

**DELEGATED REPORT**

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|----------------------------------|-----------------------------------|--------------------------------|
| <b>Report by</b> Dean Clapworthy | <b>Date of report:</b> 08/03/2024 | <b>Ref:</b> 70381/FUL          |
| <b>Registration:</b> 02/01/2024  | <b>LDfC:</b> 24/01/2024           | <b>Expiry Date:</b> 12/03/2024 |
| <b>Site Visit:</b> 12/01/2024    | <b>Site Notice:</b> N/A           | <b>Press Date:</b> 11/01/2024  |
| <b>Objections:</b> 0             | <b>Con Area:</b> N/A              | <b>Adv Type:</b> MD            |
| <b>Reason for Delay:</b><br>N/A  |                                   | <b>EIA:</b> NA                 |
|                                  |                                   | <b>Dec Level:</b> DEL          |
|                                  |                                   | <b>Stat Class:</b> MAOT        |

**Proposal:** Variation of condition 2 (approved drawings) following planning permission 70071 (Erection of new secondary school alongside supporting sports facilities, car parking, landscaping, site infrastructure, new access road and associated access infrastructure) - Amend the developments highway infrastructure design to incorporate a signalised Cyclops junction and minor associated revisions to the landscaping proposal and amend conditions 12, 23, 24 and 33 to update wording and approved drawings referenced within each condition.

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

**Description**

Site and surroundings

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

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

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

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

Background to proposal

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

Planning permission for a 750 pupil permanent school was approved under planning permission 70071 on 22 November 2023, comprising a three storey school building in a 'superblock' design with linked sports hall and associated infrastructure including access roads

Description of the proposal

The application seeks to amend condition 2 (approved drawings), focussing on changes to

the highways infrastructure to incorporate a 'Cyclops'\* traffic signalised junction at the connection of Spring Lane and the approved school access road (replacing a traditional 'priority' T-junction).

No amendments are proposed to the design of the school buildings or the associated facilities. As a result of the proposed introduction of the 'Cyclops' junction, there would be some minor revisions to the landscaping scheme.

Minor revisions would also be necessary to conditions 12, 23, 24 and 33 to reflect the proposed amendment to the approved plans to accurately reflect the updated drawings.

\* A Cyclops junction is a Cycle Optimised Protected Signals junction that fully segregates cyclists from general motorised vehicle traffic, as well as providing designated pedestrian crossings, to the benefit of cycle and pedestrian safety.

### **Relevant Planning History**

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

56310 - Prior notification of proposed demolition of two portacabins at rear at Radcliffe Riverside School, Spring Lane, Radcliffe. Prior approval required and granted - 12 June 2013.

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

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

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

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

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

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

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

70071 - Erection of new secondary school alongside supporting sports facilities, car parking, landscaping, site infrastructure, new access road and associated access infrastructure - Approve with Conditions 22/11/2023

70466 - Non-material amendment following grant of planning permission 70002 for the retention of a greater extent of existing substation building with surrounding timber fencing and amendment to location of the temporary accommodation building further to the north. - Approve 14/02/2024

**Publicity**

Neighbouring properties notified 05/01/2024

Press notice published 11/01/2024

Site notices posted 12/01/2024

**Statutory/Non-Statutory Consultations**

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

**Transport for Greater Manchester:** No objection.

**Greater Manchester Ecology Unit:** No objection. Previous recommendation still applies.

**United Utilities (Water and waste):** No objection. Previous recommendations apply.

**Pre-start Conditions** - The agent has agreed with pre-start conditions

**Unitary Development Plan and Policies**

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

|       |                                                             |
|-------|-------------------------------------------------------------|
| EN4/2 | Energy Efficiency                                           |
| SPD3  | DC Policy Guidance Note 3: Planning Out Crime               |
| SPD6  | Supplementary Planning Document 6: Alterations & Extensions |
| SPD11 | Parking Standards in Bury                                   |
| SPD12 | Travel Plans in Bury                                        |
| SPD16 | Design and Layout of New Development in Bury                |
| NPPF  | National Planning Policy Framework                          |

## **Issues and Analysis**

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

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

**Equality Act 2010:** All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

**Human Rights:** All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

**The Crime and Disorder Act 1998** imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the

exercise of its functions.

## **ASSESSMENT**

### **Places for Everyone**

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

PfE was submitted to the Government for examination in February 2022 and this marked the start of the independent examination into the plan, the final stage in the plan making process.

The Inspectors have now concluded their examination of the plan and have issued their findings and recommendations in their Inspectors' Report which was received on 14 February 2024. In that report the Inspectors conclude that all legal requirements have been met and that with the recommended main modifications set out in the Appendix of their report, the Places for Everyone Joint Development Plan Document satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

The next step is for all nine PfE Councils to consider the Inspectors' recommendations and adoption of the Plan. Currently, it is anticipated that these Council meetings will be held between 28 February and 20 March 2024, with Bury Council due to consider this on 20 March.

If it is agreed by all nine Council's, Places for Everyone will become a key part of Bury's statutory development plan.

Given the advanced stage in the preparation of PfE, it is already considered reasonable that the Plan (as proposed to be modified) should be given significant weight in the decision-making process in line with paragraph 48 of the National Planning Policy Framework and full weight will be given to the policies once the Plan is adopted.

Policy JP-P5 (Education, Skills and Knowledge) of the Places for Everyone Joint Development Plan (as proposed to be modified) states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities.

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

### **Principle**

A new school has been approved under extant planning permission 70071 and the principle of the development is therefore established.

The assessment is therefore confined to matters concerning the amendment to the highway aspects and as a result the minor alterations to the proposed landscaping scheme.

### **Access, highway safety and parking**

A Transport Statement (TS) has been prepared to accompany the planning application, which considers the transport implications of the approved development with the addition of the 'Cyclops' traffic signalised junction, in substitute for the traditional 'priority' T-junction.

It finds that the proposed arrangement could adequately accommodate the traffic

generation of the proposed school in the 2030 future year scenario. The 'Cyclops' would also facilitate movements between the school site, residential areas and public transport infrastructure.

Both the Highway Officer and Transport for Greater Manchester (TfGM) are satisfied with the proposal, subject to the conditions noted.

On this basis, the proposed development would not be detrimental to highway safety.

### **Ecology, trees and landscaping**

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment.

In conjunction with the extant planning permission, the proposal is supported by a suite of ecological, species and aboricultural reports.

The proposed amendments would result in minor alterations to previously approved landscaping scheme, involving the removal of additional existing trees and vegetation due to the increased land take for the 'Cyclops' junction. This would be mitigated by enhanced landscaping proposals. The Extended Phase 1 Ecology Habitat Survey and Bat Roost Assessment found that no further constraints were identified.

In relation to biodiversity net gain, the previous net gain assessment indicated a significant net gain, which was sufficient to buffer any potential undervaluing of the baseline habitats.

The Greater Manchester Ecology Unit (GMEU) have raised no objections to the proposal, subject to conditions previously appended (with some modifications to account for the amended plans).

### **Other matters**

The majority of the conditions appended to planning permission 70071 remain relevant in the original form. Conditions 12, 23, 24 and 33 are amended due to the introduction of the 'Cyclops' to the scheme or to reference amended plans. Conditions 9, 21 and 26 would be amended due to the DoC application relating to 70071.

### **CONCLUSION**

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

The proposal relates to an extant planning permission and the proposed amendments to the proposal, subject to conditions, would not have any unacceptable impacts on visual amenity, highway safety or ecological interests and would be of an appropriate layout, scale and design.

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

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental

conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

**Conditions and Reasons:**

- 1 The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
- 2 Subject to the requirements of the conditions below, the development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

Substitute Plans

Site Location Plan (Dwg no. FS1013-ALA-EX-ZZ-D-L-0039 S2 P06)  
Whole Site Plan - (Dwg No. FS1013-ALA-EX-ZZ-D-L-0001- P12)  
Proposed Cyclops Junction (Dwg No. FS1013-VS-XX-XX-D-H-0011 P06)  
Proposed Access Road (Dwg No. FS1013-VS-XX-XX-D-H-0010 P05)  
Site Landscaping Plan - Overview (Dwg No. FS1013-ALA-EX-ZZ-D-L-0004 S2 P07)  
Planting Plan (Dwg No. FS1013-ALA-EX-ZZ-D-L-0010 S2 P07)  
Tree Retention and Removal Plan (Dwg no. FS1013-ALA-EX-ZZ-D-L-0031 S2 P05)  
Fencing General Arrangement (Dwg No. FS1013-ALA-EX-ZZ-D-L-0012 S2 P07)  
Access Strategy - Parking Strategy (Dwg No. FS1013-ALA-EX-ZZ-D-L-0026 S2 P06)  
Levels Plan Overview (Dwg no. FS1013-ALA-EX-ZZ-D-L-0013 S2 P06)  
Site sections 1 (Dwg no. FS1013-ALA-EX-ZZ-D-L-0019 S2 P05)  
Site sections 2 - (Dwg no. FS1013-ALA-EX-ZZ-D-L-0020 S2 P05)

Retained plans from 70071

Proposed Ground Floor & Sports Plan (Dwg No. FS1013-AHR-01-00-D-A-2001 S4 REV.P13)  
Sports Hall (Dwg No. FS1013-AHR-01-00-D-A-2050 S4 REV.P01)  
Proposed First Floor Plan (Dwg No. FS1013-AHR-01-01-D-A-2002 S4 REV.P10)  
Proposed Second Floor Plan (Dwg No. FS1013-AHR-01-02-D-A-2002 S4 REV.P10)  
Proposed Roof Plans (Dwg No. FS1013-AHR-01-RF-D-A-2003 S4 REV.P05)  
Strip Sections 1-2 (Dwg No. FS1013-AHR-01-ZZ-D-A-2021 S4 REV.P05)  
Strip Sections 2-2 (Dwg No. FS1013-AHR-01-ZZ-D-A-2022 S4 REV.P03)  
Elevations (Dwg No. FS1013-AHR-XX-ZZ-D-A-2010 S4 REV.P06)  
Cycle Shelter Details (Dwg No. FS1013-ALA-ZZ-ZZ-D-L-1008 S4 P01)

Documents

Outline Drainage Strategy (updated report, Renaissance) - FS1013-REN-XX-XX-T-C-0161 Rev P03  
Arboricultural Impact Assessment (Version 1 Update, 15.12.2023-V1-SB)  
Arboricultural Impact Assessment (Cyclops, 13.12.2023-V1-SB)  
Tree Survey and Constraints Report  
Transport Statement – FS1013-VS-XX-XX-T-H-1004 Rev P02 (VIA Solutions), including  
'Proposed Access Road' (Cyclops Junction) Drawing – Dwg. FS1013-VS-XX-XX-D-H-0010 Rev P05  
'Proposed Cyclops Junction' Drawing – Dwg. FS1013-VS-XX-XX-D-H-0011 Rev P06  
Extended Phase 1 Habitat Survey (Amenity Tree, 13.12.2023)  
Potential Bat Roost Feature Inspection Survey (Amenity Tree, 13.12.2023)  
Assessment of Biodiversity (updated report, Amenity Tree)

Road Safety Audit jV (Sevenairs Consulting Ltd)  
Road Safety Audit Designers Response - FS1013-VS-XX-XX-T-H-1006

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

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

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

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

Reason - In order to ensure the safety and stability of the development, pursuant to Section 15 of the National Planning Policy Framework.
- 6 Prior to the occupation of the development, a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm that the mitigation measures necessary to address the risks posed by past coal mining activity have been implemented in full.

Reason. To ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, pursuant to Section 15 of the National Planning Policy Framework.
- 7 No development comprising the erection of any external walls shall take place until

details of the materials to be used in the construction of the external surfaces of the development, including the roof, and all boundary treatments and fencing, have been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved details.

Reason. Only indicative material details have been submitted and full details are required in the interests of visual amenity and to ensure a satisfactory development pursuant to Bury Unitary Development Plan policies EN1/1 and CF1/1.

- 8 Use of the development shall not commence until a community use agreement has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to internal and external sports facilities and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason. To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport pursuant to chapter 8 - Promoting healthy communities of the NPPF and RT2/3 - Education Recreation Facilities.

- 9 Prior to the first occupation of the development, the drainage scheme shall be implemented in accordance with the plans and information submitted to discharge condition 9 of planning permission 70071, namely;  
Proposed Drainage Areas Plan (FS1013-REN-EX-00-D-C-5201-P04)  
Below Ground Drainage Plan (FS1013-REN-EX-00-D-C-5210-P05)  
Below Ground Drainage Manhole (FS1013-REN-EX-XX-D-C-2020-P03)  
Below Ground Drainage Details (Sheet 3) (FS1013-REN-EX-XX-D-C-5303-P02)  
Below Ground Drainage Details (Sheet 4) (FS1013-REN-EX-XX-D-C-5304-P02)  
Below Ground Drainage Details (Sheet 5) (FS1013-REN-EX-XX-D-C-5305-P02)

The implemented drainage scheme shall be retained thereafter for the lifetime of the development.

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

- 10 Prior to the first occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:  
(a). Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and  
(b). Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

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

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

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

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

- Formation of the proposed site access/signalised Cyclops junction onto Spring Lane, incorporating the provision of the signalised junction and tactile paved crossing points within an extension of the current limits of adoption, demarcation of the revised limits of the adopted highway, provision of new and alterations to existing road markings and all associated highway and highway drainage remedial works;
- Detailed design of the new access road and its alignment relative to the existing adopted footpath route (Banana Path)/Public Footpath No. 3, St. Andrew's, Radcliffe, that crosses the westerly boundary of the site and proposals for (if any) pedestrian connections to this route;
- Reinstatement of the redundant easterly site access onto Spring Lane to adjacent footway levels and all associated highway and highway drainage remedial works;
- In the event that the new access road is not to be considered for adoption by the Council, measures to prevent the discharge of surface water onto the adopted highway;
- In the event that any retaining structures are required that abut/are sited in close proximity to the adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
- Provision of a street lighting assessment to a scope and specification to be agreed for the junction of the proposed site access/priority junction onto Spring Lane and, where necessary, a scheme of improvements;
- Review of existing waiting restrictions in the vicinity of the proposed site access/priority junction onto Spring Lane and, if required, the introduction of new/extension of existing waiting and loading restrictions, including all necessary road markings and signage.

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

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

- 13 In the event that it is intended for the new access road to be considered for adoption by the Council, notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

- Detailed design of the new access road and its alignment incorporating running

lane/carriageway and footway widths to be agreed and any proposed gates to be inward opening and set back a minimum of 5.0m from the back of the adopted highway;

- Proposed pedestrian and cycling facilities with appropriate tactile paved crossing points at all junctions/pedestrian crossing points, signage and road markings;
- Provision of long sections and cross sections at positions to be agreed through the proposed new access road and roundabout to ensure that gradients will not exceed 1 in 14 for the purposes of adoption and incorporating a maximum 1 in 20 plateau at any junction within the development and at the interface with the adopted highway;
- In the event that any retaining structures are required that abut/are sited in close proximity to the future adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
- Demarcation of the limits of adoption at all relevant locations;
- Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all proposed junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them;
- Swept path analysis of the new access road to ensure that all vehicles anticipated to use the new road, including an 11.85m long refuse collection vehicle can pass a private car at all points, the bend and manoeuvre at the proposed mini-roundabout;
- Proposed porous/permeable hardstanding materials and/or measures to prevent the discharge of surface water onto the adopted highway;
- Provision of a street lighting assessment to a scope to be agreed for the new access road and street lighting scheme to a specification to be agreed;
- Review of need for the introduction of waiting/loading restrictions on the new access road and at the proposed junctions/roundabout to a scope to be agreed, including all necessary road markings and signage;
- Proposed planting/surfacing details and management/maintenance arrangements for all landscaped/car parking areas abutting the proposed adopted highway.

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

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

- 14 Notwithstanding the submitted 'Demolition and Construction Management Plan FS1013 Star Radcliffe Academy' reference FS1013-MSC-XX-XX-T-MC-1100 Rev 01 and dated 11 August 2023, relating to planning permission 70071, no development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;
- Access route for all demolition/construction vehicles to the site from the Key Route Network;
- Access point/arrangements for demolition/construction traffic from Spring Lane, taking into consideration the need to maintain safe pedestrian/vehicular access

to the adjacent temporary school site, and all temporary works required to facilitate access for demolition/construction vehicles;

- If proposed, details of site hoarding/gate positions; The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Spring Lane;
- Confirmation of hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations;
- Detailed method statements of construction and risk assessments which shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone, boundary and infrastructure\*

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

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

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

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- the erection and maintenance of security hoarding, location to be agreed with Metrolink due to proximity of operational tramway and infrastructure;
- provision of a "mock up" security hoarding, if required, to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;
- measures to prevent the spread of detritus onto the Metrolink Track during construction; and
- measures to control the emission of dust and dirt during construction.

- 15 In the event that it is not intended for the new access road to be considered for adoption by the Council, no above ground development shall commence unless and until details of the proposed arrangements for future management and maintenance of the proposed road within the development have been submitted to and approved by the local planning authority. The new access road shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Reason. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to

ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, pursuant to policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.

- 16 The various turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.  
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety, pursuant to policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.
- 17 The vehicle parking and refuse and coach drop-off laybys indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.  
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
- 18 The bin storage arrangements to be provided within the curtilage of the school site shall be made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.  
Reason. To ensure that adequate bin storage arrangements are provided to serve the site, pursuant to policies CF1/1 and EN1/2 of the Bury Unitary Development Plan.
- 19 Eighteen car parking spaces shall be provided with electric vehicle (EV) charging points (minimum 7kW\*) prior to the use of those spaces.  
\*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used.  
Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 20 The secure cycle storage facilities indicated in the approved plans shall be provided in full before the development hereby approved is first brought into use and shall thereafter remain available for use for the lifetime of the development. For the avoidance of doubt, at least 80no. secure cycle storage spaces shall be provided for pupils and visitors and at least 10no. secure cycle spaces shall be provided for staff.  
Reason. To ensure adequate cycle storage and in order to promote sustainable means of travel pursuant to policy HT6/1 of the Bury Unitary Development Plan.
- 21 Prior to the commencement of the development, the tree protection measures shall be implemented in accordance with the details submitted to discharge condition 21 of planning permission 70071, namely;  
Arboricultural Impact Assessment (Version 1)  
Tree Survey and Constraints Report (Version 1)  
The approved tree protection measures shall remain in situ until the development has been completed.  
Reason: To protect trees against root damage and to maintain the status quo with regards the stability of the embankment, pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
- 22 Prior to first occupation of the development, a full School Travel Plan, which shall

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

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

- 23 A landscape and ecological management plan (LEMP) (or equivalent) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the hard and soft landscaping scheme. The content of the LEMP shall include information which demonstrates the creation or management of habitats to secure a meaningful and measurable net gain for biodiversity, in line with the principles established in the proposed 'Site Landscaping Plan - Overview' (Dwg No. FS1013-ALA-EX-ZZ-D-L-0004 S2 P07), 'Planting Plan' (Dwg No. FS1013-ALA-EX-ZZ-D-L-0010 S2 P07) and 'Biodiversity Enhancement Measures Report' (Version 1) submitted in relation to planning permission 70071.

The LEMP should include:

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

The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

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

- 24 All trees to be retained on the site, as indicated in the submitted Arboricultural Impact Assessment and approved 'Tree Retention and Removal Plan' (Dwg no. FS1013-ALA-EX-ZZ-D-L-0031 S2 P05), shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.

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

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

and maintained for the duration of the construction period or for any other period as may subsequently be agreed in writing by the Local Planning Authority.

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

- 26 The development shall be carried out in accordance with the Non-Native Management Plan submitted to discharge condition 26 of planning permission 70071. Should a delay of more than one year occur between the date of approval of this planning permission and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

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

- 27 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present, which has been agreed in writing by the Local Planning Authority.

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

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

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

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

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

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

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

- 31 Prior to the first occupation of the development, details of the design and layout of

the 3G pitch, which should be World Rugby Reg 22 compliant; 2G pitch; and MUGA; have been submitted to and approved in writing by the local planning authority. The 3G pitch; 2G pitch; and MUGA; shall not be constructed other than in accordance with the approved details.

Reason - To ensure the development is fit for purpose and sustainable, pursuant to Section 8 - Promoting healthy and safe communities of the National Planning Policy Framework and RT2/3 - Education Recreation Facilities of the Bury Unitary Development Plan.

- 32 The development hereby approved shall not be first occupied until full details of a Ball Strike Assessment, in particular regard to the western boundary, has been submitted to the local planning authority. Any mitigation as required shall be installed in full before the development is first occupied and thereafter be managed and maintained in accordance with the approved details.

Reason - To provide protection for the occupants of adjacent uses and their property from potential ball strike from the new playing field or sports facility, pursuant to Section 8 - Promoting healthy and safe communities of the National Planning Policy Framework and EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.

- 33 The mini football pitch, as detailed in the approved drawing FS1013-ALA-EX-ZZ-D-L-0001 S2 Rev P12, shall be constructed, laid out and shall be made available for use within 12 months of the first occupation of the development.

Reason - To ensure the development is fit for purpose and sustainable, pursuant to Section 8 - Promoting healthy and safe communities of the National Planning Policy Framework and RT2/3 - Education Recreation Facilities of the Bury Unitary Development Plan.

- 34 The sports hall shall be laid out in accordance with Sport England's technical standards.

Reason - To ensure the development is fit for purpose and sustainable and to ensure sufficient benefit of the development to sport, pursuant to Section 8 - Promoting healthy and safe communities of the National Planning Policy Framework and RT2/3 - Education Recreation Facilities of the Bury Unitary Development Plan.

- 35 Before the school is brought into use, a Management and Maintenance Scheme for the facility, including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. For Artificial Grass Pitches, measures should be added to ensure the replacement of the Artificial Grass Pitch within a specified period. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the school.

Reason - To ensure the development is fit for purpose and sustainable and to ensure sufficient benefit of the development to sport, pursuant to Section 8 - Promoting healthy and safe communities of the National Planning Policy Framework and RT2/3 - Education Recreation Facilities of the Bury Unitary Development Plan.

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|---------------------|-------------|-------------------------|-------------|
| <u>Case Officer</u> | <u>Date</u> | <u>Sign off Officer</u> | <u>Date</u> |
| DSC                 | 08/03/2024  | DM 08/03/24             |             |