement estimates that the proposed development will generate a maximum 135 vehicle arrivals during the morning peak and 70 departures during the evening peak but Transport for Greater Manchester (TfGM) require further consideration of the number of staff driving to and from work. In relation to this, both TfGM and the Council, as Highway Authority whilst satisfied that the development is acceptable in principle do require further modelling work of the surrounding junctions to understand the impacts of the development on the performance of existing junctions and whether there is capacity in the road network taking account of cumulative development. The Highway Authority note that modelling work should be undertaken when traffic volumes return to pre-restriction levels, however, if this is not possible, it will be possible to grow previous year's data for traffic flow and apply factors to determine the junction assessments. This additional modelling will be secured by condition in the form of a Transport Assessment.
61. The Highway Authority is satisfied that the access is located at a point with adequate visibility and there is sufficient capacity to accommodate a development of this type and scale. The access point is well served by cycling routes and this should be incorporated into the access arrangements for sustainable travel. The type of access to the site will need to be reviewed in light of future junction modelling works and using up to date traffic data to ensure that it remains appropriate for the proposed development.
62. Whilst bus provision is limited, the site is sustainably located within walking distance of a number of residential estates which will have better connectivity for walking and cycling once the public right of way is improved. TfGM consider the existing cycle lane widths along Heywood Old Road require upgrading to 2.0m widths. This requirement is unnecessary given it is expected that most of the students will be from Langley Estate and use the public right of way which is proposed to be upgraded. In doing so, the Applicant will improve the sustainability of the site for safe cycle and pedestrian movement. TfGM also recommend the submission of a Travel Plan to encourage sustainable journeys which will be attached as a suitably worded condition.
63. On the basis of the above the Highway Authority and TfGM are satisfied that the proposed development will not result in any adverse highway impacts, subject to further modelling work being undertaken and the access type being reassessed. It is therefore considered subject to conditions, the proposal complies with the requirements of Core Strategy Policies T1 and T2 and the NPPF.

Impact on Residential Amenity

64. In terms of noise, the application has been accompanied by a Noise Assessment Report which includes an assessment of impacts on surrounding residential properties. Whilst the layout has not been fixed the Noise Assessment Report assesses the suitability of the noise environment from the school and grounds based on the Indicative Site Layout.
65. The Report concludes that noise generated by ancillary equipment assumed to be installed at the school has been considered at the nearest sensitive receptors. Details of the proposed plant and its location are not available, therefore, noise emission limits for the proposed plant have been set based on the measured background noise levels. Noise from the proposed plant is not expected to have an adverse impact on the existing sensitive receptors (including the nearest properties at the Langley estate and residential dwellings along Heywood Old Road) when these limits are adhered to as set within Section 4 of the Noise Assessment Report. Any exceedance above the noise limits will require further mitigation measures as recommended within Section 5 of the Report.
66. Noise generated on the playing fields, hard courts and the outdoor social and play space associated with the proposed school has been assessed at the nearest sensitive receptors which includes properties at the Langley Estate and along Heywood Old Road. Attenuation is provided by the distance between the external school areas and the sensitive receptors, as well as by the existing fencing in place at the garden boundaries. As a result of this, it is considered that the noise generated on the playing fields and the outdoor social and play space will be mitigated to acceptable levels at the receptors. It is also noted in the report that the proposed playing fields are expected to be used intermittently and only in daylight hours in acceptable weather conditions. With regards the Hard Courts it is recommended that a 3.5m high localised screening is employed to reduce the noise levels in the required spaces.
67. The Council's Environmental Protection Officer has reviewed the Noise Assessment Report and has recommended a condition requiring the mitigation measured documented in Section 5 of the Noise Assessment Report to be implemented as described.
68. In terms of Air Quality, the application has been accompanied by an Air Quality Screening Letter which confirms that the site is not located within an Air Quality Management Area and the background concentration for the site is well below the air quality objectives for NO₂ and PM₁₀ concentrations, set at 50µg/m³. The transport consultant for the application has forecasted that there will be 477 'Annual Average Daily Traffic' (AADT), below the Institute of Air Quality Management threshold of 500 AADT. However, based on the fact that additional modelling work will need to be undertaken and staff visits accounted for via a Transport Assessment, the AADT for the scheme will need to be revisited to understand if there is a requirement for a revised Air Quality Assessment. This will be secured by condition.
69. The Air Quality Screening Letter has also considered the construction and operational traffic and impact on air quality. The assessment of the impacts have

been described as not significant. The Council's Air Quality Officer has reviewed the Screening Letter and agrees with the levels but requires a Dust Management Plan and/or a Construction Environmental Management Plan to be secured by condition. The Officer requires the incorporation of one Electric Vehicle Charging Point (EVCP) per five car parking spaces. As such, a scheme for the provision of EVCPs will be secured by condition.

70. The application has been accompanied by a Design and Access Statement and Planning Statement which includes an assessment of the visual impacts on surrounding residential properties based on the Indicative Site Layout. The closest dwellings are located at Langley Estate to the east circa 170m from the school buildings which will be a maximum of three storeys high (or 10-13m from ground to parapet level). Other residential dwellings are located along Heywood Old Road and Langley Lane, albeit the built form has been shown on the Indicative Site Layout as being set back by circa 200m from Heywood Old Road and dwellings along Langley Lane are screened by dense trees in between. Any impact on visual impacts will be assessed in detail at reserved matters stage once the built form has been fixed.
71. In overall terms, the impacts of the proposed development is not expected to adversely impact residential amenity which would warrant a refusal but may need additional mitigation measures which can be secured by condition. Therefore, subject to appropriate conditions in respect of Noise mitigation, Construction Environmental Management Plan, and further supplementary Transport Assessment/Air Quality Assessment, it is considered that the application would be acceptable in the above regard and would accord with Policy G9 of the Core Strategy.

Implications on Heritage Assets and Archaeological Interests

72. It is noted that there are no scheduled monuments, registered parks or gardens, and registered battlefields within, immediately adjoining or within 3km of the application site. The application site is however located in close proximity to Birch Conservation Area, with the boundary located circa 50m at its closest point. Within this Conservation Area, two Listed Buildings have been identified (Fountain Horse Trough and Birch-In War Memorial). The Council's Heritage Officer has considered the impact of the Indicative Site Layout and proposed siting of the school buildings on the setting of the Conservation Area and the Listed Buildings, and concludes a neutral impact in accordance with Paragraph 192 of the NPPF due to the considerable distances between these. It is expected that the development is sympathetically designed to complement the local vernacular and that the proposed design and material palette details is submitted at reserved matters stage.
73. With regards to any potential implications on archaeology, it is noted that the Greater Manchester Archaeological Advisory Service (GMAAS) recommends a condition is attached requiring that a programme of archaeological evaluation commencing with geophysical survey followed by evaluation trenching to test anomalies and provide a spatial sample and, where justified by the results, targeted area excavation be undertaken. This condition should secure the

necessary programme of archaeological work, which should be undertaken by a suitably qualified and experienced archaeological contractor.

74. Therefore having regard to the above, and subject to suitably worded conditions, it is considered that the proposal would cause no harm to designated heritage assets or have any archaeological implications, and the proposal would therefore accord with Policies P2 and G3 of the Core Strategy and the policies within the NPPF.

Hydrology, Flood Risk and Drainage Implications

75. The application has been supported by a Flood Risk Assessment (FRA). This identified that the site falls within flood zone 1 at low risk of flooding and suitable for the proposed use taking into account Planning Practice Guidance.
76. It is noted that the site is located within an undulating landscape with land levels sloping downwards towards the west of the site and that open fields surround the site to the north, south and west. The FRA notes that there is low risk of flooding from fluvial; tidal; and reservoir, canal and lake sources; and medium risk of surface water and ground water flooding.
77. The recommendation within the FRA is to utilise Sustainable Drainage Systems to manage surface water runoff from the proposed development in line with current best practice. The development will utilise an attenuation pond to reduce runoff to the greenfield runoff rate of 7.186 l/s/ha for all events up to and including the 1 in 100 year + climate change event. Foul drainage will discharge to the existing United Utilities network. United Utilities have identified there is capacity within their network and connection can be done at a convenient location. The proposed development will discharge to the public sewer at a connection point to be determined during the detailed design stage.
78. Due to the residual risk of exceedance flows in excess of the design storm event, the FRA recommends that finished floor levels of the proposed buildings in the immediate vicinity of attenuation features are set a minimum of 300mm above designed attenuated water levels, with all finished floor levels set 150mm above ground level
79. The Council's Flood and Drainage Officer agrees with the above assessment and recommends that a foul and surface water drainage scheme is submitted for approval prior to the development commencement which can be secured by condition. UU has also requested a management and maintenance condition. Having regard to these recommendations and the FRA, it is considered that the proposed development would not be at significant risk of flooding and would cause no unacceptable risk of flooding elsewhere in accordance with the requirements of Core Strategy Policy G8 and the NPPF.

Mineral, Geological and Land Condition Implications

80. The application is supported by a Phase 1 Desk Study and Phase 2 Ground Investigation Report. It is noted that the application site is located within a mineral safeguarding area for coal and brick clay as identified within the Greater Manchester Joint Minerals Plan. The Mineral Resource Assessment (MRA)

identifies that the safeguarded brick clay is actually fireclay which, where present, occurs immediately below coal seams. It goes on to state that the Coal Authority coal outcrop plan for this area shows that there are no coal seams outcropping on, nor in the vicinity of, the survey area. The survey area is separated from the nearest coal seam outcrop approximately 500m to the south by a road and several properties. The MRA therefore concludes that there is no shallow coal or associated brick clay present on the survey area. The proximity of residential property to the survey area means that even if they were present, the safeguarded resources of coal and brick clay would have no realistic prospect of ever being extracted.

81. It is therefore considered that there would be no adverse harm caused by way of contamination or pollution and satisfactory ground conditions would be provided for the proposed secondary school and associated development in accordance with Policies G9 and G10 of the Core Strategy and Policy 8 of the Greater Manchester Joint Minerals Plan

SUMMARY

82. As detailed above, it is considered that evidence of need for the proposed development can be demonstrated based on the forecasted shortage of secondary school places. Given this, and the fact that the proposal can satisfy the other criteria set out in Policy G5 of the Core Strategy it is considered that in principle the proposed development is acceptable. It is also noted that the proposed development provides other social and economic benefits through the provision of improved connectivity to the site and wider area, the provision of new sports facilities for the wider community and a number of temporary and permanent employment positions at various levels, all of which will assist in improving deprivation levels of surrounding neighbourhoods.
83. Having regard to all material considerations and subject to conditions, the proposal would not result in significant harm to the amenity of neighbouring residents; the operation and safety of surrounding highway network; listed buildings or conservation areas; and the hydrological, mineral and geological implications of the site. Subject to conditions, the proposals would provide satisfactory mitigation of the majority of the visual impacts, protected species and nature conservation interests in accordance with Core Strategy Policies G6 and G7 and UDP Policy G/8 which seek to protect Greenspace Corridors.
84. It is considered overall that the benefits in this case, comprising the pressing need for a school in an area of shortage and all other associated benefits, would clearly outweigh the harm to the various landscape designations. The proposal therefore comprises sustainable development and it is recommended that planning permission is granted subject to conditions.

RECOMMENDATION

It is recommended that the Planning and Licensing Committee resolves it is minded to **GRANT planning permission subject to the following conditions:**

- 1 Application(s) for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
 - i. The expiration of three years from the date of the approval of the reserved matters, or
 - ii. in the case of approval on different dates, the final approval of the last such matter to be approved

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 No part of the development hereby permitted, with the exception of the access stub-road hereby approved, shall be commenced on the site until full details of the layout, scale and appearance of the buildings and landscaping (hereinafter called the "reserved matters") have been submitted to and approved in writing by the Local Planning Authority.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015, and details of the matters referred to in the conditions have not been submitted for consideration.

Reason for pre-commencement condition: The details of the matters referred to in the condition have not been submitted for consideration or were submitted for illustrative purposes only.

- 3 No part of the development hereby permitted, with the exception of the access stub-road here approved, shall be commenced on the site until a comprehensive scheme of works to improve the Rochdale Way / access for pedestrians and cyclists to/from the site outside of the application red line boundary, including a layout, existing and proposed ground levels, a hard/soft landscaping scheme, a drainage scheme, a lighting scheme and a timetable of implementation, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be supported by the following as relevant to the land affected:
 - i. An Arboricultural Impact Assessment to include a full tree schedule, details of any tree losses, and a tree constraints plan
 - ii. A Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS) as needed to protect retained trees
 - iii. A Preliminary Ecological Appraisal and any further survey work recommended therein

- iv. A survey of invasive species and an associated management / treatment plan

The works shall be completed in accordance with the approved scheme and the timetable of implementation.

Reason: In order to provide safe, secure access to the development in the interests of sustainable travel by encouraging journeys on foot and bicycle, and to ensure existing trees are protected and ecological measures are considered in accordance with Policies P3, G6, G7, T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework

Reason for pre-commencement condition: Further ecological and arboricultural investigation will be necessary, and safe access into the school from the wider area during operation of the development are required to be in place prior to occupation.

- 4 The submission of the first reserved matters application shall be accompanied by a Transport Assessment in accordance with a scope of works to be agreed prior to its submission with the Local Planning Authority and which shall include, as a minimum, up to date survey data, updated capacity testing of the access arrangements and modelling of surrounding junctions.

Reason: To ensure highway safety, and to enable the consideration and limitation of the effects of the increase in travel movements in accordance with Policies DM1, T1 and T2 of the adopted Rochdale Core Strategy.

Reason for pre-commencement condition: To ensure satisfactory and up to date details are provided appropriate to the construction of a development of this type / scale.

- 5 The submission of the first reserved matters application shall re-assess whether the forecasted Annual Average Daily Traffic (AADT) count remains below the Institute of Air Quality Management threshold of 500 AADT. If it exceeds this level, an Air Quality Assessment shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved Air Quality Assessment.

Reason: In order to safeguard the amenities of existing and future residents in accordance with Core Strategy Policy G9 and the National Planning Policy Framework.

Reason for pre-commencement condition: To ensure satisfactory and up to date details are provided appropriate to the construction of a development of this type / scale.

- 6 Prior to the commencement of construction of the access stub-road hereby approved and as shown on Proposed Vehicular Access dwg no. A4/BFSVA/001, a comprehensive scheme of works for the formation of the said vehicular access from Heywood Old Road including provision of a right-turn lane from Heywood Old Road into the site, and also including construction level drawings showing existing and proposed levels relative to off-site datum, a drainage strategy, details of lighting and materials, evidence of the consideration of ground conditions and any remediation strategy required, and an Arboricultural Impact Assessment, Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS), and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. The access shall be completed in accordance with the approved scheme and the timescales embodied within it.

Reason: In order to provide safe, secure access to the development in the interests of highway safety, and ensure continued function of the surrounding highway network, in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework

Reason for pre-commencement condition: To ensure safe access onto and from the highway of Heywood Old Road Lane during construction and operation of the development.

- 7 The submission of the reserved matters pertaining to layout shall be accompanied by an updated drainage scheme for foul and surface water (from the building, parking, hardstanding and playing field areas) based on sustainable drainage principles, as set out in the submitted Flood Risk Assessment and Drainage Strategy (ref GM11081 0004, Version V2.0, dated July 2020).

Unless otherwise agreed in writing with the Local Planning Authority, the surface water drainage scheme shall include:

- a. An investigation of the hierarchy of drainage options in the National Planning Policy Framework (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water.

- b. The background calculations of the MicroDrainage® model or any other software or calculations that have been used for the drainage design.
- c. Details of the use of flow attenuation measures, where appropriate, to maintain the existing (predevelopment) greenfield runoff rate from the site; this runoff rate shall be agreed with both the Authority and the Environment Agency as required.
- d. Provision of a Maintenance Document explaining how the surface water scheme will be maintained and managed after completion.

If it is demonstrated that surface water needs to be discharged to a combined public sewer, then surface water drainage and foul drainage shall only be combined at the site's final outfall chamber in accordance with Building Regulations Part H5 (2010).

The approved drainage scheme shall be implemented prior to the first use of the development hereby permitted and shall be retained as such thereafter.

Reason: To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of foul and surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework

Reason for pre-commencement condition: Drainage infrastructure will need to be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

- 8 The submission of the reserved matters application pertaining to layout shall be accompanied by written evidence to demonstrate that there will be no negative impacts on the ecological condition of the Whittle Brook resulting from the disposal of foul water and surface water post-development. Such evidence shall include details of any mitigation measures where required and a timetable for their implementation; and the measures shall be implemented in accordance with the approved details.

Reason: To avoid / minimise detrimental effects to Whittle Brook in accordance with Core Strategy Policy G7 and the National Planning Policy Framework.

Reason for pre-commencement condition: An understanding will be necessary of what measures will be put in place to protect Whittle Brook post development.

- 9 With the exception of the access stub-road hereby approved, no development, including site preparation works, shall take place until the implementation of a programme of archaeological works has been secured, in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to and approved in writing by the Local Planning Authority. The WSI shall cover the following:
- a. A phased programme and methodology of fieldwork and recording to include:
 - i. geophysical evaluation survey
 - ii. evaluation trenching as required
 - iii. targeted open area excavation as required
 - b. A programme for post fieldwork assessment to include:
 - i. analysis of any site investigation records and finds
 - ii. production of a final report on the significance of the archaeological and historical interest represented.
 - c. Provision for publication and dissemination of the analysis and report on the site investigation.
 - d. Provision for archive deposition of the report, any finds and records of the site investigation.
 - e. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

The development shall be carried out in accordance with the approved WSI.

Reason: To protect the significance of any archaeological remains on the site in accordance with Policy P2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: There is a risk of disturbance to below ground features of archaeological importance on commencement.

- 10 Upon submission of the reserved matters application(s) pertaining to layout and landscaping, an Arboricultural Impact Assessment Report shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include a full tree schedule, details of any tree losses, and a tree constraints plan. Development shall subsequently be carried out in accordance with the approved details.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies P3, G6 and G7

of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Further arboricultural impact assessment will be necessary.

- 11 With the exception of the access stub-road hereby approved, prior to the commencement of development (including site preparatory works), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a Tree Protection Plan(s) (TPP) and an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS include:

- a) Locations of retained trees and root protection areas of these trees
- b) A specification for protective fencing to safeguard retained trees during groundworks and construction phases and a plan indicating the location and alignment of the protective fencing
- c) Specifications of signage clearly defining tree protection areas
- d) Location and installation of services/ utilities/ drainage
- e) Methods of ground clearance which may be required within the root protection areas (RPA as defined in BS 5837: 2012) of the retained trees
- f) Details of any required construction within the RPA or that may impact on the retained trees
- g) A full specification for the installation of boundary treatment works which may affect trees
- h) A methodology for Arboricultural site supervision and inspection by a suitably qualified tree specialist
- i) An approach to reporting of inspection and supervision

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To safeguard the trees, and to conserve biodiversity value in accordance with Policies G6, G7, P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Protection measures for retained trees are required to be in place prior to commencement to ensure no damage is caused.

- 12 The reserved matters application pertaining to landscaping shall include the soft landscaping scheme for the site. This will include planting and maintenance specifications, including cross-section drawings, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times specified. Any trees that are found to be dead, dying, severely damaged or diseased within five years of the completion of the building works or within five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced by specimens of similar size and species in the first suitable planting season.

Reason: To safeguard and enhance the amenity of the area, to maximise the quality and usability of open spaces within the development, and to conserve and enhance biodiversity value in accordance with Policies G6, G7, P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework

- 13 With the exception of the access stub-road hereby approved, the reserved matters application pertaining to landscaping shall include full details of the hard landscaping including samples and / or full specification of materials to be used for 'hard landscaping' external site finishes. Such a scheme shall include details of the proposed surface treatment of the parking areas, internal access roads, paths or other hard surfaced areas across the site. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

- 14 With the exception of the access stub-road hereby approved, prior to the commencement of development (including site preparatory works), a re-survey of the site for badger setts shall be undertaken and the survey report shall be submitted to and approved in writing by the Local Planning Authority. The survey should incorporate recommendations, mitigation measures and timescales for implementation should badger setts be found. The development shall be carried out in full accordance with the approved details.

Reason: In the interests of species protection in accordance with Core Strategy policy G7 and the National Planning Policy Framework.

Reason for pre-commencement: No ground disturbance should take place without this work taking place.

- 15 No development within the application red line boundary, or on the land required to meet the requirements of Condition 3, including clearance of trees and shrubs in preparation for or during the course of the construction works, shall take place during the bird nesting season (1 March – 31 August inclusive) unless an ecological survey has first been submitted to and approved in writing by the Local Planning Authority which establishes that the affected part of the site or of the land required to meet the requirements of Condition 3 is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no clearance of trees and shrubs shall take place within the affected areas until a methodology for protecting nest sites during the course of the relevant construction works has first been submitted to and approved in writing by the Local Planning Authority. Nest site protection shall thereafter be provided in accordance with the approved methodology.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with Core Strategy Policies G6 and G7 and the provisions of the Wildlife and Countryside Act 1981 (as amended).

Reason for pre-commencement condition: Further investigation will be necessary prior to commencement of the relevant works during the bird nesting season.

- 16 With the exception of the access stub-road hereby approved, no development (including site preparatory works) shall take place, until a survey for himalayan balsam and other invasive species, along with a scheme of works and timetable for the associated management / treatment of any invasive species identified, has been submitted to and approved in writing by the Local Planning Authority. The agreed scheme of works and method statement shall be implemented in full throughout the course of the development.

Reason: To ensure the satisfactory treatment and disposal of invasive plant species which, under the terms of the Wildlife & Countryside Act 1981 (as amended), it is an offence to cause to be spread, and in accordance with the provisions of Policy G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Construction activity increases the risk of invasive species spreading.

- 17 No development shall take place (including any site clearance works) in relation to each of the access stub-road works, the main site works, and the works to meet the requirements of Condition 3 until a Construction Management Plan (CMP) for the relevant works has been submitted to and approved in writing by the Local Planning Authority. Each CMP shall include details of the following:
- a. the parking of vehicles of site operatives and visitors
 - b. loading and unloading of plant and materials
 - c. storage of plant and materials to be used in construction
 - d. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - e. wheel washing facilities
 - f. Dust Management Plan to control the emission of dust and dirt during construction and an associated Construction Dust Assessment in accordance with IAQM guidance
 - g. a scheme for recycling/disposing of waste resulting from construction works
 - h. noise reduction measures
 - i. measures for the protection of the natural environment, including the Whittle Brook, from accidental spillages, dust and debris
 - j. hours of construction, including deliveries

Each approved CMP shall be adhered to throughout the relevant construction period unless the prior written permission of the Local Planning Authority has been sought and provided.

Reason: To minimise: detrimental effects to neighbouring amenities and the amenities of the area in general, detriment to the natural environment through the risks of pollution, and dangers to highway safety, during construction in accordance with Policies DM1, P3, T2, G8 and G9 of the emerging Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: As the proposals require ground works and engineering works an understanding will therefore be necessary of what measures will be put in place to protect the amenity of nearby residents prior to the commencement of the relevant construction works.

- 18 With the exception of the access stub-road hereby approved, no development shall take place until a scheme of biodiversity mitigation and enhancement measures, and a timetable for implementation, have been submitted to the Local Planning Authority for their approval. As part of the biodiversity enhancement, measures will be supplied that demonstrate (as far as relevant):

- Mitigation for loss of hedgerows, seasonal ponds and scrub

- Mitigation for loss of low ecological value grassland
- Mitigation for loss of bird nesting habitat

The development shall be carried out in full accordance with the approved details and timescales.

Reason: To ensure that the development provides biodiversity mitigation measures in accordance with Core Strategy policy G7 and the National Planning Policy Framework.

Reason for pre-commencement condition: To ensure satisfactory details for development which will enhance nature conservation and biodiversity.

- 19 With the exception of the access stub-road hereby approved, prior to commencement of development, a further targeted investigation and risk assessment must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced and submitted to and approved in writing by the Local Planning Authority before development commences (with the exception of the access stub-road hereby approved). The report of the findings must include:
- i. a survey of the extent, scale and nature of contamination
 - ii. an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
 - adjoining land,
 - ground water and surface water,
 - ecological systems,
 - archaeological sites and ancient monuments;
 - iii. where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s)

The development shall thereafter be completed in full accordance with the approved recommendations.

Reason: To ensure the safe development of the site in the interests of the amenity of existing residents and future site occupiers, and of the environment, in accordance with Policy G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Further investigation will be necessary prior to commencement of any building or engineering works on site.

- 20 Upon submission of the reserved matters application pertaining to appearance, samples and / or a full specification of materials to be used externally on the buildings shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: The details of appearance have been reserved and understanding the nature of the proposed materials will be an important factor in considering the acceptability of the details of appearance when the relevant reserved matters submission is made.

- 21 With the exception of the access stub-road hereby approved, no development shall take place until details of existing and finished ground levels across the site and finished floor levels of the buildings, relative to agreed off-site datum point(s), have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In the interests of residential and visual amenity and in compliance with Policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework

Reason for pre-commencement condition: An understanding of proposed levels in relation to existing levels is required prior to commencement of any relevant engineering operations on site.

- 22 With the exception of the access stub-road hereby approved, prior to above ground works commencing, a scheme for the installation of electric vehicle charging points with a minimum power rating output of 7Kw, universal sockets and at least mode 3 or equivalent, at a rate of one charge point per five car parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved car charge point scheme shall be implemented prior to first use of the school hereby approved or in line with a phased implementation plan to be submitted and approved in writing by the Local Planning Authority.

Reason: In the interests of air quality management in accordance with Core Strategy Policy T2 and the National Planning Policy Framework.

- 23 The reserved matters application(s) pertaining to layout and/or appearance shall include a Crime Impact Statement.

Reason: In the interests of designing out crime in accordance with Core Strategy Policies P3 and DM1 and the National Planning Policy Framework.

Reason for pre-commencement condition: It will be necessary to identify and mitigate any crime and disorder effects of the development proposal early in the fixed design process.

- 24 The development shall be carried out in accordance with the mitigation measures set out in Section 5 of the Noise Assessment Report V1.1, prepared by Wardell Armstrong and dated July 2020 or any updated Noise Assessment Report as may be submitted to the Local Planning Authority as part of a reserved matters application and subsequently approved. Prior to occupation of the school hereby permitted, a verification report shall be submitted to and approved in writing by the Local Planning Authority, confirming that the internal and external noise levels have been achieved.

Reason: To ensure a satisfactory standard of development in accordance with Policy G9 of the Core Strategy and the National Planning Policy Framework.

- 25 Prior to occupation of the school, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall contain measures for promoting a choice of transport modes and a monitoring regime with agreed mode share targets. In addition the Travel Plan shall set out the monitoring procedures and mechanisms that are to be put in place to ensure that it remains effective and reviewed within a framework approved by the Local Planning Authority. The school shall thereafter be occupied in accordance with the approved Travel Plan.

Reasons: To encourage sustainable journeys other than the motor car in accordance with Core Strategy Policy T2 and the National Planning Policy Framework.

- 26 With the exception of the access stub-road hereby approved, no external lighting shall be installed on the site unless a scheme for such lighting has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of the school and in accordance with the approved details and retained as such

thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason. To prevent habitat disturbance of protected species and to limit visual impacts on the landscape in accordance with Core Strategy Policies P3 and G7 and the National Planning Policy Framework.

- 27 Prior to occupation of the school, details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls shall be submitted to and approved in writing by the Local Planning Authority, and the approved structures shall be erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: In the interests of amenity in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

- 28 The height of the school building(s) included in any application(s) for reserved matters submitted pursuant to Condition 2 of this permission shall not exceed three storeys.

- 29 The development shall accord with the following:

Site Location Plan dwg no. ADP-00-00-DR-A-0090

Site Layout as Existing dwg no. ADP-00-00-DR-A-0905

The principles established by the Indicative Site Layout as Proposed dwg no. ADP-00-00-DR-A-0950

The principles established by the Design and Access Statement dated July 2020.

Reason: In order to provide for an acceptable scale and layout of development and a high quality environment, in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

- 30 The development shall be carried out in complete accordance with the recommendations and mitigation measures contained in Sections 3 and 4 of the Preliminary Ecological Appraisal (reference HM11081 001, dated July 2020), unless such recommendations and mitigation measures are superseded as a result of the discharge of other conditions on this outline planning permission.

Reason: In the interests of species protection in accordance with Core Strategy Policy G7 and the National Planning Policy Framework.

Notes for Applicant:

INFORMATIVES:

Bats: The applicant is reminded that under the Habitat Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Great Crested Newts: The applicant is reminded that under the Habitat Regulations it is an offence to disturb, harm or kill great crested newts. If a great crested newt is found during the development all work should cease immediately and a suitably licensed amphibian ecologist employed to assess how best to safeguard the newt(s). Natural England should also be informed.

Reptiles: The applicant is reminded that reptiles are protected under schedule 5 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to take or kill reptiles. If a reptile is found on or near the site during the development, work should cease and a suitably experienced ecologist employed to assess how best to safeguard the reptile(s).