

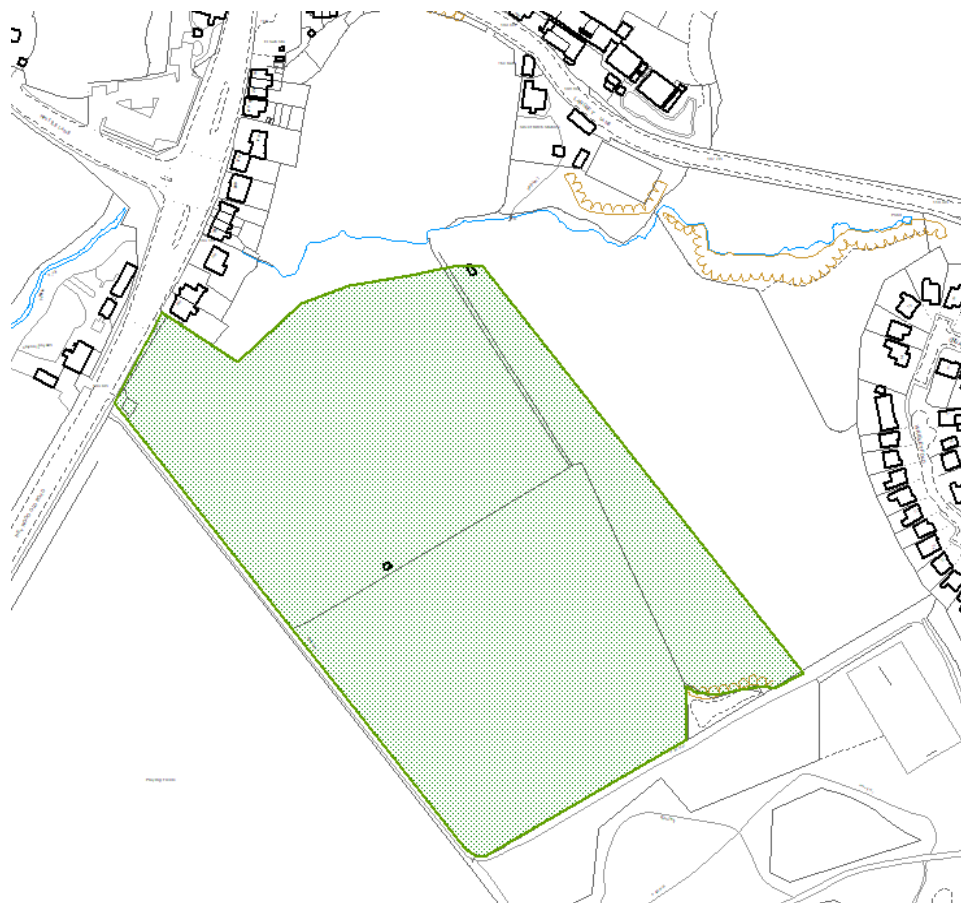
## Report to Planning and Licensing Committee



Date of Meeting	18 March 2021
Portfolio	Councillor John Blundell, Cabinet Member for a Thriving Economy.
Report Author	Samia Syeda
Public/Private Document	Public

<b>Application:</b> 20/01560/REM	<b>Township:</b> Middleton	<b>Ward:</b> West Middleton
<b>Applicant:</b> Wates Construction Ltd	<b>Agent:</b> Avison Young	
<b>Site Address:</b> Land To The East Of Heywood Old Road, Middleton, OL10 2QL		
<b>Proposal:</b> Application for approval of reserved matters (including Appearance, Landscaping, Layout and Scale) for a new secondary school development with associated parking, sports provision and landscaping pursuant to outline planning permission 20/00912/OUT		

### SITE LOCATION



## DELEGATION

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

## PROPOSAL SUMMARY

- 2.1 Application for approval of reserved matters (including Appearance, Landscaping, Layout and Scale) for a new secondary school development with associated parking, sports provision and landscaping pursuant to outline planning permission 20/00912/OUT.

## RECOMMENDATION

- 3.1 It is recommended that the Planning and Licensing Committee resolves to **GRANT reserved matters permission** subject to the recommended conditions listed in this report.

## REASON FOR RECOMMENDATION

- 4.1 The proposed development is considered to sympathetically integrate with the landscape setting within which it sits at an appropriate layout and scale in accordance with parameters of the outline planning permission. It is located at a suitable distance from residential dwellings and the use of appropriate materials and colours, as well as soft landscaping measures through increased tree and hedgerow planting, means that residential amenity is protected and there will be no harm to the setting of Birch Village Conservation Area. Sustainable Urban Drainage measures have been incorporated into the scheme including swales, rain gardens and permeable tarmac areas. The internal highway and parking arrangement has been clarified, including the provision of an acceptable level of vehicular parking (including accessible and electric vehicle spaces), with appropriate levels of cycle and motorcycle provision in accordance with Core Strategy Policies P1, P2, P3, C6, C7, C8, G6, G7, G8, G9 T2, DM1, saved Unitary Development Policies BE/17, EM/7 and EM/8 and the National Planning Policy Framework and guidance.
- 4.2 Accordingly, the Reserved Matters Application is considered acceptable in terms of layout, scale, appearance and landscaping; as well as ecology; highways, access and parking; the historic environment; crime impacts; residential amenity; and drainage. Subject to recommended planning conditions, it is considered that the proposed development complies with the parameters of the outline planning permission and is considered acceptable in accordance with the Adopted Rochdale Core Strategy, the Saved Policies of the Unitary Development Plan and the National Planning Policy Framework and Guidance.

## **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. 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**

Outline planning permission for a secondary school, with all matters reserved aside from access was granted on 16 October 2020 (Ref: 20/00912/OUT) following consideration at the Planning and Licensing Committee held on 13 October 2020. The school will accommodate 900 pupils (Years 7-11, aged 11-16) with approximately 90 full-time equivalent (FTE) staff. It will be run by Altus Education Partnership and will be known as Edgar Wood Academy.

This application seeks approval of the outstanding reserved matters of layout, scale, appearance and landscaping and includes details to address the requirements of the following conditions:

- 4 – Transport Assessment
- 7 – Drainage Scheme
- 8 – Ecological Appraisal of Whittle Brook Impacts
- 10 – Arboricultural Impact Assessment
- 12 – Soft Landscaping Scheme
- 13 – Hard Landscaping Specification
- 20 – Building Materials Specification
- 23 – Crime Impact Statement
- 24 – Noise Assessment

## **DEVELOPMENT PLAN**

### **NATIONAL GUIDANCE**

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

### **LOCAL GUIDANCE**

#### **Adopted Rochdale Core Strategy (2016):**

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
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
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility

#### **Saved Policies of Rochdale Unitary Development Plan:**

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):**

Biodiversity and Development SPD (updated 2017)

### **RELEVANT HISTORY**

20/00912/OUT – 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) – Granted permission 16 October 2020.

### **CONSULTATION RESPONSES – SUMMARIES**

**Conservation and Design** – No objections. The details submitted include external building materials. These are:

- External walls – Vieo raised-seam cladding (merlin grey PPC) and Equitone Natura range fibre cement rainscreen (ash grey).
- Windows – Aluminium (PPC RAL 7016 Anthracite)
- Curtain wall glazing – Aluminium (PPC RAL 7016 Anthracite)
- Main Doors – Aluminium (PPC RAL 7016 Anthracite)
- Service Doors – Aluminium (PPC RAL 7016 Anthracite)
- Parapet Copings – – Aluminium (PPC to match cladding)
- Roof – IKO Mach One roofing felt (black/grey granules).

These materials and their chosen colour palette are considered to be appropriate in this location and there are no comments or objections raised in response to these.

**Environment Agency** – No comments as surface water drainage should be directed to the Lead Local Flood Authority.

**Environmental Health - Noise/Odours** – No objection subject to a condition requiring the mitigation measures in the Environmental Noise Assessment to be conditioned.

**Greater Manchester Ecology Unit (GMEU)** – initial consultation response confirmed that the drainage strategy and the inclusion of swales with the wildflower seed mix was acceptable and no further information required in this respect to protect Whittle Brook. Information on the loss of existing vegetation, whilst disappointing, is understandable in terms of landscape appearance and located such that it would have been difficult to retain. The proposed planting however, will not adequately mitigate for what is being lost because the species proposed whilst including native species also includes a number of non-native species and the hedgerow whilst native includes primarily species that are not locally native and not in keeping with the local landscape i.e. whilst the quantity is potentially adequate the overall species choice has lower ecological value. GMEU recommend that all boundary trees are native and a locally native hedgerow is provided along the Whittle Brook and eastern boundaries.

The Applicant provided revised planting plans which made no changes to the species composition of the hedgerows as they considered these appropriate for the school environment, but replaced some of the non-native trees with local species. They also supplied a Landscape Maintenance Plan. GMEU were consulted and maintained that the composition of the using native hedgerows and boundary trees still applied and requested the timings of trimming and cuttings made to the swale and hedgerows in the Landscape Maintenance Plan required amendment to September or October.

The Applicant has subsequently made revisions in accordance with all of GMEU's comments above. Accordingly, GMEU have no objections to the landscape proposal or to the Landscape Maintenance Plan.

**Greater Manchester Fire Service** – No objection but the proposal will need to meet Requirement B5 of Approved Document B Volume 2: Access and facilities for the fire service. If there is any variation from the above, a sprinkler protection can be used as a compensatory feature.

**Greater Manchester Police - Design for Security** – No objection as the recommendations of the Crime Impact Statement has generally been implemented where possible.

**Highways and Engineering**– No objection. The Transport Assessment demonstrates that the local transport network can support this proposal. The Highway Authority have considered the points raised by TfGM and have been in communication with the consultee. The Highway Authority are satisfied with the outcomes of the modelling undertaking and recognise that the junction of Heywood Old Road and Langley Lane is subject to an improvement. Works are underway on-site which are appropriate to satisfy the potential impact of the school traffic. The Highways Service recognise that other walking and cycling improvements are being made in the local area which would mitigate further junction improvement works being necessary. As with any new scheme, continued monitoring and tweaking of signal timings to ensure efficiency is already set to take place.

**Lead Local Flood Authority/Drainage** – No objection. The surface water drainage has been designed in line with sustainable drainage guidance in the NPPF and there is a foul water connection within a side street off Tudor Grove or proposals for a packaged sewage treatment plant will come forward. The Maintenance Document is acceptable.

**Schools Service** – Fully support the reserved matters application for a new secondary school development.

**Sport England** – Initial consultation response confirmed no objections subject to clarity in relation to the playing fields, sports hall and changing facilities. In respect of the playing fields, Sport England required slight amendments to the layout to make it safe for multi-sports use. Sport England also recommended a ground conditions assessment is undertaken by a sports turf specialist/agronomist which should be secured by condition. In terms of the sports hall, the preferred size for community use is 690sqm but if it is a 4 court sports hall the school standard is 594sqm. The layout shows 592sqm and therefore Sports England required further clarity on the size of the sports hall. The internal height of the sports hall should be a minimum of 7.5m and if trampolining is intended it would need to be 8m. In terms of the changing facilities it is not clear whether the layout is fit for purpose and sufficient for a 4 court sports hall. It is also not clear why there are two wet and dry changing facilities given there is no swimming pool proposed. A condition for the more detailed design and layout is required to ensure the sports hall will be fit for its intended purpose.

Following the submission of amended plans which clarified the height of the sports hall at 7.5m, the size of the sports hall at 594sqm and the separation of the changing facilities for indoor and outdoor uses, Sport England confirmed no objection subject to a condition requiring the submission of a ground condition survey and pitch specification condition prior to commencement of development of the playing field. Clarification of the overall size and height of the Sports Hall is welcomed. However,

the layout shows internal doors to the sports hall opening in to the hall. This is a safety hazard for sports hall users and should be outward opening. Also the actual court markings need to be shown in the sports hall to make sure they comply with the relevant dimensions for those sports. The clarification on the wet/dry areas within the changing facilities for outdoor/indoor use should be shown on the plans as an annotation.

The Applicant has made the minor amendments to the plans and annotations in accordance with Sport England's comments above.

**Transport for Greater Manchester (TfGM)** – initial response required clarification on:

- the evidence used to determine the level of traffic change;
- the survey data used to test the access arrangements;
- the number of staff car trips;
- trip distribution assumptions;
- LINSIG modelling of Heywood Old Road / Langley Lane;
- Junction modelling of Langley Lane / Hollin Lane if the impact is forecast to be greater than 30 vehicles per hour;
- Junction modelling of the new school access and confirmation of the width of the carriageway and consideration of pickup-up/drop-off traffic in 15 or 3 minute segments rather than a 60 minutes segment.

After further work by the Applicant on the Transport Assessment, TfGM commented as follows:

- It should be formally noted that due to outdated and no longer valid traffic survey data that any comments related to the impact on the transport system are compromised by the lack of up to date traffic flow data.
- No explanation has been provided as to the inner workings of the gravity model used in order to forecast the potential catchment of the school.
- The modelling of the junction of Langley Lane / Hollin Lane and Heywood Old Road / Langley Lane has shown that the junction will be operating beyond its capacity and mitigation measures will be required to bring traffic levels back to an acceptable level
- Further modelling work should be undertaken to address the right turners from Hollin Lane towards Langley Lane as blocking back. This should be corrected.

In terms of mitigation measures, TfGM has further confirmed that the signalisation of the junction should be secured to provide mitigation measures to address the above comments.

**United Utilities** –. No objections as the submitted drawing of Proposed Easements, ref EWA-CUR-00-XX-DR-C-92510 Rev P06 (dated 15.02.21) is acceptable.

## **MEMBER REPRESENTATIONS**

No representations have been received from Members.

## **PUBLIC REPRESENTATIONS**

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

24 responses have been received in total, of which 22 object and two are neutral comments to the scheme. Comments made in respect of the application are summarised as follows:

**Neutral:**

- Plant trees to rear of school to screen the development

**Objections:**

- Principle of development
- School should be built on Bowlee playing fields or where the Bowlee car boot sale takes place
- The proposed school capacity is excessive
- House prices will be reduced
- Location of the school access is incorrect
- A roundabout should be used instead of a T-junction
- No reference is made to buses entering the school
- Further consideration of drop off and pick up is required
- Parking will take place along Heywood Old Road
- Discrepancy between the transport studies and actual number of parking places and no consideration of pupil drop off numbers by car or bus
- School will be an eyesore and will be detrimental to visual amenity
- Loss of privacy, overlooking and overshadowing
- Detrimental impact upon residential amenities
- Detrimental to ground stability and drainage as residents on Heywood Old Road are supported by septic tanks
- It is out of scale and out of character in terms of appearance to residential properties which are country cottages
- Increase in pollution including, air, traffic, noise
- Work has already started before approval of the application
- Discrepancy between the transport studies and actual number of parking places
- No consideration of pupil drop off numbers by car or bus
- Lack of public consultation
- Environmental and landscape impacts including loss of trees, green space and wildlife and Whittle Brook
- The school should reference Birch Village Conservation Area and the Edgar Wood architecture in all aspects
- Cycle infrastructure needs improving
- A Village Plan inclusive of Edgar Wood Academy should be planned to understand cumulative impacts of surrounding developments

The majority of the issues raised by local residents are covered in the main body of the report below. However, a number of concerns that have been raised relate to the principle of development in this location, the need for the school, and the access



location and arrangement, all of which have already been established through the grant of outline planning permission for the secondary school (20/00192/OUT).

This application is for the consideration of the reserved matters of layout, scale, appearance and landscaping only. As such the factors, which include the principle, the need, and the access arrangement for the school cannot be given weight or be considered for this application.

## **ANALYSIS**

### **Layout**

1. The buildings are positioned central to the south portion of the site, providing separation from the school buildings and the residential properties on Wrigley Fold and on Heywood Old Road. The separation distances between the school buildings / the school boundary fence line and these residential properties are as follows:
  - Distance from the school boundary fence line to the closest house on Heywood Old Road – 36m.
  - Distance from the school buildings to the closest house on Heywood Old Road – 191m.
  - Distance from the school boundary fence to the closest house on Wrigley Fold – 109m.
  - Distance from the school buildings to the closest house on Wrigley Fold – 184m.
2. Grass playing fields and a Multi Use Games Area (MUGA) are located to the north of the site in close proximity to the sports building providing easy access but also ensuring an open aspect to the proposal when the site is viewed from Heywood Old Road and in the context of Birch Conservation Area. In terms of outdoor sports the layout includes, grass pitches for a full size football pitch, a full size rugby pitch, space for a cricket field and a 400m athletics track.
3. The 3-court hard surface MUGA is located to the east of the site, adjacent to the hard play area. This MUGA provides markings for tennis, netball and 5-side football. A secondary sports area is provided in the south east corner. The additional grass pitches allow for smaller 5-side games and rounders activities.
4. Boundary treatments to the perimeter of the site consist of 2.4m high weldmesh fencing. Internal security is provided with 1.8m high weldmesh fencing. The MUGA will be contained with a 3m high weldmesh fence whilst the school bin store will be enclosed with a close-boarded timber fencing at 1.8m height.
5. Sport England have been consulted on the sports element of the proposed development. They have confirmed that the proposal complies with Sport England Planning for Sport Objectives and Paragraph 92 and 94 of the NPPF, subject to conditions for the following:

- a) Ground Condition Survey and Pitch Specifications to be carried out by a Sports Turf Specialist
  - b) Design and Layout of the Sports Hall, and Changing Facilities
  - c) Community Use Agreement
6. Sport England have recommended that to provide an optimum sports layout, a ground conditions assessment is undertaken by a sports turf specialist and the recommended scheme implemented thereafter. In respect of the sports hall, the Applicant has clarified the size at 594 sq. m and the height at 7.5m, which is the minimum size expected by Sports England for a school sports hall.
7. The condition in respect of the Community Use Agreement has already been stipulated as part of Condition 31 on the Outline Planning Permission and therefore does not need to be included in the Reserved Matters Decision.
8. Overall, it is considered that the layout provides an optimal use of the site with designated areas for formal and informal use, including community use. It wholly accords with the Outline Planning Permission and therefore accords with Core Strategy Policies P3, C6 and C8 which amongst other matters seeks to improve the design of new development, respect the context of an area by having regard to the layout of surrounding buildings and provide adequate and improved sports facilities.

**Scale**

9. In line with the Outline Planning Permission, the school buildings will comprise a 3 storey building (12.2m high) and a separate 2 storey sports building (10.3m high). The proposed floorspaces of the building are as follows:

	Gross Internal Floor Area	Gross External Floor Area
Main School Building	5,660sqm	6,182sqm
Sports Building	1,061sqm	1,167sqm

10. The school buildings are located along the site contours at 108m Above Ordnance Distance (AOD), where dwellings along Wrigley Fold and Creaton Way are located at 112m AOD. As a result of the drop in levels between the two areas, the use of landscaping screening, the material treatment and colours used on the site (further details below), and the separation distances, the scale of the buildings will appear reduced.
11. As a result the building scale is considered acceptable in the context of the site's setting, and given the mitigation measures proposed in respect of landscape screening, materials and colours used. The scheme therefore accords with Core Strategy Policy P3.

**Appearance**

12. The proposed facades of the school compromise of two materials: aluminium raised seam and fibre cement rainscreen cladding. The materials have been chosen from a materials palette suitable for Modern Methods of Construction (i.e. modular approach using a range of off-site manufacturing techniques).

13. The façade has been split into two zones. The lower zone, mainly at ground floor level, will be clad in solid fibre cement rain-screen in Ash Grey, whilst the upper zone, mainly the first and second floors will be formed from a PPC aluminium raised-seam cladding system in Merlin Grey. The colour palette will blend into the landscape, when viewed from Heywood Old Road or Wrigley Fold due to the intervening distances.
14. The preferred choice of colours throughout the proposed development has been inspired by and chosen to relate to the school identity and the site context, namely the works of Edgar Wood, the architect/artist.
15. The windows will be set within deep reveals and flashings around these and at the top and bottom of these, raised-seam cladding will be formed from aluminium to provide visual interest.
16. Key spaces will be emphasised with elements of curtain wall glazing including the activity studio, Learning Resource Centre, drama, main hall and dining area. On arrival to the school the large glazing of the activity studio and Learning Resource Centre will provide an active frontage and views into the school. The key entrances will also be emphasised by recesses with the main entrance being of double height recess to provide more significance.
17. Overall, the building appearance provides a contemporary proposal that is in keeping with its green and open setting, with recessive material choices that will not dominate the landscape and colour choices which reflect the school's architectural heritage whilst being sympathetic to its setting. It therefore accords with Core Strategy Policies P1, P2, P3 and DM1.

### **Landscaping**

18. The reserved matters application has been accompanied by a Tree Survey, Arboricultural Implications Assessment and Method Statement and a Tree Constraints Plan to address Condition 10 of the Outline Planning Permission. These have been used to inform the Soft Landscaping Scheme (Condition 12 of the Outline Planning Permission).
19. The reports confirm that the following trees will need to be removed in order to facilitate the scheme: T1 (to facilitate the new site access), G2 (Category C trees) and G3, G4 and G5 (which are all Category C field boundary hedgerows).
20. Groups G1, G7, G8 and G9 will be pruned back to the boundary and T4 will be pruned crown lifted. These operations will accommodate the boundary fence. G6 will be partially retained on site.
21. The proposed drainage strategy will require access through existing trees. Group G11 (Goat Willow group) will require removal as a result which GMEU have confirmed acceptance of subject to replacement of trees on the site.

22. Remaining tree groups will be protected by avoidance and temporary protective fencing as shown on the Tree Protection Plan.
23. In terms of the soft landscaping plan, as a result of the above the existing hedgerow/trees along the western boundary of the site to the Rochdale Way will be retained and a further 227m of native hedging planted across the site. Additional tree planting will be provided across the site, with areas of key sensitivities (aspects towards local residents) prioritised for screening with feathered tree specimens and native hedgerows. At the time of planting the trees will range in size from 4m to 5m in height.
24. GMEU have been consulted and have confirmed that the proposed planting plan provides a reasonable number of trees and length of hedgerow, and their comments requiring the use of native tree and hedgerow species have been taken on board.
25. GMEU are satisfied with the wildflower seed mix used within the swale and the six bird boxes proposed will mitigate the loss of habitat resulting from the loss of hedgerow. Details of the location of these will be provided under Condition 18 which is required prior to commencement of development (with the exception of the access stub-road).
26. A Hard Landscaping and Furniture Plan has been submitted to support the use of hard surfacing elements. These include permeable tarmac surface for the MUGA and internal access road; vehicular tarmac for the parking areas; pedestrian tarmac in and around the school building; concrete block paving along the main school entrance and concrete surfacing where the foul pumping station will be located. The use of materials to demark different areas of the new secondary school is entirely appropriate and will provide robust hard surfacing elements that are in keeping with the school environment. The soft landscaping will screens views and will provide a welcoming approach and entrance plaza, as well as providing sustainable urban drainage features. It is considered that the package of planting will sufficiently mitigate the loss of trees on the site, and will deliver substantial enhancement.
27. As such it is considered that subject to conditions to ensure the protection of trees during construction, to plant native tree and hedgerow species in accordance with the planting plans and to accord with the Hard Landscaping and Furniture Plan, the proposal would not conflict with Core Strategy Policies G6 and G7 which seeks, amongst other matters to recognise and protect trees and sites and features of biodiversity and geodiversity importance.

### **Ecology**

28. The reserved matters application has been supported by a Badger and Water Vole Survey Report (including Ecological Appraisal of Whittle Brook Impacts) to address Condition 8 of the Outline Planning Permission. The Survey Report concluded that there was no evidence of Water Vole activity or occupation and no mitigation measures required to address Condition 8.

29. GMEU have been consulted and agree with the conclusions of the report and have not raised any objections to the survey
30. As such it is considered that the proposal is in accordance with Core Strategy Policies G6, G7 and DM1.

### **Highways, Access and Parking**

#### Access and Parking

31. The principle access route into the site will be via the access stub road off Heywood Old Road, which was approved as part of the Outline Planning Permission. This will provide access for all vehicles, pedestrians and cyclists. The main school gates at this access will be open during the school day for access both during drop-off and pick-up periods and also for visitors during the day.
32. There will be a secondary pedestrian and cycle access from the Rochdale Way in the south west corner of the site which will be manually opened by school personnel at arrival and departure times, and closed during the school day and after school with no access permitted at these times.
33. The parking provision at the site includes the following:

#### Cars:

- 91 staff parking spaces:
- 68 standard bays
- 6 accessible bays (one of which is also one of the 18 electric vehicle bays)
- 18 electric vehicle bays (potentially to be delivered in a phased manner)

#### Drop-off / pick-up and servicing:

- 19 drop-off / visitor spaces
  - 2 drop-off / delivery laybys (7 car spaces available in the laybys)
  - 10 Informal stopping spaces on the access road Cycle / motorcycle:
  - 2 motorcycle parking bays
  - 96 covered cycle spaces for staff and pupils
  - 4 visitor cycle spaces in the entrance plaza
34. Parking provision is in line with Appendix 5 of the Core Strategy in terms of accessible car spaces (6% of the total), cycle parking (1:10 pupils and staff) and motorcycle parking (1:40 staff), as well as Outline Planning Permission Condition 22 in terms of electric vehicle parking (1 in 5 staff spaces). The maximum car parking standard for vehicles (1.5 spaces per classroom) is however exceeded, as agreed with the Council's Highway Section in order to avoid issues with off-site parking.
35. There will be no dedicated school buses with staff and pupils travelling by bus will therefore use the bus stops on Windermere Road and walk through Bowlee Park via the improved pedestrian link of Rochdale Way.

36. Servicing and delivery vehicles will make use of the main vehicular route and access the layby area to the south west corner of the site. Fire access is provided to the north and west elevation of the main school building via the adjacent car park and to the sports block. Emergency vehicles can also access onto the playing fields where necessary through the wide gates adjacent to the entrance plaza. A tracking exercise has also confirmed that the layout is accessible in line with the access and servicing strategy proposed.

### Highways

37. In addition to the above, Condition 4 of the Outline Planning Permission requires the submission of a Transport Assessment. The implications of COVID-19 are such that transport surveys that are ordinarily undertaken to support applications for planning permission would not be considered to be representative of normal conditions if undertaken at the current time. Whilst it was anticipated that traffic volumes might have returned to pre-COVID-19 restriction levels between the grant of Outline Planning Permission and the submission of the Reserved Matters Application, unfortunately this has not been the case as COVID-19 restrictions continue to be in place.

38. With this in mind, the applicant agreed the scope of the Transport Assessment with the Council's Highway Section in November 2020. As such, the Council's Highway Section confirmed acceptance of the proposed assessment methodology to use traffic data from 2014 and apply growth factors to determine the junction assessments. The Transport Assessment uses the same baseline trip rates and trip generation methodology from the outline application and has expanded this further to take account of the wider study area considered as part of its assessment. The Transport Assessment concludes that the proposed development would have a limited impact on the operation of the wider highway network in terms of increase in traffic volume.

39. Whilst TfGM have queried the trip distribution and modelling approach undertaken in the Transport Assessment, the applicant recognised the approach was as a result of COVID-19 implications and therefore sought to agree this with the Council's Highways team in advance of the application. Section 5.4 of the Transport Assessment expands on the assumptions used and clarifies further the adopted methodology, which has been based on the surrounding built up residential area and the catchment area of the school. Paragraph 5.5.5 of the Transport Assessment also recognises that not all trips will be 'new' to the highway network. In reality the majority of pick-up/drop off movements would form part of a wider car journey already being undertaken on the network including peak hour to/from the nearby employment areas. The traffic impact analysis presented within the Transport Assessment is therefore considered robust.

40. Detailed junction operation and capacity assessments have also been undertaken at the proposed site access and the Heywood Old Road/Langley Lane junction, factoring the assumed upgrade of the junction to a signal controlled junction. The modelling has been updated in line with TfGM's comments. The assessment concludes that the Edgar Wood Academy will have

a modest impact on the junction operation during the AM peak hour resulting in a typical increase in queue length of nine vehicles on Heywood Old Road (northbound) and Langley Lane. There will also be no significant impacts during the PM peak hour periods. A similar modelling exercise has been undertaken at the junction of Langley Lane and Hollin Lane and at the proposed site access junction. The results show that the Langley Lane and Hollin Lane junction will not result in a severe impact on the junction operation when compared against the base situation and the site access junction will operate well within capacity.

41. Despite the junction modelling works concluding that there will be no severe residual traffic impacts on the local highway network, TfGM have requested that mitigation measures in the form of signalisation to the Heywood Old Road/Langley Lane junction is secured. The Council's Highway Section has confirmed that works are already underway to complete the signalisation well in advance of the opening of the school. Once the school is open, the Highway Section has confirmed that they will review the operation of the signals at the junction, as is normal practice, to ensure it is optimised to reflect vehicular movements from the new school.
42. In summary, whilst TfGM initially queried the method and conclusions of the Transport Assessment, their comments have been addressed by the Applicant and specifically, the mitigation measures requested in terms of signalisation of the junction at Heywood Old Road/Langley Lane are already being secured. In terms of the traffic management scheme for Heywood Old Road, this will include the above and the following:
  - Proposed gateway features to be delivered on the northbound and southbound approaches to Birch Village;
  - Relocation of existing bus stops;
  - Pedestrian footway widening;
  - Potential additional traffic calming features including signage, surface treatment and road markings; and
  - Carriageway realignment and local vehicular access to existing residential properties fronting onto Heywood Old Road.
43. The Transport Assessment also concludes that following a review of road collision statistics, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposals. The Transport Assessment also concludes that the site is highly accessible by sustainable modes of travel and exhibits good levels of pedestrian and cycling infrastructure, with a significant residential catchment area within acceptable walking distance. The Transport Assessment also notes that the pedestrian and cycle accessibility of the site will be enhanced as part of the proposals to improve the Rochdale Way (subject of a separate planning application, Ref: 21/00132/DOC) and will provide direct linkages between the school and residential areas to the east and south.
44. Having reviewed TfGM's comments and the infrastructure improvements being made to the wider area, the Council's Highway Section are satisfied that there are no concerns in respect of the car parking provision, manoeuvrability within

the site and highway safety. They have confirmed acceptance of the conclusions of the Transport Assessment and are satisfied that the local transport network can accommodate the new school. As such the proposal would comply with the provision of Core Strategy Policies DM1 and T2, which in combination seek to ensure accessibility and highway safety.

### **Historic Environment**

45. In considering this reserved matters application the LPA has a statutory duty under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 190, to consider the impact of the proposal on the setting of heritage assets, in this case Birch Village Conservation Area located circa 50m from the site boundary at its closest point. The previous planning committee report for the Outline Planning Permission considered the impact of the Indicative Site Layout and proposed siting of the school buildings on the setting of the Conservation Area and concluded that there would be a neutral impact in accordance with Paragraph 192 and 193 of the NPPF due to the considerable distance between them.
46. The Council's Conservation and Design Officer has been consulted and concludes that the external building materials and their chosen colour palette are appropriate in this location and there will be no harm to the setting of the Conservation Area. As such the proposed development accords with the provisions of Core Strategy Policy P2, saved Unitary Development Plan Policy BE/17 and the NPPF Paragraphs 192 and 193.

### **Design for Security**

47. A Crime Impact Statement has been submitted with this application, in line with the requirements of Condition 23 of the Outline Planning Permission. The Greater Manchester Police, Design for Security Team has been consulted has not raised any objections as the development is considered to be consistent with the adopted principles of Secured by Design. The proposed development thereby complies with the provisions of Core Strategy Policies DM1 and P3, which in combination seek to improve the design of new development by incorporating design measures that design out crime.

### **Residential Amenity**

48. The distances between the school development and dwellings along Heywood Old Road and Wrigley Fold, described above under the 'Layout' section is such that residents would not experience any significant loss of light, outlook or privacy. Trees and hedgerow planting along Heywood Old Road and the boundary closest to Wrigley Fold will also assist in screening views of the site/buildings from these residential properties and existing planting where possible, has been retained providing screening from the surrounding paths and Bowlee Playing Fields/Bowlee Park. The site topography also assists in reducing the visual impact of the built form and reducing any overdominance. The development is naturally screened from Whittle Lane to the west, Langley Lane to the north and Tudor Grove to the south-east by existing landscape features.



49. An Environmental Noise Assessment has been submitted with this application, in line with the requirements of Condition 24 of the Outline Planning Permission. The report sets out the following:

- A glazing and ventilation strategy is identified to attenuate external noise to meet with internal noise level limits for classrooms on all facades.
- It is not considered the mitigation in the form of acoustic fencing is required to reduce external noise levels on the new school site for teaching purposes.
- It is recommended that noise from new sources of building services plant does not exceed 5 dB below the existing representative background noise level when assessed at the nearest noise sensitive receptor. This represents a BS: 4142 assessment of 'low impact'.
- Due to existing traffic levels on local roads, it is anticipated that any changes in local traffic due to the new school would result in a change in daytime traffic noise levels of less than 1 dB, and therefore lead to an imperceptible change in traffic noise in the local area.
- The car park is located 200m from the closest noise sensitive receptor and due to this distance and the existing ambient noise climate, it is not anticipated that there will be any audible noise due to use of the car park.
- Noise levels due to use of the external sports facilities have been calculated based on Sport England guidance and noise. Results indicate that predicted sports noise levels from the grass pitches are significantly below the existing ambient site noise levels. It is recommended that all perimeter weldmesh fencing panels on the MUGA pitches are securely clamped with resilient fixings to reduce vibration and associated noise. To control noise levels from participants and spectators it is recommended that a management/monitoring plan is developed to effectively respond to specific incidents. Similarly, the restriction of use to authorised groups could be appropriate in many situations.

50. The Council's Environmental Protection Officer has reviewed the Environmental Noise Assessment and has recommended a condition requiring the mitigation measures in the Assessment to be implemented.

51. In terms of Air Quality, the application has been accompanied a Transport Assessment which confirms that the traffic generation assumptions are consistent with the analysis prepared at the outline application stage. On this basis, the forecast traffic flows would not exceed 500 LDV AADT (calculated at 477 vehicle trips per day throughout the whole calendar year) and 100 HDV AADT (calculated at a maximum of 7 vehicle trips per day) As these are within the Institute of Air Quality Management thresholds, in line with Condition 5, and Air Quality Assessment is not required with this reserved matters application.

52. The LPA is therefore satisfied that the proposal would not cause any significant harm to residential amenity. In conclusion, based on the above and subject to the required conditions, it is considered that the development proposals are in accordance with Paragraph 170 of the NPPF and Core Strategy Policies P3, G9 and DM1 which in combination require development to not adversely affect the amenity of residents through visual intrusion, overshadowing, loss of privacy and noise and air pollution.

## **Drainage and Flood Risk**

53. Condition 7 of the Outline Planning Permission requires an updated drainage scheme for foul and surface water and the submission of a maintenance plan. The reserved matters application has therefore been accompanied by a Drainage & SUDs Strategy which also includes the required maintenance information.
54. In terms of surface water drainage the strategy a number of SUDs elements have been incorporated including the use of swales, rain gardens and permeable tarmac areas, described in more detail below:
- It is considered that infiltration methods are not suitable due to ground conditions.
  - The surface water from the site will discharge to Whittle Brook.
  - The QBAR greenfield runoff rate for this site has been calculated to be 7.186 l/s/ha. The proposed impermeable area of the development is 1.33 ha and therefore the proposed discharge will be 9.6 l/s.
  - The required attenuation volume has been calculated as 921 cubic metres, which will be provided within an attenuation tank.
  - Swales have been proposed on both sides of the access road. For the swales located near the sports fields, a perforated pipe in the trench has been proposed. An impermeable membrane will be installed around the trench.
  - The swale near the boundary is within the root protection area, and perforated pipes may not be feasible. Therefore, an outlet from the swale is proposed at the lowest point as the infiltration rate is low. Surface water will be slowed down in the swale by vegetation.
  - A swale is proposed between the parking bays within the car park with dropped kerbs to enable water flow.
  - Hard landscaping will slope towards new rain gardens located adjacent with an outlet to direct surface water
  - Gullies have been proposed for the access road, however dropped kerbs will allow water flow directly to the swale
55. In terms of foul drainage, the strategy sets out the following:
- There is no foul water sewer within or adjacent to the site. Foul water from the development therefore requires pumping to the public sewer.
  - The preferable foul water connection point to the public sewer will be to United Utilities foul water manhole 5328, within a side street off Tudor Grove. A 6m easement will be provided for the foul water rising main outside of the site boundary.
56. The Council's Drainage Engineer and United Utilities have been consulted. The Council's Drainage Engineer considers the drainage design to be well developed in line with Sustainable Drainage Guidance in the NPPF and NPPG and has confirmed the acceptance of the Maintenance Document at Section 4 of the Drainage & SUDs Strategy (ref. EWA-CUR-00-XX-RP-C-92001 Rev P03). United Utilities has also confirmed that the drainage design is acceptable with the required easements in place. Whilst the final foul drainage design has not been confirmed, i.e. foul water to be pumped or a packaged sewage treatment plant to

be provided, both options meet national planning guidance on the issue and both are acceptable to the Drainage Engineer and United Utilities.

57. GMEU have also responded on the drainage strategy and welcome the inclusion of swales in respect of the proximity to Whittle Brook. GMEU have confirmed that they require no further information or measures in relation to the drainage strategy.
58. On the basis of the information above, the LPA is satisfied that the site could be suitably drained such that it is not at risk of flooding and would prevent flood risk elsewhere. For the reasons provided above, the proposal therefore complies with the requirements of Core Strategy Policy G8 and saved Unitary Development Plan Policies EM/7 and EM/8.

### **SUMMARY**

59. For the reasons provided above, it is considered that the proposal accords with the principles established by the Indicative Site Layout as Proposed (dwg no. ADP-00-00-DR-A-0950) and the principles established by the Design and Access Statement dated July 2020 which formed part of the approved documents pursuant to the Outline Planning Permission (as required by Condition 29)
60. Details in respect of the layout, scale, appearance and landscaping are considered acceptable and matters in relation to highways, ecology, heritage, crime prevention, amenity and drainage have been considered by the relevant statutory and internal consultees and as such, are considered to be in accordance with Core Strategy Policies P1, P2, P3, C6, C7, C8, G6, G7, G8, G9 T2, DM1 and saved Unitary Development Policies BE/17, EM/7 and EM/8, and the National Planning Policy Framework.
61. It is recommended that Committee resolves to grant reserved matters permission subject to the conditions listed below.

### **RECOMMENDATION**

It is recommended that the Planning and Licensing Committee resolves to **GRANT RESERVED MATTERS PERMISSION** subject to the following conditions:

1. The permission relates to the following plans:-
  - Site Location Plan ref. EWA-ALA-00-XX-DR-L-0015-P01
  - Topographic Survey ref. GM11081-002 Rev A
  - Existing Site Plan Illustrative ref. EWA-ALA-00-XX-DR-L-0004-P03
  - Existing Site General Arrangement (Block Plan) ref. EWA-ALA-00-XX-DR-L-0053-P01
  - Landscape illustrative Masterplan ref. EWA-ALA-00-XX-DR-L-0001-P08
  - Site Context Masterplan ref. EWA-ALA-00-XX-DR-L-0002-P05
  - Landscape General Arrangement (Block Plan) ref. EWA-ALA-00-XX-DR-L-0003-P05

- Planting Plan 1 of 5 ref. EWA-ALA-00-XX-DR-L-0022-P07
- Planting Plan 2 of 5 ref. EWA-ALA-00-XX-DR-L-0023-P07
- Planting Plan 3 of 5 ref. EWA-ALA-00-XX-DR-L-0024-P06
- Planting Plan 4 of 5 ref. EWA-ALA-00-XX-DR-L-0025-P06
- Planting Plan 5 of 5 ref. EWA-ALA-00-XX-DR-L-0026-P06
- Typical Planting Details ref. EWA-ALA-00-XX-DR-L-1001-P01
- Fencing and Boundary Treatment Plan ref. EWA-ALA-00-XX-DR-L-0044-P05
- Sports Pitch Provision ref. EWA-ALA-00-XX-DR-L-0045-P05
- Hard Landscape and Furniture – Outline Specification ref. EWA-ALA-00-XX-DR-L-0052-P02
- Outline Levels Plan ref. EWA-ALA-00-XX-DR-L-0033-P05
- Existing and Proposed Site Sections 1 of 5 ref. EWA-ALA-00-XX-DR-L-0005-P05
- Existing and Proposed Site Sections 2 of 5 ref. EWA-ALA-00-XX-DR-L-0006-P05
- Existing and Proposed Site Sections 3 of 5 ref. EWA-ALA-00-XX-DR-L-0007-P05
- Existing and Proposed Site Sections 4 of 5 ref. EWA-ALA-00-XX-DR-L-0008-P05
- Existing and Proposed Site Sections 5 of 5 ref. EWA-ALA-00-XX-DR-L-0009-P05
- Existing and Proposed Site Sections Wider Context 1 of 3 ref. EWA-ALA-00-XX-DR-L-0049-P02
- Existing and Proposed Site Sections Wider Context 2 of 3 ref. EWA-ALA-00-XX-DR-L-0050-P02
- Existing and Proposed Site Sections Wider Context 3 of 3 ref. EWA-ALA-00-XX-DR-L-0051-P02
- Views towards the site ref. EWA-ALA-00-XX-DR-L-0054-P02
- Existing External Services Layout ref. 1184-CSD-EX-XX-DR-ME-30002-P01
- Proposed External Services Layout ref. 1184-CSD-EX-XX-DR-ME-30001-P01
- Ground Floor Plan ref. EWA-SRA-XX-00-DR-A-02100-P03
- First Floor Plan ref. EWA-SRA-XX-01-DR-A-02101-P01
- Second Floor Plan ref. EWA-SRA-XX-02-DR-A-02102-P01
- Roof Plan ref. EWA-SRA-XX-RF-DR-A-02103-P01
- East and West Elevations ref. EWA-SRA-XX-XX-DR-A-02200-P02
- North and South Elevations ref. EWA-SRA-XX-XX-DR-A-02201-P03
- School Building East and West Elevations ref. EWA-SRA-XX-XX-DR-A-02202-P02
- School Building North and South Elevations ref. EWA-SRA-XX-XX-DR-A-02203-P02
- School Building Courtyard Elevations ref. EWA-SRA-XX-XX-DR-A-02204-P02
- Sports Building East and West Elevations ref. EWA-SRA-XX-XX-DR-A-02205-P02
- Sports Building North and South Elevations ref. EWA-SRA-XX-XX-DR-A-02206-P02
- Sports Sections ref. EWA-SRA-XX-XX-DR-A-20223-P03
- GRP Unit Substation ref. 900350-002 Rev 3

And the development shall be carried out in accordance with these drawings hereby approved.

Reason: For the avoidance of doubt to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

2. The development shall be carried out in accordance with the approved External Building Materials Finishes (ref: EWA-SRA-XX-XX-RP-A-02002 Rev P01).

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

3. The development shall be carried out in accordance with the recommendations of the submitted Tree Survey, Arboricultural Implications Assessment and Method Statement (ref. Edgar Wood Academy/A2 dated 19 February 2021)

Reason: To safeguard trees on the site and to ensure that adequate provision is made for their protection whilst the development is carried out in accordance with Policies P3, G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

4. The management of the soft and hard landscaping on the site shall be carried out in full accordance with the measures and timescales set out in the Landscaping Maintenance Plan (ref: EWA-ALA-00-XX-RP-L-0001 Rev P05).

Reason: In order to ensure the long term maintenance of the soft and hard landscaping on the site and in the interests of the amenities of the area and in accordance with policy G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

5. The development shall be carried out in full accordance with the Drainage & SUDs Strategy (ref. EWA-CUR-00-XX-RP-C-92001 Rev P03).

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.

6. No part of the development of the development shall be occupied until such time as the boundary treatments to the site have been erected in accordance with the detail shown on the Fencing and Boundary Treatment Plan drawing no. EWA-ALA-00-XX-DR-L-0044-P05. The boundary treatment shall be retained as installed thereafter.

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

7. The pedestrian access from Heywood Old Road, car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purposes.

Reason: in the interest of highway safety and the free flow of traffic in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

8. No part of the development hereby approved shall be occupied until such time as the cycle parking shown on the approved Landscape Illustrative Masterplan (ref. EWA-ALA-00-XX-DR-L-0001-P08) has been erected in accordance with the details shown on the approved Hard Landscape and Furniture – Outline Specification (ref. EWA-ALA-00-XX-DR-L-0052 P02). The cycle parking shall be retained as installed thereafter.

Reason: In the interests of ensuring adequate cycle storage provision in accordance with Policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

9. The landscaping works shown on the approved Planting Plans 1-5 and the Typical Planting Details, shall be carried out in accordance with the approved details and within the first planting season following first occupation of the development hereby permitted. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and to ensure the provision of replacement and additional habitats in accordance with Policies P3, G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

10. The development hereby permitted shall be carried out in accordance with the mitigation provisions at Section 5 and 6 of the Planning Stage Environmental Noise Assessment (ref. 08-20-84401-AC-3v3). The school shall not be brought into use until a verification report is submitted to and approved in writing by the Local Planning Authority, confirming that the internal and external noise levels have been achieved.

Reason: To safeguard the amenity of future occupants of the development hereby approved in accordance with Policies G9 and DM1 of the adopted Core Strategy and the National Planning Policy Framework.

11.No development shall take place in relation to the playing fields hereby permitted unless and until:

- a) A detailed assessment of ground conditions of the land proposed for the new playing field land is undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and
- b) Based on the results of this assessment to be carried out pursuant to (a) of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary) is submitted to and approved in writing by the Local Planning Authority in consultation with Sport England and in compliance with the relevant industry Technical Design Guidance. The scheme shall include written specifications and plans, proposed maintenance and a timetable for implementation.

The assessment and detailed scheme shall be undertaken by a suitable qualified sports turf specialist. The works shall be carried out in accordance with the approved scheme and shall be retained and maintained in accordance with the approved scheme thereafter.

Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field in accordance with Policies C8, G8 and G9 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and paragraph 92 and 94 of the National Planning Policy Framework.

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