



Planning and Highways Committee

Date: Thursday, 18 November 2021

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension.

There is no public access from any other entrance of the Extension.

Face Mask / Track and Trace

Visitors are encouraged to wear a face mask when moving around the building and to provide contact details for track and trace purposes.

Filming and broadcast of the meeting

Meetings of the Planning and Highways Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Shaukat Ali, Andrews, Baker-Smith, Y Dar, Davies, Hutchinson, Kamal, Kirkpatrick, J Lovecy, Lyons, Riasat, Richards and Stogia

Agenda

- 1. Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing will follow.
- 2. Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
- 3. Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
- 4. Minutes**
To approve as a correct record the minutes of the meeting held on 21 October 2021. 7 - 14
- 5. 131719/FO/2021 - Ivygreen Allotments Off Halstead Avenue Manchester M21 9FT - Chorlton Ward** 15 - 28
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 6. 130030/FO/2021 - 25-33 Central Road Manchester M20 4YE - Old Moat Ward** 29 - 50
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 7. 123430/FO/2019 - Clyde Court Nursing Home 22 - 24 Lapwing Lane Manchester M20 2NS - Didsbury West Ward** 51 - 78
The report of the Director of Planning, Building Control and Licensing is enclosed.
- 8. 131147/FO/2021 - Manchester College Arden Centre Sale Road Manchester M23 0DD - Northenden Ward** 79 - 120
The report of the Director of Planning, Building Control and Licensing is enclosed.

9. **Confirmation of The Manchester City Council (Land at car park adjacent to York Street, Didsbury) Tree Preservation Order 2021 - Didsbury West Ward** 121 - 128
- The report of the Director of Planning, Building Control and Licensing is enclosed.

Meeting Procedure

The meeting (and any site visits arising from the meeting) will be conducted in accordance with the relevant provisions of the Council's Constitution, including Part 6 - Section B "Planning Protocol for Members". A copy of the Constitution is available from the Council's website at <https://democracy.manchester.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13279>

At the beginning of the meeting the Chair will state if there any applications which the Chair is proposing should not be considered. This may be in response to a request by the applicant for the application to be deferred, or from officers wishing to have further discussions, or requests for a site visit. The Committee will decide whether to agree to the deferral. If deferred, an application will not be considered any further.

The Chair will explain to members of the public how the meeting will be conducted, as follows:

1. The Planning Officer will advise the meeting of any late representations that have been received since the report was written.
2. The officer will state at this stage if the recommendation of the Head of Planning in the printed report has changed.
3. ONE objector will be allowed to speak for up to 4 minutes. If a number of objectors wish to make representations on the same item, the Chair will invite them to nominate a spokesperson.
4. The Applicant, Agent or their representative will be allowed to speak for up to 4 minutes.
5. Members of the Council not on the Planning and Highways Committee will be able to speak.
6. Members of the Planning and Highways Committee will be able to question the planning officer and respond to issues that have been raised. The representative of the Highways Services or the City Solicitor as appropriate may also respond to comments made.

Only members of the Planning and Highways Committee may ask questions relevant to the application of the officers. All other interested parties make statements only. The Committee having heard all the contributions will determine the application. The Committee's decision will in most cases be taken under delegated powers and will therefore be a final decision.

If the Committee decides it is minded to refuse an application, they must request the Head of Planning to consider its reasons for refusal and report back to the next meeting as to whether there were relevant planning considerations that could reasonably sustain a decision to be minded to refuse.

External participation in the Committee's online meetings

Nominated representatives can continue to request to speak at the committee (only one person will normally be allowed to speak for and against an application). If you wish to nominate someone (including yourself) to speak, please contact <mailto:gssu@manchester.gov.uk> before 10am two days before the scheduled committee meeting (that will normally be before 10am on the Tuesday). You will need to provide:

- Name and contact details of the registered speaker (an email address will be required, in order that the speaker can be invited to join the meeting)
- Description and planning reference number of the matter on which they wish to speak
- If you want to speak in support or as an objector

Only one person can speak for or against any application. Please note that the applicant or an appointed agent will normally speak on their application, so you are unlikely to be able to speak in support of it. If there is more than one nomination to speak against an application, the person whose nomination was received first by the Council will be given that position.

Information about the Committee

The Council has delegated to the Planning and Highways Committee authority to determine planning applications, however, in exceptional circumstances the Committee may decide not to exercise its delegation in relation to a specific application but to make recommendations to the full Council.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but the Committee will usually allow applicants and objectors to address them for up to four minutes. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to the strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public are asked to leave.

Joanne Roney OBE
Chief Executive
Level 3, Town Hall Extension,
Albert Square,
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:
Ian Hinton-Smith
Tel: 0161 234 3043
Email: ian.hinton-smith@manchester.gov.uk

This agenda was issued on **Wednesday, 10 November 2021** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 21 October 2021

Present: Councillor Curley (Chair)

Councillors: S Ali, Andrews, Baker-Smith, Y Dar, Kamal, Lovecy, Lyons, Riasat, Richards and Stogia

Apologies:

Councillors Davies, Hutchinson and Kirkpatrick

Also present:

Councillors Hilal, Judge, Leech and Wright

PH/21/72 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 124234/FO/2019, 128916/FO/2020 & 131163/MO/2021.

Decision

To receive and note the late representations.

PH/21/73 Minutes

Decision

To approve the minutes of the meeting held on 23 September 2021 as a correct record.

PH/21/74 124234/FO/2019 & 124453/LO/2019 - The Lodge, Rear Of Old Town Hall, Lapwing Lane, Manchester, M20 2NR - Didsbury West Ward

The Planning and Highways Committee deferred consideration of this application on 23 September 2021 to enable a site visit to take place to better understand the proposal for car parking on the site.

The Chair confirmed that both applications (for the proposed demolition of the existing building and erection of a new build) would be considered together.

124234/FO/2019

The applicant is proposing to demolish the single storey Lodge and replace it with a 2-storey building that would provide meeting and storage facilities for the existing solicitors' office that operates out of the Old Town Hall.

124453/LO/2019

The applicant is seeking Listed Building Consent to demolish the Lodge in order to facilitate the erection of a 2 storey building to form ancillary meeting and storage

space for the solicitors' office operating out of the Old Town Hall.

The applications relate to The Lodge, a single storey detached building located at the rear of the former Withington Town Hall (now referred to as the Old Town Hall) on Lapwing Lane. The Old Town Hall is a Grade II listed building. The Lodge is located within the Albert Park Conservation Area. The Lodge is currently used as a store, in association with the office uses within the Old Town Hall, but it is believed to have originally been the gate lodge to the Corporation Yard that existed where there is now residential properties. The Lodge is accessed directly off Raleigh Close, a short cul-de sac off Lapwing Lane.

This application was placed before the Committee on 2 September 2021 but determination was deferred at the request of the applicant in order to allow for ownership issues to be resolved. The applicants have amended the site edged red location plan so that it only includes land in their ownership.

The Planning Officer addressed Committee and made reference to the site visit undertaken and also clarified that the Core Strategy car parking guidance referred to on Page 29 of the printed report should state that these are maximum number of guideline car parking spaces and not minimum.

An objector spoke against the application stating that they had spoken with other local residents who felt that their town houses were not reflected in the design of this development and added that the town houses living rooms are located on the 1st floor, meaning that the houses would be overlooked. The objector stated that parking has always been an issue on the area and noted a recent marked improvement which he felt was directly linked to the Committee's site visit and referred to photographs showing double parking and spoke of the cul-de-sac being completely blocked off at times. The objector noted that refuse trucks would use the Lapwing Lane entrance and requested that all other commercial vehicles do the same in the event of emergency services requiring access to Raleigh Close.

The applicant addressed the Committee on the application.

Councillor Hilal (Ward Councillor) attended the meeting and addressed the Committee on the application. The Committee was informed that Cllr Hilal was objecting to the increase in potential on street parking, noting that parking was already an issue and confirming Raleigh Close as a private road whose residents shouldn't have to provide private parking for any overflow from The Lodge. Cllr Hilal requested that the Committee refuse this application.

Councillor Leech (Ward Councillor) attended the meeting and addressed the Committee on the application. The Committee was informed that Cllr Leech wished for Local Ward Councillors to be able to join the site visits, adding that the lack of parking was his main concern, agreeing with the objector's submission and referred to the street scene visible on Google Maps as being a true representation regarding car parking. Cllr Leech stated that the car parking plans were unrealistic in their layout and felt that there should be no parking at the front section of the proposed layout. Cllr Leech agreed that the development would overlook town houses on Raleigh Close and stated that the travel plan proposals for bicycle use was

unrealistic and had not been conducted by an independent survey. Cllr Leech also expressed concerns over whether the development could be restricted to non-office use, stating that this was not an enforceable condition.

The Planning Officer addressed the Committee to state that the large south facing window at the proposed development would have a brise soleil, that 15 parking spaces were to be provided, bike storage and shower facilities were included within the travel plan and that the use of the development as non-office space was enforceable.

The Chair invited the Committee to ask questions and comment on the application.

A member requested further information on what local residents on Raleigh Close could do to resolve any parking issues.

The Planning Officer stated that this would be a civil matter due to Raleigh Close being a private road.

Councillor Andrews moved the officer's recommendation of Approve for application 124234/FO/2019. Councillor Stogia seconded the proposal.

Councillor Lovecy moved the officer's recommendation of Approve for application 124453/LO/2019, stating that the reduced size of the proposal would not be a competitor for the listed building, therefore she felt there were no grounds to refuse. Councillor Stogia seconded the proposal.

Decision

The Committee agreed the applications for the reasons and subject to the conditions detailed in the reports submitted.

(Councillor Kamal took no part in the considerations or the decisions made on the applications.)

PH/21/75 128916/FO/2020 - The Moss Nook at the corner of Trenchard Drive and Ringway Road, Manchester, M22 5NA - Woodhouse Park Ward

The Planning and Highways Committee deferred consideration of this application on 23 September 2021 to enable a site visit to take place to better understand the proposal for car parking on the site and the potential impact on local residents.

The applicant is proposing the erection of a part two/part three storey hotel on the site of a now vacant restaurant. The Moss Nook is a part single/part two storey building with living accommodation in the roofspace. It sits on the north-eastern corner of the Trenchard Drive/Ringway Road junction and, while currently vacant, it was last used as a restaurant with living accommodation above. The applicant is proposing to demolish the existing property and erect a part two/part three storey 30 bed hotel. At the rear of the proposed building the applicant is proposing a 24 space car park accessed off Ringway Road, along with a cycle and bin store. Access to the car park would be via an

Automatic Number Plate Recognition (ANPR) controlled barrier. Two of the car parking spaces would be fitted with vehicle charging points; two would be designated disabled bays and three would be designated as *night spaces*, i.e. to be used for guests arriving late at night. To facilitate the development, 10 of the 12 trees within the site would be felled. To compensate for their loss the applicant is proposing to plant 10 replacement trees.

The Planning Officer confirmed that the site visit had taken place and the context and character of the application site was looked at as well as the relationship to neighbouring buildings and also confirmed that the agent was unable to attend but summarised points which the agent had requested be shared with Committee ; The Committee was informed that the scheme had been reduced in height, mitigation was in place to tackle noise and disturbance, vehicle registration recognition was to be installed and the rooftop garden had been omitted. The Planning Officer informed the Committee that wording for condition 20 would need rewording regarding non-opening windows if the application was approved.

No objector to the application attended the meeting.

No applicant attended the meeting.

Councillor Judge (Ward Councillor) attended the meeting and addressed the Committee on the application. The Committee was informed that Cllr Judge objected to the scheme on the grounds that it was proposed for a small residential area and that she had already fought for residents' parking due to the overspill from the airport. The Committee was informed that 24 car parking spaces would not sufficiently service the 30 beds at the hotel and stated that the site was not nearby to any tram or bus routes and questioned whether anyone using the hotel would utilise cycling facilities. Cllr Judge further stated that the car park was likely to be permanently full of guests and staff and felt that the building design was out of keeping with the village feel of the area. In conclusion, Cllr Judge stated that she supported local businesses but asserted that this was not the best site for a proposal of this size and asked the Committee to refuse the application.

The Planning Officer stated that the scheme had been reduced in height, that there was a travel and management plan, that this was a sustainable site and of contemporary design.

The Chair invited the Committee to ask questions and comment on the application.

Councillor Stogia expressed concerns regarding overdevelopment of the application site overdevelopment of the site with consequential impacts on residents due to more intensive use, shortfall in car parking leading to increased pressures on nearby residential roads and potential impacts on residential amenity with the travel plan being unrealistic in adequately dealing with the lack of car parking spaces and no assurance where any overspill car parking will take place design being inappropriate with impact on character of the area, street scene in general and visual amenity and lack of landscaped setting/amenity area for the new build , adding that the new build would not sit well with the village feel. Councillor Stogia moved a recommendation to refuse for the reasons outlined.

Councillor Lovecy seconded the refusal, adding that the site visit was helpful in guiding her understanding of car parking issues and lack of public transport links.

The Planning Officer noted that there were clear concerns outlined in the reasons for a refusal and stated that they would take these concerns on board.

Decision

The Committee was minded to refuse the application and requested that officers bring back a report addressing the concerns raised with potential reasons for refusal.

(Councillor Baker-Smith declared a prejudicial interest and left the meeting and took no part in the consideration or the decision made on the application.)

PH/21/76 130030/FO/2021 - 25-33 Central Road, Manchester, M20 4YE - Old Moat Ward

The application site comprises 3 large semi-detached Villas, namely nos. 25 to 27 Central Road, nos. 29 to 31 Central Road and 33 Central Road. The properties, which are shown below, were converted into a total of 20 flats (ground to second floor level) under planning permission 019106 approved in April 1983.

The applicant is applying retrospectively to convert the basements of the three properties into five two- bedroom flats. Lights wells to the front, side and rear are also proposed.

Seventeen letters of objection have been received from local residents, along with one from Councillor White. Objections have been raised in respect of the standard of accommodation proposed, waste storage and the impact on residential amenity but the main concern is that insufficient parking spaces have been provided and as a result the proposal would lead to an increase in cars parking on-street on Central Road.

The Planning Officer stated that the applicant's agent had not provided details of the electric charging points or of the number of cycles that can be accommodated within the bike store and therefore conditions 7 and 8 would need to be re-worded for these details to be agreed and then implemented. if the application was approved by the Committee.

No objector to the application attended the meeting.

No applicant attended the meeting.

The Chair invited the Committee to ask questions and comment on the application.

A member stated that the scheme in its current format indicated a lack of respect for the planning process and considered this proposal to be "overdevelopment by stealth." The member further stated that this scheme would put pressure on local areas to such extremes that they may feel unliveable and indicated that this style of

application was not part of the Council's strategy. The member stated they would refuse but understood that this would not be possible given the circumstances of the case.

The Director of Planning agreed with the members concerns in relation to works taking place without planning permission.

Councillor Andrews moved the officer's recommendation of Approve for the application. Councillor Y Dar seconded the proposal.

A member gave mention of comments on p81 regarding the initially proposed 20 dwellings and expressed concern that an extra 5 had been added.

The Planning Officer confirmed that there had been an agreement for 20 dwellings in the 1980s and that in 2017 permission had been granted for five additional one bed apartments within the basement areas. The Planning Officer confirmed that the applicant had commenced works without planning permission for five two bedroom apartments and that this was a clear cause for concern.

Councillor Richards moved a recommendation for deferral to allow the submission of information which was referred to by officers but had not been provided by the agent prior to Committee and for this information to be properly considered.

Councillor Lovecy seconded the proposal.

Decision

The Committee agreed to defer the application for the reasons outlined.

PH/21/77 131163/MO/2021 - Land Bounded by Dinton Street, Cornbrook Road, Chester Road and Trentham Street, Manchester, M15 4FX – Hulme Ward

This Reserved Matters Application sought approval of appearance, layout, scale and landscaping, following the approval of Outline permission referenced 118625/FO/2017 for the erection of a part 11, part 15 building to form a 154 bed hotel and 88 bed apart-hotel building (Use Class C1) with associated public realm, car parking, and other associated works following demolition of existing buildings

The Planning Officer stated that there would be no Chester Road entrance near to the Metrolink station as this was deemed unsafe for commuters. The Planning Officer stated that this application was part of the Cornbrook Hub Strategic Regeneration Framework, a joint document between Manchester City Council and Trafford Metropolitan Borough Council and would add improvements to the area.

No objector to the application attended the meeting.

No applicant attended the meeting.

Councillor Wright (Ward Councillor and speaking on behalf of Ward Councillor Bayunu) attended the meeting and addressed the Committee on the application. The Committee was informed that Cllr Wright noted that the scheme was agreed in 2018 but was not elected at this time and would have opposed. Cllr Wright commented that this area is not a gateway to the city centre, adding that residents were scared of gentrification and had not had any opportunity to speak to the developers. There were concerns of the impact of construction vehicles on and around the estate and stated that an arrangement was required to manage this. Councillor Wright also felt that jobs arising from the development would not be solely for local people.

The Planning Officer stated that this was a request for approval of reserved matters only, considering the layout, scale, landscaping and access, adding that the previous consultation in 2014 and 2018 was in line with procedures. The Planning Officer stated that local residents had been notified and gave mention to improvements to the area (which previously housed scrap yards) and the underpass. The Planning Officer stated that, as a joint document between Manchester City Council and Trafford MBC, it was perceived that Manchester had covered their requirements.

The Chair invited the Committee to ask questions and comment on the application.

A member expressed their sympathy with the local residents and asked if there were any conditions available to promote the inclusion of the community.

The Planning Officer stated that this was covered on the initial plan.

A member questioned the addition of trees and waste collection.

The Planning Officer stated that there are 15 trees proposed, 4 of which were located in Trafford and that this was one application for two hotels so there could be either one or two waste strategies.

A member questioned the lack or level of communication between the developer and the community and requested that this be monitored.

The Planning Officer stated that they could reinforce these conditions.

Councillor Andrews moved the officers recommendation of approve for the application.

Councillor Kamal seconded the proposal.

Decision

The Committee agreed the deferral of the application, in order to undertake a site visit.

(Councillor Stogia left before the close of this item and took no part in the consideration or the decision made on the application.)

PH/21/78 130912/FO/2021 - 20 Lord Street, Manchester, M4 4FP - Cheetham Ward

This proposal was for the creation of accommodation for 31 homeless men (sui generis) with an ancillary healthcare office/facility following demolition works and elevational alterations to the existing building. The site is 0.09 hectares, and bounded by Lord Street, Stock Street, Stock Street East and Mehtab House, a car garage/workshop to the north. It comprises two connected buildings and a detached building which are vacant.

The Planning Officer stated nothing further to add.

The applicant addressed the Committee on the application.

The Planning Officer stated that the Homeless Directorate and other associated services were in support of the application.

A member stated that homelessness was a huge issue in the city and, whilst noting that local residents had concerns about the management of this facility, added that the management team had 3 years experience in the Cheetham Ward. The member confirmed that he would address residents' concerns and gave support to this proposal.

Councillor Lyons gave their support to this development and encouraged the long-term use of the facility and moved the officer's recommendation of approve for the application.

Councillor Riasat seconded the proposal.

Decision

The Committee agreed the applications for the reasons and subject to the conditions detailed in the reports submitted.

Application Number	Date of Appln	Committee Date	Ward
131719/FO/2021	21 Sep 2021	18 Nov 2021	Chorlton

Proposal Erection of a composting toilet building

Location Ivygreen Allotments, Off Halstead Avenue, Manchester, M21 9FT

Applicant Ms Salle Dare, Ivygreen Allotment Society, 33 Brundrettes Road, Manchester, M21 9DA,

Agent Ms Salle Dare, 33 Brundrettes Road, Manchester, M21 9DA

Executive Summary

The applicant is applying to erect a building within the allotments to provide a compostable toilet.

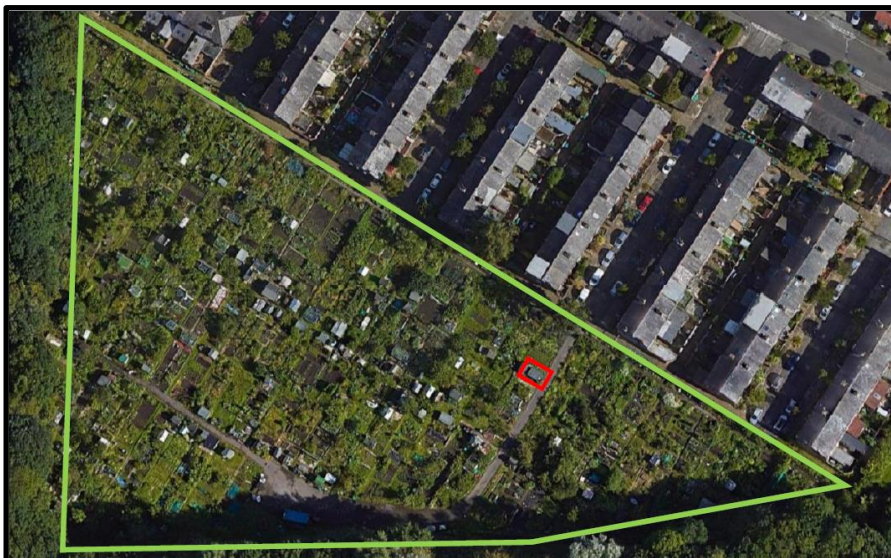
Eight letters of support and 23 letters of objection have been received from local residents. The letters of support outline that the proposal is needed for the plot holders, especially by the elderly, the mobility impaired and those with children. They have also demonstrated that if run correctly the toilet would not produce smell or odours. Objections have been raised in respect of the impact on residential amenity, particularly the impact from smells and odours and the risk of vermin being attracted to the site.

Description

Ivygreen Allotments is a large selection of allotment gardens situated to the south of Halstead Avenue, Royal Avenue, Attercliffe Road, Edward Avenue and Swinfield Avenue. It totals 1.3 hectares in size and is home to 101 allotments varying in size between 167m² and 334m² that are cared for by 144 members. Ivygreen Allotments are located within the Green Belt and part of it is within Flood Zone 2. The allotments are shown edged in green on the photograph below.

The applicant is proposing to erect a small building to the west of the allotment access road, on the site of an existing summer house and shed, to house a compostable toilet for use by the allotment holders and their guests. The building would measure 2.46 metres by 1.9 metres and be a maximum of 2.33 metres in height, sloping down to 2.13 metres with its monopitch roof. It would be constructed from box profile sheet cladding and a vent pipe would project from the top of the building. A trellis screen would be erected in front of the proposed building to screen it from Halstead Avenue.

Underneath the proposed building two vaults would be created to hold the solid waste while urine would be separated and sent to a soakaway in the ground. The soakaway would be located to the rear of the proposed building and beyond that another trellis screen would be installed. The proposed building would be located approximately 14 metres away from the access gates located adjacent to Halstead Avenue. The proposed location is shown edged in red below.



Consultations

Local Residents – Eight letters of support and 23 letters of objection have been received, the comments are summarised below:

Support:

- Many people, for years, have had to use buckets in their sheds. For people without sheds, al fresco toileting. There are women plot holders having to squat anywhere that offers a modicum of cover. Not pleasant or hygienic and adds yet another obstacle for menstruating women. An onsite toilet will facilitate events, encourage families to garden and enable people of all ages to spend longer on their plots. The provision of such a basic facility is a fundamental requirement of a civilised community.
- The proposal will have a positive impact on the landscape as the size of the installation is comparable/smaller than the existing structures that are nearing the end of their useful life.
- The proposal would replace two semi-derelict unsightly sheds and would have trellis screening for climbing plants along its sides to screen it.
- There should be no impact on air quality, odour or ground contamination if the unit is professionally installed.
- The installation will enhance sustainability of the site, improving equity of access to plots, enabling greater use of the amenity by women, children, older people and others in need of a WC.
- Living a twenty minute walk away from the allotments it is no easy matter to 'pop to the toilet'.
- Having this NatSol toilet would also mean that wheelchair users could come to our events without having to leave early for a toilet. At present, one plot holder uses an area where children played and which floods. This is hardly hygienic. Others, if not using their own sheds, go behind shrubs or trees.

- It is a much needed facility for older members, members with mobility issues, for members who don't live in the immediate vicinity and for those with young children.
- It is a much-needed facility for the allotment society to ensure enjoyment for all enabling extended allotment sessions, more hygienic toileting and a positive impact on inclusion.
- The compostable toilet selected operates sealed chambers which will mean there will not be any issues with air quality, odours or ground contamination. The toilet will be sited on high ground, away from flooding. The toilet door will be facing away from the street and into the site and the back of the toilet cubicle will be screened with plants so there will be no impact on the landscape.
- Given the current climate crisis we are experiencing, this model of toilet is excellent because of the savings of water and sewage services. it is imperative that as a society we get used to environmental options such as this and we come to understand their benefits.
- It is understandable that local residents may be concerned about new environmental technology that they don't understand and is different to what they are used to, but this project will help to take people on this journey.

Objections:

- The toilet will not be maintained and in the hot summer months it will lead to air pollution which will impact the nearby neighbours. In summer months the stench of human excrement can be overwhelming to anyone nearby.
- The toilet will lead to an increase in pests and insects.
- Any community initiative on the allotments has failed to secure the necessary support for its upkeep. The communal shed is falling down, the bee friendly garden was abandoned as it became weed infested due to neglect, the shop is seldom staffed by volunteers. There is a fear that anything that requires the members to contribute to stop it becoming a smelly, rat infested waste of money may be equally doomed to failure.
- Improperly or poorly maintained systems can lead to odours, insects, and health hazards. These toilets usually require some type of power source, and the end product must also be removed. In addition, too much liquid can lead to slower decomposition.
- Last January saw extremely bad flooding, flooding will continue to get worse and it's a matter of time before the flooding creeps up towards where the proposed locations of the toilet is.
- The community on Attercliffe Rd and Halstead Ave have spent much time and hard work in the past year rejuvenating the allotment perimeter that now has become a focal point/visitor attraction for locals to enjoy all the lovely planting, to put a toilet (albeit composting) near the perimeter fence is simply not acceptable.
- If the composting toilet can only hold a month's worth of human excrement (2-3 months if non-public), that is not long enough to benefit from the potential compost/ fertiliser use of it, and it will therefore constantly be in a cycle of unsafe pathogen levels.

- The idea of a human excrement composting toilet near edible food is outrageous. Any toilet that requires a "soak away" area should not, again, be allowed near edible plants and produce.
- It's astounding that people who own allotments here live so far that they can't nip home to use the loo. Yet, many of those who live in Halstead and the surrounding Avenues cannot get allotments.
- If people are not near enough their own homes to be using the toilet, should they be entitled to an ivy green allotment any longer?
- Where will the urine 'run off' to? Will this eventually contaminate local gardens.
- If a toilet had not been needed for 30 years then why now?
- The wind often blows in the direction of the houses, off the allotments and the surrounding meadows. It is enough that the residents of Halstead, Royal, Edward and Attercliffe are already subject to the smells of regular compost and now a permanent compost structure is wanting to be added. This affects our laundry that is outside, and the smells gets through the open windows of the houses. Also, there are many small children living and playing in close proximity to the allotments and there is concern about the effect this toilet will have on their health.
- Can the toilet not be moved further away from the gates?
- As neighbours we have a bench, flower beds and playhouse close to the allotment gates/proposed site and many communities get together right nearby which will be impacted by the sight and smell of the toilet.

Environmental Health – Environmental Health have suggested the imposition of a contaminated land condition as the site is located in the vicinity of a former landfill site. In addition, they have stated that with proper management it should function as a normal toilet and not smell.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Section 13 of the NPPF, *Protecting Green Belt land*, states in paragraph 137 that the Government attaches great importance to Green Belts, that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence.

It states that the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

In paragraph 145 it states that local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

The NPPF states under paragraph 147 that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It continues in paragraph 148 stating that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. "Very special circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

In paragraph 149, the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – The principle of erecting a shed-like structure on the allotments to provide toilet facilities is considered acceptable. There is clearly a need for a toilet facility on the allotments with people often spending long periods of time there without such a facility. Notwithstanding this, given the concerns raised by local residents, the impact upon existing levels of residential amenity must be assessed. In addition, as the allotments are located within the Green Belt, the potential impact upon the openness of the Green Belt must also be analysed.

Impact on the Green Belt – NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in *very special circumstances* and that *very special circumstances* will not exist unless the potential harm to the Green Belt is clearly outweighed by other considerations. It goes on to state that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt, though it does outline a number of exceptions:

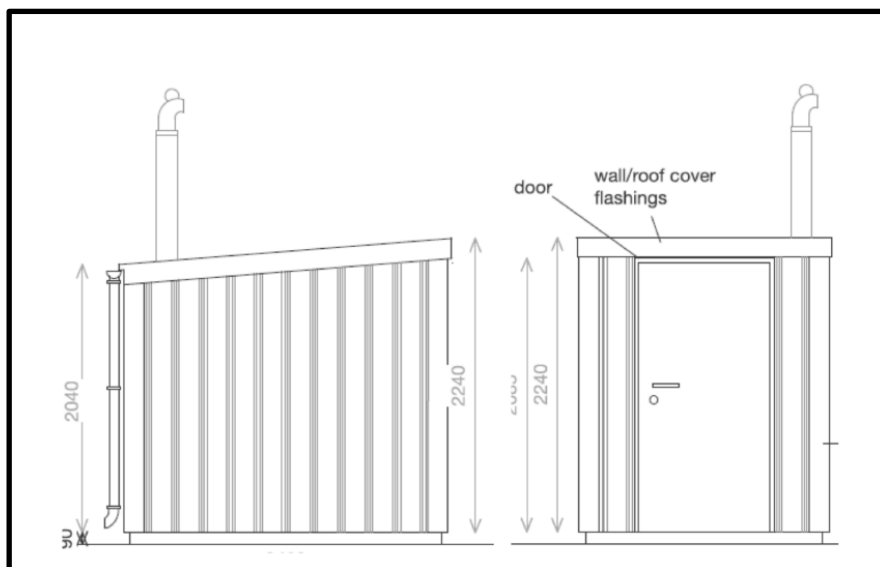
- a) buildings for agriculture and forestry;

- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

Given the size, scale and siting of the proposed building within allotments, it is considered that it would pass test b) outlined above. As the proposed building would be used in association with the allotments it would also pass test d).

It is considered that *very special circumstances* exist for the erection of the building, i.e. the provision of improved facilities for users of the allotments. Given this and the prevalence of similar sized buildings throughout the allotments, it is not considered that the proposal would have a detrimental impact upon the openness of the Green Belt and it would not compromise the key purposes of Green Belt, namely retention of openness and the prevention of neighbouring towns merging into one another.

Design – The proposed building would be a modest structure occupying a footprint of only 4.7m². It would be constructed of box profile sheet cladding and have a maximum height of 2.33 metres. A vent pipe would project from the top of the building. The front and one of the side elevations is shown below:



Given the appearance of the proposal and the fact it is similar in size to other domestic garden buildings located throughout the allotments, the design of the proposal is considered acceptable. Notwithstanding this, a condition is suggested which would require the applicant to submit details of the colour of the cladding to be used in the construction of the building.

Disabled Access – Given the size of the proposed building and the provision of an access ramp, it is recognised that the W.C. would be fully accessible.

Siting – The proposed building would be located on the site of the two buildings in the centre of the photograph below. These would be removed to facilitate the proposal. It would be located approximately 14 metres away from the allotment access gates and not, as some local residents believe, adjacent to the perimeter fencing. In light of this, the siting of the proposed building is considered acceptable when seen within the context of a long established allotments complex.



Residential Amenity – The concerns of local residents are recognised and understandable. However, the literature supplied by the applicant supports the assertion that if managed correctly, a compostable toilet would not generate smells and odours. Environmental Health have also confirmed the compostable toilet is unlikely to generate smells.

The key to running a compostable toilet successfully is the separation of urine from the solid waste, this is undertaken by using a special toilet with a built-in separator. The urine is then diverted to a soakaway constructed underground, while the solid waste is collected in one of two vaults located underneath the toilet building. The absence of urine in the solid waste allows for aerobic decomposition which provides a faster breakdown of the waste material and produces no foul smells. Mixing urine with the solid waste would result in anaerobic decomposition, which is much slower and produces foul smells such as methane and hydrogen sulphide, hence why urine separation is important. Ventilation is achieved passively by using a directional extraction cowl on top of the vent pipe.

The solid waste is stored in one of the two vaults located underneath the toilet building. Once the first vault is full, the toilet is unbolted and moved across to the second vault. The contents of the first vault then continues to compost. When the time comes, potentially in two or three years time but only the solid waste is fully broken down, the contents would be removed and then either buried or used around the hedges and trees on site. It is not suitable for use on the allotment plots. In terms of the urine, this would just soak away.

Given the decomposition processes involved with a compostable toilet it is believed that no smells would be produced so long as this process was managed correctly. To ensure that this is the case, a management condition (condition no. 3) is suggested in this instance.

In light of the above, it is not considered that the proposed building and associated compostable toilet would have an unduly detrimental impact upon the existing levels of residential amenity enjoyed within the vicinity of the allotments.

Compostable toilets are a common feature in many allotments throughout the country and in other similar settings where the infrastructure does not exist for the installation of a more traditional toilet.

Visual Amenity – As stated above, the proposed building would be sited approximately 14 metres away from the access gates adjoining Halstead Avenue and as such would not be readily visible unless viewed directly from these access gates. Given this, the design of the proposed building and the fact it would be screened by a 1.8 metre high trellis, it is not considered that the proposal would have a detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the allotments.

The photograph below indicates the location of the proposed building when viewed from Halstead Avenue and it demonstrates that in the majority of cases, due to the proposed screening, existing landscaping and other allotment structures, it would not be highly visible.



Flood Risk – The proposed building would not be sited within Flood Zone 2 and as such it is not anticipated that it would be vulnerable to future flood events.

Contaminated Land – As the site is located in close proximity to the former Ivygreen landfill site Environmental Health believe it is prudent to attach a contaminated land condition to any approval granted. This is to ensure that during the construction of the proposed building, particularly the storage vaults underneath it, that no methane or other poisonous gases are realised and allowed to collect in the building and thus form a hazard.

Conclusion

A number of these toilets have been installed on other allotments throughout the City and they are recognised as a way of providing much needed facilities for plot holders and their guests, in many instances the elderly and children. Though the majority of plot holders live within half a mile of the allotments it would not be reasonable to expect them to return home to use their own facilities.

As this type of toilet, when maintained properly, would not cause any undue issues its provision is welcomed in this instance.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any matters arising in relation to dealing with the planning application.

Conditions to be attached to the decision

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and supporting documents stamped as received on 21 September 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Prior to the commencement of above ground works, a sample of all materials (including details of their colour) to be used on all external elevations of the development shall be submitted to and be approved by the City Council as local planning authority. The development shall be constructed and thereafter maintained using the approved materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the use of the development hereby approved, the trellis screening shall be installed and thereafter retained at all times.

Reason - In the interests of residential and visual amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

5) Before the building hereby approved is brought into use, a management plan detailing how and when the compostable toilet is to be serviced shall be submitted to and be approved by the City Council as local planning authority. The approved management plan shall then be implemented in perpetuity.

Reason – In the interests of residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

6) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development hereby approved becomes operational, then development shall cease and/or the development shall not be used until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Policy DM1 in the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 131719/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Environmental Health

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Environmental Health

Relevant Contact Officer :	David Lawless
Telephone number :	0161 234 4543
Email :	david.lawless@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
130030/FO/2021	27 Apr 2021	18 Nov 2021	Old Moat

Proposal Enlargement of existing basements to form 5 No. 2 bedroom apartments together with associated elevational alterations

Location 25-33 Central Road, Manchester, M20 4YE

Applicant Mr George Smith, Conform North West Limited, 3 Tuns Lane, L37 4AQ,

Agent DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, Sale, M33 7RE

Executive Summary

The applicant is applying retrospectively to convert the basements of the three properties into five two-bedroom flats. Lights wells to the front, side and rear are also proposed.

Seventeen letters of objection have been received from local residents, along with one from Councillor White. Objections have been raised in respect of the standard of accommodation proposed, waste storage and the impact on residential amenity but the main concern is that insufficient parking spaces have been provided and as a result the proposal would lead to an increase in cars parking on-street on Central Road.

Description

This application was placed before the Committee on 21st October 2021, but determination was deferred in order to allow the applicant to submit details of the vehicle charging points, cycle storage facilities and a swept path for parking space no.2. This information has now been provided and is considered to be appropriate and acceptable. Details are provided later within this report.

The application site comprises 3 large semi-detached Villas, namely nos. 25 to 27 Central Road, nos. 29 to 31 Central Road and 33 Central Road. The properties, which are shown overleaf, were converted into a total of 20 flats (ground to second floor level) under planning permission 019106 approved in April 1983. To the rear there is a hard-surfaced area which provides eleven car parking spaces, along with cycle and bin stores. Access to the parking area is via driveways located between nos.27 and 29 Central Road and nos. 31 and 33 Central Road. The front of the site was also hardsurfaced and used informally for parking but as can be seen above this has been lost to a series of lightwells. The immediate area is characterised by large semi-detached and detached properties, many of which have been converted into apartments, including at basement level.

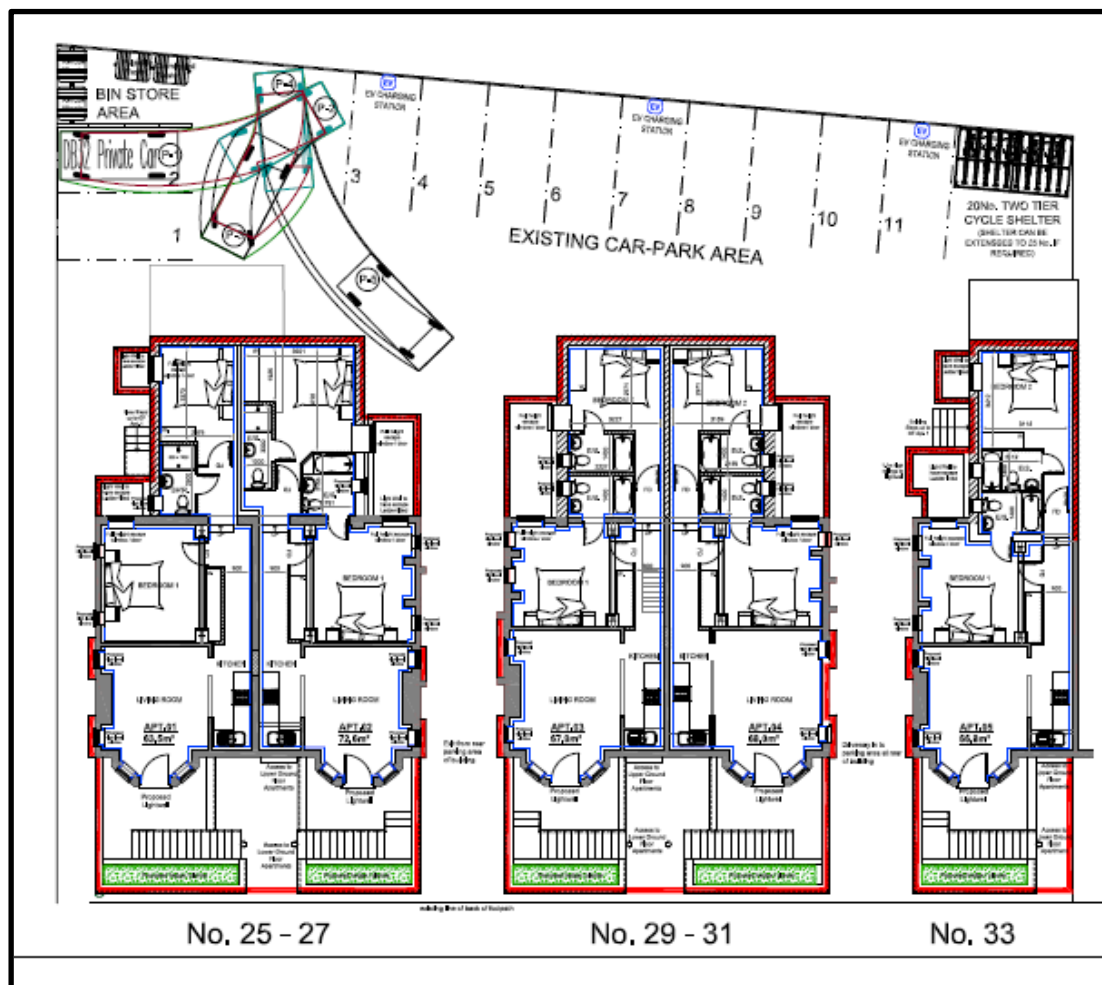


To the rear there is a hard-surfaced area which provides eleven car parking spaces, along with cycle and bin stores. Access to the parking area is via driveways located between nos.27 and 29 Central Road and nos. 31 and 33 Central Road. The front of the site was also hardsurfaced and used informally for parking but as can be seen above this has been lost to a series of lightwells. The immediate area is characterised by large semi-detached and detached properties, many of which have been converted into apartments, including at basement level.

Planning permission to convert the basements of the three properties into a total of five one-bed flats, with associated lightwells to front and rear, was approved in November 2017 under reference 117463/FO/2017.

The applicant is applying retrospectively to convert the basements of the three properties into five two-bed flats, bringing the total number of flats to 25. Light wells to the front, side and rear are also proposed. Originally the applicant proposed lightwells that occupied the full depth of the front of the properties and which left little or no room for boundary treatment. The applicant has now amended the proposal so that landscaping and perimeter fencing would be provided via suspended planters located at the back of pavement.

The proposed layout is shown below:



Consultations

Local Residents – Seventeen letters of objection have been received, six of which were received following the reconsultation on the revised proposal. The comments are summarised below:

- Insufficient parking would be provided for the total number of flats that would occupy this site. This would lead to additional parking on Central Road which would be a danger and also cause inconvenience to existing residents. On the basis that each property is likely to be rented out to two individuals, there is a likelihood that each person would personally own a vehicle. With this, there could be up to 10 extra vehicles on the road and trying to use the rear car park.
- The proposal has actually reduced parking numbers on the site as the front hardsurfaced area has been lost.

- Although there is on-street parking, there is high demand on the street for car parking spaces and residents of the street struggle to find spaces to park on both this street and neighbouring Goulden Road. The extension of the Christie hospital neighbourhood permit parking scheme to both these streets has been delayed, and this is putting further pressure on parking in the area as commuters begin to return to the city centre and park on these streets to access the Burton Road and West Didsbury tram stops as well as the primary school situated further down Central Road.
- There has been no consideration for the extra bins required for the increased number of residents in the houses. Both recycling and standard bins are already very full.
- The standard of the accommodation appears poor and the fire escape strategy is questionable. In addition, it is hard to see how the basement accommodation would receive sufficient light.
- The increased activity associated with the additional flats would have a detrimental impact on existing levels of residential amenity.
- The noise from the contractors has been horrendous to live with and made it harder to live and work in this pandemic.
- Parking spaces 1 and 2 seem impossible to use given the proposed bin store.

Ward Members – A letter of objection has been received from Councillor White. The comments are summarised as follows:

- These works have been applied for whilst construction is already taking place, so shows a lack of respect for the planning process.
- Five 2 bed flats in this location is an overdevelopment of the site, leading to an increase in parking issues, which are already bad on this street.
- There will be further pressure on the communal bins at this location, which are not adequately managed by the landlord.
- During the works, there has been evidence of damage to the public highway and pavement, works taking place outside of agreed working hours and excessive noise due to the significant excavation works that have taken place, at risk, without planning permission being in place.

Environmental Health – Environmental Health have made the following comments:

- The submitted Waste Management Strategy is considered acceptable and its implementation should be conditioned.
- The Construction Management Plan should be submitted for approval.

Highway Services – Highway Services have made the following comments:

- There are no kerbside restrictions in the vicinity of the site.
- The site is considered suitably accessible by public transport via bus services on Burton Road and Burton Road tram stop is a short walk from the development.

- There are currently 20 apartments with 11 parking spaces - this is a 55% allocation. With the addition of 5 additional apartments this will become 44% allocation. MCC Highways have concerns regarding this low allocation given the high levels of on-street car parking, it is likely that vehicles that cannot be accommodated on site will add to existing on-street demand.
- The car park should be appropriately surfaced and marked.
- The swept path is very tight for space 2, it would be prudent to sign it as a small/compact car space
- The proposed electric vehicle charging points are considered acceptable.
- A cycle store is shown at the rear, it is unclear if the existing flats have cycle storage. There should be 100% cycle storage for the new and existing apartments - minimum 25 spaces. The cycle store should be secure, weatherproofed. This should be conditioned.
- The bin store is located within the car park at the rear and it is expected that residents/management will bring bins to the highway on collection days. This arrangement is as existing and considered appropriate.
- Due to the lack of parking availability and the uplift in flats, it is recommended that if the application is consented that a travel plan is developed for the site.
- A construction management plan should be provided detailing the arrangements for construction.

Policies

The National Planning Policy Framework (NPPF) – The NPPF sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of

- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN 1, *Design Principles and Strategic Character Areas* – This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Flood risk and drainage.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Saved UDP Policies – Policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers

2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester Residential Quality Guidance 2016 – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester.

To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance – Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

Issues

Principle of the Proposal – As many of the properties along Central Road (basements included) have been converted into flats, the principle of the proposal is considered acceptable, especially so in this case given the previous approval for the five one-bedroom basement apartments in November 2017 (ref. 117463/FO/2017).

Whilst the number of flats proposed remains the same, the main difference with this application in comparison with the previous approval is the number of bedrooms proposed and the size of the lightwells at the front of the properties. The impact of these additional bedrooms and the larger lightwells upon the existing levels of residential amenity and pedestrian/highway safety enjoyed within the vicinity of the site will be assessed below.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each apartment and that required under the guidance is detailed below:

- Apartment 1 - 2 bed 63.5m² (Space Standard – 61m²)
- Apartment 2 - 2 bed 72.6m² (Space Standard – 61m²)
- Apartment 3 - 2 bed 67.9m² (Space Standard – 61m²)
- Apartment 4 - 2 bed 68m² (Space Standard – 61m²)
- Apartment 5 - 2 bed 66.8m² (Space Standard – 61m²)

Given the above, the proposal complies with Manchester's space standards.

Disabled Access – Despite the proposed accommodation complying with the City Council's space standards as it is located in the basement and there are no lifts proposed the flats would not be suitable for non-ambulatory occupation. In this case that is considered acceptable.

Residential Amenity – Local residents have raised concerns that the comings and goings associated with the proposed accommodation would have a detrimental impact on existing amenity levels. The previous approval for five one-bed flats could have accommodated between 5 to 10 people, whilst the current proposal could accommodate between 10 and 20 people. Being mindful of the applicant's fallback position, i.e. the five one-bed apartments already approved under reference 117463/FO/2017, a judgement has to be made whether 10 additional residents living at the site would have an unduly detrimental impact on existing living conditions.

As the neighbourhood is densely populated and subject to much foot and vehicular traffic, it is not considered that the provision of five additional two bed flats would bring with them such an unduly high volume of comings and goings in comparison to the previously approved five one-bed flats. As a result, it is not considered that the current proposal would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the existing occupants of nos. 25-33 Central Road or those residing on the adjoining sites.

The provision of the additional flats would not give rise to overlooking or a lack of privacy.

Car Parking – Eleven parking spaces exist at the rear of the five properties and no additional spaces are proposed as part of this application. Whilst the proposal would reduce the overall off-street parking provision for the site from 55% to 44%, it is still considered that the level of parking is acceptable given the prevalence of public transport (detailed below) and the imposition of a Travel Plan condition.

- The Burton Road Metrolink stop is located 133 metres to the west of the site.
- The West Didsbury Metrolink stop is located 507 metres to the east of the site.
- The nearest bus stops are located 240 and 280 metres away on Burton Road and Palatine Road respectively.

Furthermore, now that in-curtilage parking to the front of the properties is no longer possible due to the proposed lightwells, on-street parking along the frontage of nos. 25-33 Central Road would now be possible. It should be noted that the informal off-street parking spaces to the front of each property would also have been lost if the previous permission for the five one-bed flats had been implemented.

In respect of parking space no. 2, though the space is tight, the applicant has provided a swept path drawing that indicates the parking space can be utilised safely with multiple manoeuvres.

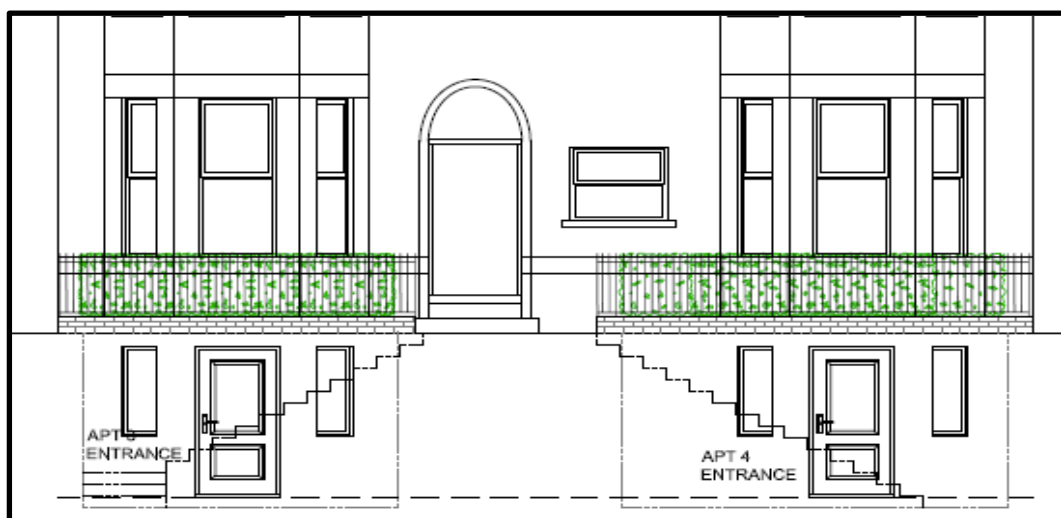
Cycle Parking – A Two Tier Cardiff Cycle Shelter is proposed at the rear of no. 33 Central Road, which can be seen on the proposed layout above and this can accommodate 20 cycles, with the option to extend it should the need arise. Given this and the fact that proposed basement accommodation could easily accommodate additional cycles should it be required, the level of provision is considered acceptable in this instance. There is no weatherproof store currently present on the site so this addition, along with a Travel Plan, would promote alternative means of transport.

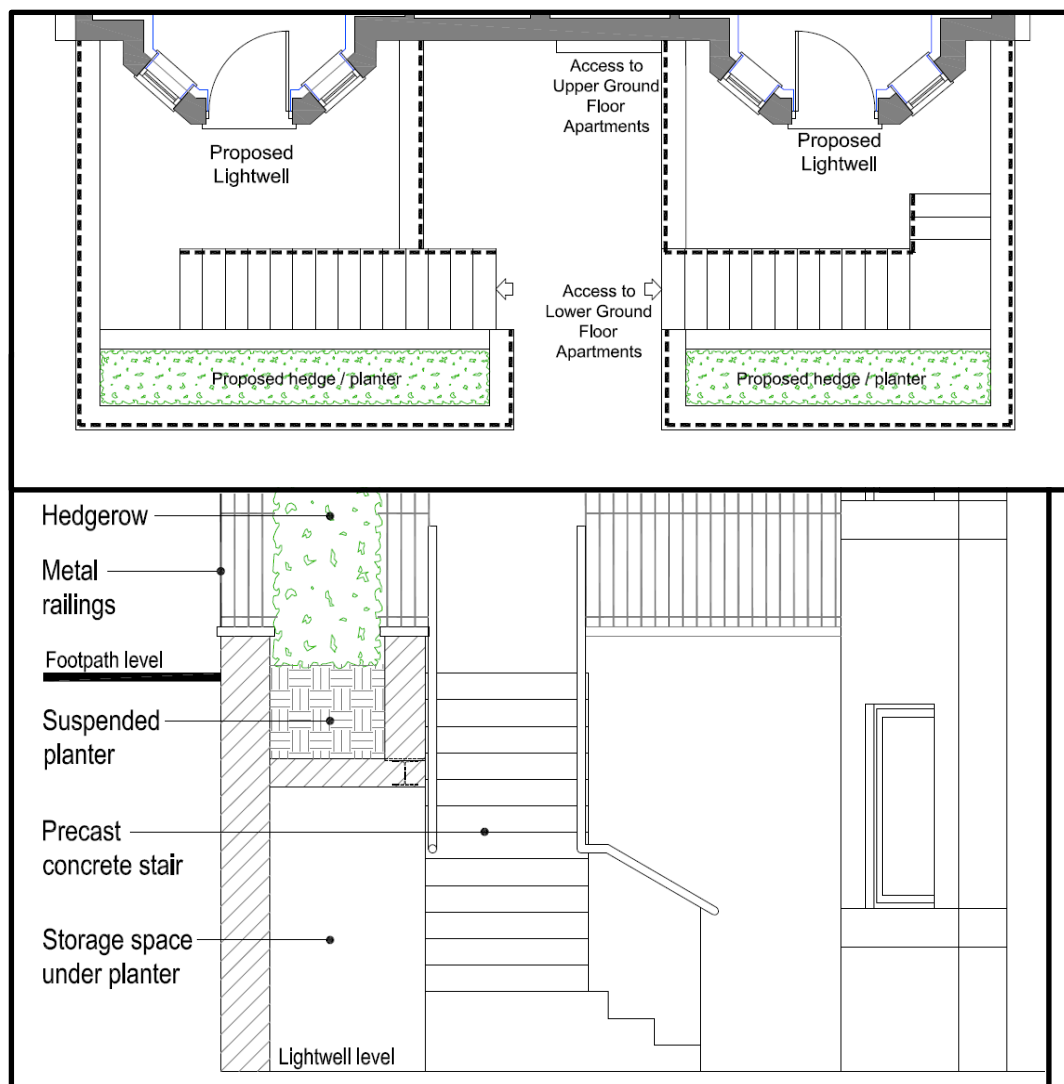
Vehicle Charging Points – The applicant is proposing to install three 7kW electric vehicle charging points in the rear parking area. This level of provision is considered acceptable and its provision would be conditioned.

Pedestrian and Highway Safety – The proposal would not generate such significant levels of additional traffic along Central Road so as to prove detrimental to the levels of pedestrian and highway safety enjoyed along this road. In addition, it is not believed that any increase in on-street parking as a result of the proposal would be so significant so as to prove unduly detrimental to the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

A number of local residents questioned the impact the proposed lightwells would have on the stability of the pavement. The Neighbourhoods team was notified and no concerns have been raised about instability of the Central Road pavement in the vicinity of site.

Design – Originally the applicant proposed lightwells that occupied all the area to the front of the respective properties. With little room for landscaping the proposed boundary treatment consisted solely of a low brick wall and iron railings. As this was deemed to be unacceptable, the applicant amended the scheme by introducing suspended planters in which hedging could be planted. This has resulted in a softer boundary treatment typical of the wider neighbourhood, i.e. hedging behind a combination of brick and iron railings. The three drawings below show this boundary treatment – the first two drawings showing it when viewed from the front and above, with the third drawing providing a cross-section through the lightwell showing the suspended planter in relation to the pavement:





There are many lightwells located along Central Road and as can be seen from the photographs appended at the end of this report, they vary in quality and usually lack any form of landscaping to soften their impact. In addition, the use of bamboo screening by a number of occupants has ensured that relatively transparent railings have taken on a more solid appearance, and this combined with the prevalence of bins to the front of the respective properties makes for an unattractive frontage.

It is considered in this instance that the introduction of the hedging would not only soften and reduce the appearance of the lightwells when viewed from the pavement but also provide the future occupants of the basement flats with some privacy. Overall, the design of the front lightwells, along with the much smaller side and rear ones, and the proposed boundary treatment of low brick walls and iron railings, is considered acceptable.

Visual Amenity – Given the introduction of the aforementioned suspended planters and associated hedging it is not considered that the proposal would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed along this stretch of Central Road.

Waste Management – Environmental Health have confirmed that the submitted Waste Management Strategy is acceptable and have requested that it be conditioned to ensure future compliance with it.

Current guidance states that 0.43m² of space should be provided for each apartment, in this instance that would equate to a bin store with a floor area of 10.75m² of space. In this case the applicant has provided a bin store with a floor area of 12.6m² which provides the flexibility to house 4 x 1,100 litre Eurobins to allow recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. A food caddy would also be located in each of the apartments. To access the refuse storage area the residents would have to walk across the car parking area. The location can be seen on the site layout plan displayed earlier on in this report.

Given the size of the refuse store and its accessibility, the waste storage and recycling facilities are considered acceptable for this scheme.

Construction Management – Many of the objections received raised concerns about the construction process and the impact it has had upon local residents. Whilst this is not a material consideration in the determination of this application, a Construction Management Condition would be attached to any approval granted in an effort to minimise any further disruption and disamenity.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any matters arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- a) Location plan, stamped as received on 13 April 2021.
- b) Drawing nos. 1, 2 and 4, stamped as received on 13 April 2021.
- c) Drawing nos. 101D, 102D, 103D and 111A, stamped as received on 25 June 2021.
- d) Drawing no. 110C, stamped as received on 2 November 2021.
- e) "Project EV" vehicle charging specification document, stamped as received on 2 November 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to their installation, samples of the materials to be used in the construction of the boundary treatment (brick and railings) shall be submitted to and be approved in writing by the City Council as local planning authority. The development shall be implemented and thereafter maintained in accordance with the approved materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

5) Prior to the occupation of the development hereby approved, a landscaping scheme, detailing the species to be used in the suspended planters (shown on drawing no. 111A, stamped as received on 25 June 2021), shall be submitted to and be approved by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the residential accommodation is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

6) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the residential accommodation hereby approved. The car parking spaces shall remain in-situ for the duration of the development.

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

7) Prior to the occupation of the residential accommodation hereby approved, the electric vehicle charging points shown on drawing no. 110C and in the "Project EV" vehicle charging specification document, both stamped as received on 2 November 2021, shall be installed and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

8) Prior to the occupation of the residential accommodation hereby approved, elevational drawings of the proposed bin store shall be submitted to and be approved by the City Council as local planning authority. The bin store shall then be installed in accordance with the approved details prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

9) Prior to the occupation of the residential accommodation hereby approved, the cycle store shown on drawing no. 110C, stamped as received on 2 November 2021, shall be installed and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

10) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

11) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 21 April 2021 and shall remain in-situ in perpetuity.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

12) Within two weeks of the date of this approval notice a construction management plan shall be submitted to and be approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The plan shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;

- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 130030/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

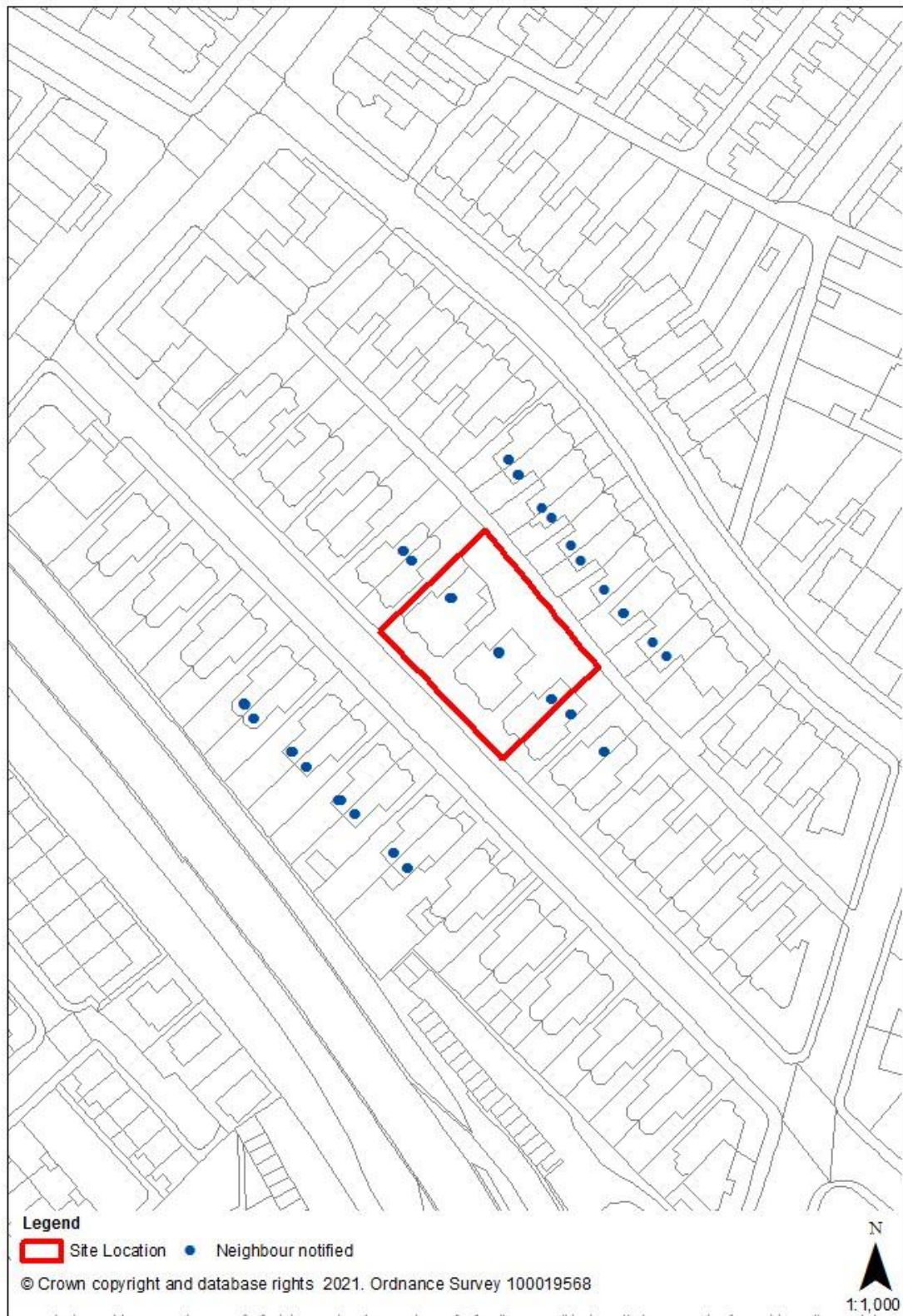
Environmental Health
Highway Services

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Environmental Health
Highway Services

Relevant Contact Officer :	David Lawless
Telephone number :	0161 234 4543
Email :	david.lawless@manchester.gov.uk



Images of Lightwells situated along Central Road



This page is intentionally left blank

Application Number	Date of Appln	Committee Date	Ward
123430/FO/2019	24 Jun 2019	18 Nov 2021	Didsbury West

Proposal Conversion and extension of nursing home to form a terrace of five 3 storey dwellinghouses and erection of a detached three storey dwellinghouse fronting Clyde Road, with associated landscaping and car parking

Location Clyde Court Nursing Home, 22 - 24 Lapwing Lane, Manchester, M20 2NS

Applicant Mr Gary Thompson , Wilmslow Road Investments Ltd, 3A Wynnstay Grove, Manchester, M14 6XG

Agent Mr J Arji, Urbane Forms, 17 Redhill Street, Manchester, M4 5BA

Executive Summary

The applicant is proposing to convert a former nursing home (nos. 22/24 Lapwing Lane) into five dwellinghouses and erect a detached dwellinghouse fronting onto Clyde Road. Part two and three storey extensions are also proposed to the side and rear of nos. 22/24 Lapwing Lane and numerous unsympathetic extensions to the nursing home would be demolished to facilitate the proposal.

Eight letters of objection have been received from local residents, along with one from West Didsbury Residents Association. Objections have been raised in respect of the impact on residential amenity, existing tree coverage, the character of the Albert Park Conservation Area and the exacerbation of existing parking problems.

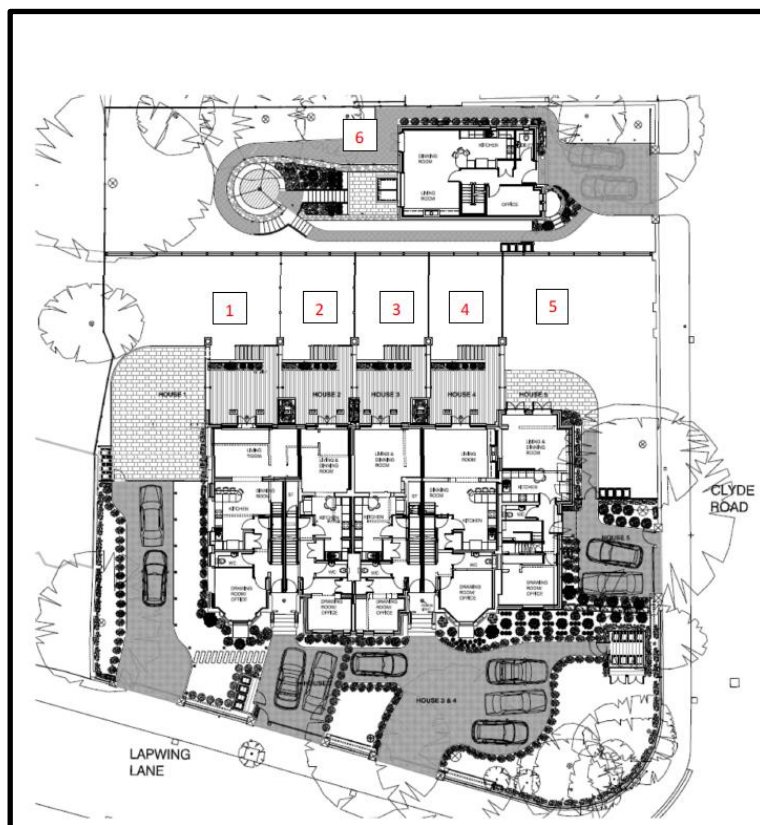
Description

Clyde Court Nursing Home (22/24 Lapwing Lane) is located at the junction of Lapwing Lane and Clyde Road. Originally a pair of semi-detached late 19th Century villas, they were converted to a care home in the late 20th Century and it now stands vacant, having been last used circa 2018. The building itself is undesignated but stands within Albert Park Conservation Area. The original villas have previously been extended to the side and rear to provide additional bedrooms in connection with the nursing home use. The site is home to several mature trees.

To the north of the site, on the opposite side of Lapwing Lane, there is an apartment complex, while to the south stands no. 1 Clyde Road, a three storey semi-detached dwellinghouse. To the east, stands no. 26 Lapwing Lane, a three storey end-terraced dwellinghouse, while to the west, on the opposite side of Clyde Road there are dwellinghouses and an estate agents. The site is shown below:



The applicant is proposing to convert the nursing home into a terrace of five dwellinghouses and erect a detached dwellinghouse fronting onto Clyde Road. To facilitate this, the modern extensions to the side and rear of the nursing home would be demolished and replaced with a part two/part three storey side extension and a three storey rear extension. Originally the applicant proposed to convert the nursing home into a terrace of six dwellings, as well as the dwellinghouse fronting Clyde Road, but following concerns about overdevelopment the proposal was amended, with the removal of a large part single/part two storey side extension, to that now before the Committee. Two of the properties would front Clyde Road, with the remaining four taking access from Lapwing Lane. The proposed site layout is shown below:



Consultations

Local Residents – Eight letters of objection have been received, three in relation to the revised scheme. The comments are summarised below:

- The potential build will affect the existing trees that are already there. Losing trees will have an impact on the many diverse birds nesting/ feeding in them which will in turn have a impact on other flora and fauna in the area.
- The area at the bottom of Clyde Road is already heavily congested and it's becoming increasingly dangerous to turn into the road, as a result of multiple HMOs and the closeness to Burton Road's shops and bars/restaurants. Parking is extremely tight in the area already. The loss of existing parking to make way for the new driveways onto Clyde Road will only impact an already problematic situation. The congestion is already extremely challenging and this new development will only amplify it to an unacceptable level in a residential area.
- The new build proposed doesn't preserve the historic environment and isn't in keeping with surrounding Victorian housing including the proposed 'metal grey railing'.
- The proposal would have an impact on the levels of privacy enjoyed by local residents.
- The proposal would drastically reduce the light that comes into neighbouring property.
- The additional house facing Clyde Rd is gratuitous and the planned architectural design is wildly at odds with the surrounding Victorian housing stock. It's not social/affordable housing and will benefit no one other than the house builder and the wealthy people that are able to purchase it.

- The original Victorian wall should be restored along the full length of the grounds' perimeter rather than being replaced with the planned 'metal grey railing' that will look out of place in a conservation area.
- The 2 new houses onto Clyde Rd will have a huge reduction in privacy.
- The reduction in trees will also have a detrimental impact on the wildlife in the area.
- This area of Didsbury has a historic car parking issue. This dates back to the historic nature of the area and the substantial developments on Clyde Road, Old Lansdowne Road and Lapwing Lane. Housing type has moved from family homes to a mix of family homes, houses of multiple occupancy, flat conversions and newer builds, this has created a densely populated area of West Didsbury. This has however created a car parking problem on these roads with multiple cars owned by each property. This makes the flow of traffic difficult regardless of the time of the day. The plans within this application will not help in this regard but instead add to the issue.

West Didsbury Residents Association (WDRA) – WDRA objection to the proposal on the following grounds:

- The proposal represents overdevelopment of the site to the detriment of the conservation area.
- Parking provision is insufficient and in places substandard.
- The proposal would lead to a likely increase in on-street parking on Clyde Road from visitors and providers of services to the house occupants.
- Insufficient provision has been made the welfare of existing site wildlife including
- hedgehog, bats and nesting birds, both during the build period and when occupied by residents.
- No proposals for planting of trees in mitigation for those proposed for felling have been presented. the 9 trees stated as for removal are as follows for arboricultural reasons- T2 elm, T5 elm T7 elm, T16 sycamore, T4 cypress. T17 Sycamore to facilitate the scheme T3 cypress, T11 sycamore, T12 birch (unclear disparity between map and schedule).
- Before any planning permission is granted we request a full and proper soft landscape scheme showing the position of those trees to be planted to replace any removed, their aftercare, site position, species etc.
- Tree protection and replacement planting needs to be integral to the sustainability of this development and fully considered at the outset, not as a later condition.
- If the large sycamore T16 at the Clyde Rd entrance is to be removed then we request a more substantial replacement specimen tree such as English Oak or Lime at the same location to make good its loss.

Highway Services – Highway Services have made the following comments:

- The proposals are all contained within the private boundary to the development and do not impinge on the adopted highway. The addition of the six houses and the associated trips to and from the proposed development do not raise any highway safety or capacity concerns and the proposals are therefore accepted in principle.
- To ensure sight lines are maintained at driveways it is recommended that the Applicant funds the extension of the junction protection restrictions at the junction of Lapwing Lane/Clyde Road to cover the new and existing driveways.
- It appears that vehicles will have to reverse out of driveways onto the highway,
- driveway layouts should be reconsidered to accommodate vehicles exiting driveways in a forward gear.
- It should be confirmed that all gates open inwards and at the points of vehicle access/egress the boundary treatments are visually permeable from 600mm upwards.
- It is recommended that secure and weatherproofed cycle parking is provided at each property.
- The on-site locations for the refuse store is considered appropriate.

Environmental Health – Suggests the imposition of a waste management condition and an informative regarding contaminated land.

Neighbourhood Team Leader (Arboriculture) – There are no arboricultural objections to the proposal.

Greater Manchester Ecology Unit (GMEU) – GMEU have made the following comments:

- No bats or signs of bats were found during the survey work but the building was found to have a number of features suitable to support roosting bats and further surveys were recommended in the form of dusk emergence. Two dusk emergence surveys were undertaken on 15/07/2019 and 29/07/2019. During the survey on 15/07/2019 three Common pipistrelle bats were seen to emerge from the eastern elevation open eaves. During the dusk emergence on 29/07/2019 three Common pipistrelle bats were seen to emerge from the eastern open eaves and a single Common pipistrelle was seen to emerge from the fascia on the eastern elevation. The report concludes that the property is being used as a day roost for a small number of Common pipistrelle bats, the roosts will be subject to legal protection. It is our opinion that the roosts at Clyde Court Nursing Home are of low conservation significance and therefore will not be detrimental to the maintenance of the bat population in Manchester. However, prior to development commencing a detailed method statement would need to be prepared, submitted to the LPA, and once agreed implemented in full. A mitigation licence will also need to be obtained from Natural England. This should be conditioned.
- Two trees were identified in the report as having some potential to support roosting bats (sycamore, T1 and horse chestnut T2). Both trees are to be retained, however if plans change and the trees are to be lopped or lost then further surveys for bats would be required.

- A nesting blackbird was observed in the ivy at the rear of the building. The trees and shrubs on site also have the potential to support nesting birds. All birds, with the exception of certain pest species, and their nests are protected under the terms of the Wildlife and Countryside Act 1981 (as amended). GMEU recommend that building works and all tree works together with shrub clearance should not be undertaken in the main bird breeding season (March-August inclusive), unless nesting birds have found to be absent, by a suitably qualified person. This should be conditioned.
- In line with the requirements of the NPPF, GMEU would recommend that opportunities for biodiversity enhancement be incorporated into the new development.
- In conclusion GMEU are satisfied that the application can be forwarded for determination and that any permission if granted is supported by the conditions above.

United Utilities Water PLC – Suggest the imposition of two conditions designed to manage the risk of flooding and pollution.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*), 9 (*Promoting sustainable transport*) and 16 (*Conserving and enhancing the historic environment*) are of relevance:

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 197 in Section 16 states that in determining planning applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and

- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 206 states that local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 207 states that not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm under paragraph 200 or less than substantial harm under paragraph 201, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

Paragraph 208 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Core Strategy Development Plan Document – The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN 3, *Heritage* – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Saved UDP Policies – Policy DC18, *Conservation Areas* – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i. the relationship of new structures to neighbouring buildings and spaces;
 - ii. the effect of major changes to the appearance of existing buildings;
 - iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including
 - iv. street trees);
 - v. the effect of signs and advertisements;
 - vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Legislative Requirements – Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in the exercise of the power to determine planning applications for any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Principle of the Proposal – Given the predominantly residential nature of the neighbourhood in which it stands, there is no objection in principle to the redevelopment of the site for residential purposes. Notwithstanding this, the potential impact upon residential and visual amenity, existing ecological and landscape features, as well as the character of the Albert Park Conservation Area must be assessed.

Impact on Heritage Assets (Albert Park Conservation Area) – The requirement to preserve or enhance the Conservation Area is a key requirement within policy EN3 of the Core Strategy, saved policy DC18 of the UDP, along with the objectives of the NPPF. As such, any new development must seek to retain the character of the area through careful detailing and, where appropriate, the use of compatible materials.

The Albert Park Conservation Area, which was designated in March 1988, is situated approximately four miles south of Manchester city centre, in West Didsbury. Albert Park as a residential suburb was established in the second half of the 19th Century on what was previously an outlying rural area. Development began along Palatine Road after it was opened in 1862, and from then until the close of the century, the area between Palatine Road, Barlow Moor Road and Lapwing Lane was developed with housing. These consisted mainly of three-storey pairs of semi-detached properties, slightly less grand than those fronting Palatine Road. Development accelerated with the opening of the Midland Railway's Withington and Albert Park railway station in 1880, which was sited directly opposite numbers 22-24 Lapwing Lane. Further expansion took place in the early 20th century, with the post-war period characterised by infill development. Though principally an area of housing, the conservation area also includes a district shopping centre on Burton Road, a smaller group of shops on Barlow Moor Road, schools, public houses and a number of churches.

The properties within the Albert Park Conservation Area generally have walls of red or orange-red brick with dressings in stone, moulded brick or a brick of a contrasting colour. Heavily moulded and strongly contrasting colours in terracotta or glazed ceramic ware are meanwhile reserved for the public buildings such as Withington Town Hall on Lapwing Lane and Cavendish Road County Primary School. The roofs of the Albert Park houses are predominantly of blue slate. Ridge tiles sometimes have decorative fins, while bargeboards and eaves boards are occasionally moulded and decorated with fretwork. Trees make a considerable contribution to the character of the area, both in the pavements and more significantly in private gardens.

22/24 Lapwing Lane are a pair of large semi-detached 1880s villas that are typical of the character of the Albert Park Conservation Area. Through their form, appearance and streetscene presence the submitted Heritage Statement concluded that they make a positive contribution to the character and appearance of the conservation area. However, the late 20th Century extensions to the front, side and rear, made during its role as a care home, mask much of their original form and appearance and the Heritage Statement has rightly confirmed that they make a negative contribution. As a result, there is no objection to the removal of these more modern additions.

In terms of the proposal, it is considered that the design, scale and siting of the extensions and detached dwellinghouse has been informed by the character of nos. 22/24 Lapwing Lane and the wider conservation area. The extensions contain features seen elsewhere on nos. 22/24 Lapwing Lane, while the detached dwellinghouse has the scale and massing of a more subservient coach house type building, the likes of which would have been seen within the grounds of the bigger houses in both Albert Park Conservation Area and the adjoining Blackburn Park Conservation Area. The detached dwellinghouse, though fronting Clyde Road, has been sited in such a manner to ensure that the sense of space between neighbouring properties is maintained.

To conclude, as the modern additions to nos. 22/24 Lapwing Lane do not contribute to the character of the Albert Park Conservation Area their demolition is considered acceptable. As the proposed works are considered to maintain the character of the Albert Park Conservation Area it is considered that any harm at all would be at the very low end of less than substantial with the public benefits outweighing any harm. The primary public benefit would be the retention and continued use of nos. 22/24 Lapwing Lane in good condition with the secondary public benefit being the provision of six good sized family homes.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- Dwellinghouse 1 - 4 bed 253m² (Space Standard – 106 to 130m²)
- Dwellinghouse 2 - 4 bed 185m² (Space Standard – 106 to 130m²)
- Dwellinghouse 3 - 4 bed 187m² (Space Standard – 106 to 130m²)
- Dwellinghouse 4 - 4 bed 253m² (Space Standard – 106 to 130m²)
- Dwellinghouse 5 - 4 bed 173m² (Space Standard – 106 to 130m²)
- Dwellinghouse 6 - 4 bed 170m² (Space Standard – 106 to 130m²)

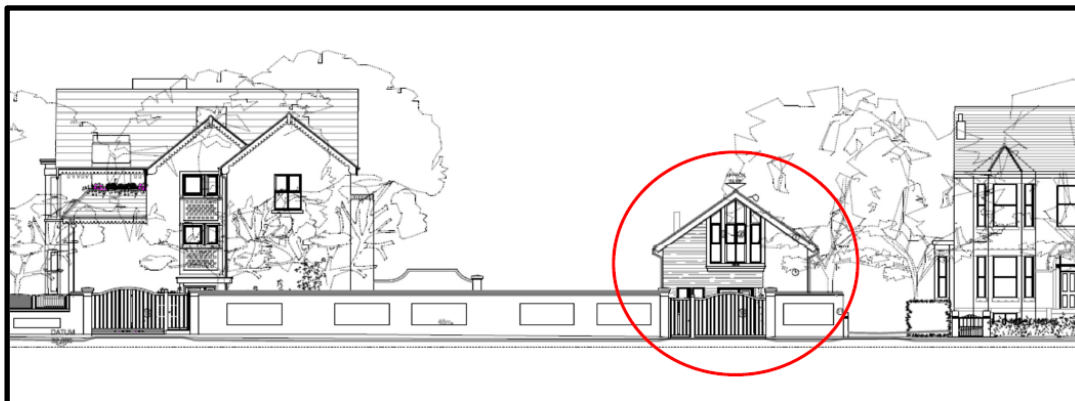
Given the above, the proposal complies with Manchester's space standards.

Disabled Access – The new build units (dwellinghouses nos. 5 and 6) would have level access, while dwellinghouses nos. 1 to 4 would be accessed via the existing steps that front Lapwing Lane. Though the proposed accommodation complies with the City Council's space standards it would only be accessible to the ambulant disabled due to the lack of lifts or the elevated nature of the existing buildings. Given this, the overall provision is considered acceptable in this instance.

Design – The proposed extensions to 22/24 Lapwing Lane have taken their design cues from the existing building, with the side extension, which is subservient to the former nursing home, mirroring the eaves details, window sizes and gabling seen elsewhere on the site. The proposed rear extension, while also including typical gable features is more contemporary in that it offers balconies and raised decking areas. Both extensions would be constructed from matching materials. The image below shows the side extension (ringed in green), which forms dwellinghouse no. 5, in relation to the existing building. The image also shows as a comparison, the original scheme with the side extension (highlighted by the red rectangle) that was deleted. The removal of this eastern side extension and improvements to the design of the western side extension, namely banding and improved window and eaves detailing, has ensured that the spacious nature and character of the conservation area has been retained.



The detached house (dwellinghouse no. 6), while also offering accommodation on three floors, is smaller in height in order to give it the appearance of a more subservient coach-house type building that would have been seen throughout the conservation area. The design of this building is more contemporary but successfully replicates the appearance of a coach-house type building with loft accommodation. Dwellinghouse no. 6 is shown below in relation to 22/24 Lapwing Lane and no. 1



Clyde Road:

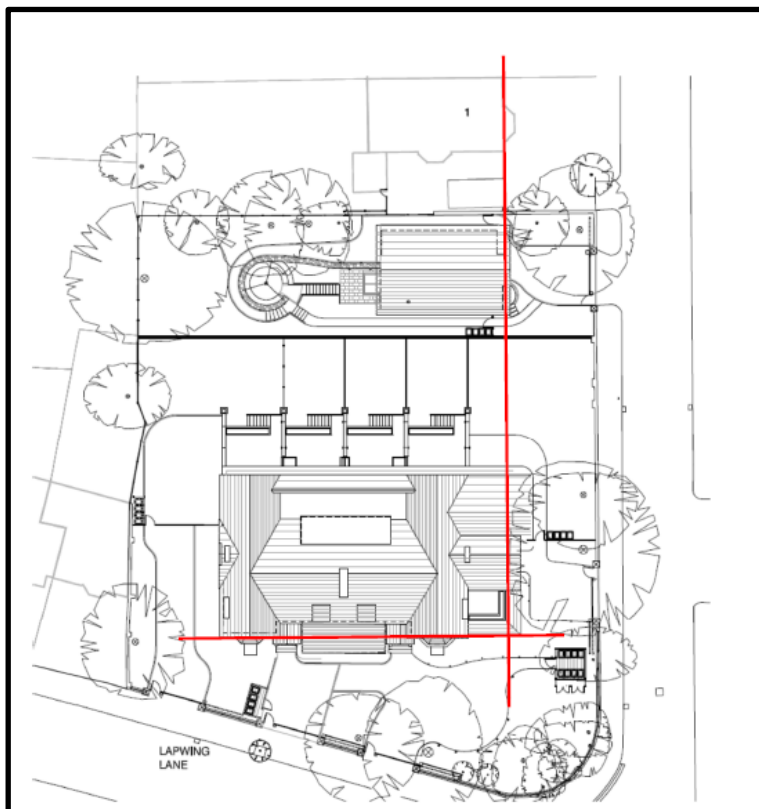
As significant improvements have been made to the original scheme and the design of the proposal is considered acceptable.

Scale and Massing – Albert Park Conservation Area in this location is characterised by predominantly large Victorian/Edwardian two and three storey dwellings. The Guide to Development in Manchester states that “The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings” and that “New developments should respect the existing scale...” of an area.

As can be seen in the previous images, the scale and massing of the extensions and detached house respects the scale and massing of the adjoining properties, as a result the scale and massing of the proposal is considered acceptable.

Siting – The detached dwellinghouse fronting Clyde Road lines up with the adjoining property and as a result its siting is considered acceptable.

Dwellinghouse no. 5 is slightly in front of this established building line but it does line up with the Lapwing Lane building line as can be seen below. It is not unusual for properties located on corners to be sited more prominently and in this case as it is not considered this siting impacts on existing levels of visual amenity or upon the character of the Albert Park Conservation Area the siting of dwellinghouse no. 5 is considered acceptable.



Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Lapwing Lane or Clyde Road. Highway Services have confirmed that the level of proposed development is acceptable and have raised no highway safety or capacity concerns.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Sunlight and Overshadowing – Due to the size of the extensions and the detached house and their orientation to the adjoining properties, it is considered that they would not lead to the overshadowing of those neighbouring properties or a reduction in the levels of sunlight enjoyed in the associated private amenity areas. Although the proposed detached coach house is to the south of the nearest neighbouring house it is of a smaller scale to that existing house and the relationship is similar to many others within the immediate area. There is also a garage adjacent to the proposed house which reduces any impacts.

Impact upon Privacy – There are only two windows at first and second floor level facing no.26 Lapwing Lane and these would be obscurely glazed as they are WC/bathroom windows. There is only one habitable room window in the front elevation of dwellinghouse no. 5, i.e. the elevation facing Clyde Road but given that this faces the public highway it is not considered that this would lead to a reduction in privacy.

There are numerous habitable room windows in the rear extension to nos. 22/24 Lapwing Lane. However, given their orientation and the fact they would be 23 metres away from the rear boundary with no. 1 Clyde Road and 15 to 21 metres away from the side boundaries of the dwellinghouses to the east, they would not unduly impact upon the levels or privacy enjoyed by adjoining neighbours. This elevation also contains decking and a balcony area and to protect the amenity of the residents of no. 26 Lapwing Lane a condition requiring the installation of a privacy screen is suggested.

There are no windows at first floor level in the side elevations of the detached house so the privacy currently enjoyed by the residents of the neighbouring house on Clyde Road would be protected.

Noise – Given the relatively small number of units proposed, it is not considered that the proposal would be an inherently noise generating development.

In conclusion, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Visual Amenity – Given the design, scale and massing of the proposal it is not considered that the proposed building would have a detrimental impact upon the levels of visual amenity currently enjoyed along Lapwing Lane and Clyde Road.

Car Parking – Two parking spaces are proposed per dwelling and this level of provision is considered acceptable. Concerns have been raised that future occupants of dwellinghouse nos. 1, 2, 5 and 6 would not be able to exit their respective parking areas in forward gear. While not ideal, this arrangement is not uncommon throughout this area of south Manchester and very few properties have the space to allow vehicles to enter and exit in forward gear. Dwellinghouse nos. 3 and 4 share a parking area and would be able to exit the site in forward gear. Given the small number of units proposed the parking arrangements are considered acceptable in this instance.

Concerns have been raised that the proposal, due to the creation of an additional driveway onto Clyde Road, would reduce the number of available on-street parking spaces for neighbouring residents. While this would be the case, it is believed that sufficient on-street parking is available within the wider area to off-set this loss. In addition, the loss of one or potentially two on-street parking spaces would not be reason alone to justify refusal of the proposal.

Electric Vehicle Charging – It is expected that vehicle charging points would be provided for all the properties. The applicants have been requested to provide details of the charging infrastructure and this will be reported at the committee.

Cycle Storage – Given the size of the proposed houses and their respective garden area, sufficient space exists within the curtilage of each property to provide cycle storage should the future occupant require it.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Trees – Of the 21 trees surveyed on the site it is proposed to fell the following 5 trees:

- Category U trees T2, T5, and T7, all Elm trees suffering from die-back from Dutch Elm Disease.
- Category U tree T16, Sycamore with die-back and significant stem damage on lower trunk.
- Category C tree T17, Sycamore with root severance.

Given their condition, the loss of these trees is considered acceptable. To compensate for their loss the applicant is proposing to undertake a comprehensive planting scheme which includes 22 Juniper conifer trees. While the number of trees is welcomed it is recognised that their primary function would be to screen or form boundaries between properties and therefore they might be limited in size by regular pruning. As these are not considered to be suitable replacements the applicant has been requested to include some broad-leaved trees in the rear garden area. The outcome of the request will be reported at the committee.

All trees to be retained would be protected during construction by suitable fencing, the installation of which would be the subject of a planning condition. The submitted arboricultural report also states that where required hand digging would also ensure that the existing roots systems are protected and in some circumstances improved upon, as existing hardsurfacing is to be replaced with soft landscaping.

Landscaping – Notwithstanding the request to investigate the inclusion of broad-leaved trees into the landscaping scheme, the level of planting proposed is considered acceptable and would ensure that elements of the site previously given over to hardstanding would be successfully softened.

The proposed boundary treatment would be a combination of the retained wall to Lapwing Lane being topped with railings and the existing wall to Clyde Road being retained and rebuilt where it is currently missing.

Ecology – The submitted ecology surveys did highlight the presence of Common pipistrelle bats and nesting Blackbirds within the site. Despite this, GMEU is of the opinion that the roosts at Clyde Court Nursing Home are of low conservation significance and their loss/disturbance would not be detrimental to the maintenance of the bat population in Manchester. Given the findings of the ecology survey and the comments of the GMEU, it is not considered that the proposal would have a detrimental impact on the levels of ecology found within the site. Conditions regarding the requirement for a bat licence, the provision of bio-enhancements and the timing of vegetation clearance would be attached to any approval granted.

Sustainability – The energy efficiency rating of the proposed development would comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes.

The proposal would include the following:

- Minimised reliance on energy produced by gas or electric equipment by maximising the use of energy efficient design for heating, cooling, lighting and natural ventilation.
- The use of energy and water efficient appliance and systems.
- Integration of energy efficient lighting in the landscaping design utilising photovoltaic fittings.
- Incorporation of a sustainable drainage system.

Overall the level of provision is considered acceptable.

Drainage – The conditions designed to protect against flooding, as requested by United Utilities, would be attached to any approval granted.

Waste Management – Environmental Health have confirmed that the submitted Waste Management Plan is acceptable and should be conditioned accordingly.

Each property would have the four 240 litres bins providing general waste storage and recycling storage for food/garden waste, paper/cardboard and glass, cans and plastic. In addition, a kitchen food caddy would be provided.

The level of provision is considered acceptable.

Crime and Security – The standard *Secured by Design* condition would be attached to any approval issued to ensure the proposal offers secure accommodation.

Conclusion

Given the design, siting and scale of the proposal, it is not considered that the development would have a detrimental impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site or upon the overall character of the Albert Park Conservation Area. The scheme represents the reuse of an existing important building within the Conservation Area which would deliver good sized family housing with associated car parking and amenity areas representing a positive addition to this part of Didsbury.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- a) Drawing nos. 18004, (0-)09 REV B, 10 REV B, 11 REV B, 12 REV B, 13 REV B, 14 REV B, 20 REV B and 21 REV B, stamped as received on 24 June 2019

- b) Drawing nos. 18004 (0-)42 REV C and 43 REV E, stamped as received on 4 August 2020.
- c) Drawing nos. 18004 (0-) 06 REV D, 29 REV F, 30 REV F, 31 REV F, 32 REV F, 33 REV F, 34 REV F, 40 REV F and 41 REV F, stamped as received on 17 August 2021.
- d) Drawing nos. 18004, (9-)01 REV F and 02 REV E, stamped as received on 17 August 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

5) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) Prior to the occupation of the residential accommodation hereby approved, the electric vehicle charging points shown on drawing no. _____ and in the accompanying vehicle charging specification document, both stamped as received on _____ 2021, shall be installed and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

7) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on drawing no. 18004 (0-)29 REV F, stamped as received on 17 August 2021, and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

9) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy.

10) Prior to the commencement of above ground works, drawings detailing the rebuilding of the boundary wall fronting Clyde Road shall be submitted to and be approved by the City Council as local planning authority. The boundary wall shall then be rebuilt and thereafter retained prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of visual amenity and the character of the Albert Park Conservation Area, pursuant to Policies DM1 and EN3 in the Manchester Core Strategy and saved UDP Policy DC18.

11) No development shall commence on site until the following has been submitted to and approved in writing by the City Council as local planning authority

a) A licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or

b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/ development will require a licence.

Reason - To ensure the protection of species or their habitat that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

12) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

13) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

14) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. No surface water should discharge directly to the surface water network.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and EN08 and EN14 in the Manchester Core Strategy.

15) Foul and surface water shall be drained on separate systems.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and EN08 and EN14 in the Manchester Core Strategy.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

17) Above-ground construction works shall not commence until drawings and specifications of the rear terrace and privacy decking screens have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the screens shall be installed prior to first occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

18) The Waste Management Strategy in the Environmental Strategy (stamped as received on 26 April 2019) shall be implemented as part of the development and shall remain in situ whilst the residential accommodation is occupied.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

19) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 123430/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 Greater Manchester Police
 Greater Manchester Ecology Unit
 West Didsbury Residents Association
 United Utilities Water PLC

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
 Environmental Health
 Greater Manchester Ecology Unit
 West Didsbury Residents Association
 United Utilities Water PLC
 Neighbourhood Team Leader (Arboriculture)

Relevant Contact Officer :	David Lawless
Telephone number :	0161 234 4543
Email :	david.lawless@manchester.gov.uk



This page is intentionally left blank

Application Number	Date of Appln	Committee Date	Ward
131147/FO/2021	21 Jul 2021	18 Nov 2021	Northenden Ward

Proposal Erection of 224 no. dwellings (Use Class C3) with associated access, landscaping, parking and other works following demolition of existing buildings

Location Manchester College Arden Centre, Sale Road, Manchester, M23 0DD

Applicant Miller Homes North West, 103 Dalton Avenue, Birchwood Park, Warrington, WA3 6YF,

Agent Miss Kerry Walker, Pegasus Group, Queens House, Queen Street, Manchester, M2 5HT

Executive Summary

This proposal relates to the redevelopment of the Manchester College Arden Centre site located off Sale Road in the Northenden Ward of Wythenshawe. The proposals have been amended since they were first submitted and now consist of the provision of 224 no. dwellinghouses of a range of house types accessed via the existing vehicular access point to the College via Moss Hey Drive. 357 nearby residents were notified of the proposals and 10 responses were received, 7 of these objected to the proposals and 3 made neutral and other observations.

The application site contains playing pitches associated with the College use to the southern portion of the site, the replacement of these pitches is required and is necessary in order to make the proposals acceptable from a planning policy point of view. The applicants are to enter into a section 106 agreement to enable the provision of mitigation pitches at Wythenshawe Park and other pitch provision within Wythenshawe through a financial contribution to the Council.

The proposals also identify the provision of affordable housing to be provided on site as part of the development in the form of 45 no semi-detached dwellings (23 no. 2 bedroom and 22 no. 3 bedroom). The provision of these properties is again to be secured via the section 106 agreement.

Background

The application site currently forms educational buildings for Manchester College as part of its wider education estate.

A report to the Councils Executive Committee in November 2017 set out the estate strategy for Manchester College from 2017 to 2022. This report set out that the Estate Strategy over the following five years would seek to develop leading edge facilities for post-16 education and skills training serving Manchester. The Executive report outlined the difficulties experienced by the College in delivering the education needs for the City and to ensure that it could work with industry to co-design and co-deliver more relevant vocational and technical skills. The Manchester College

facilities in Manchester were reported as being reflective of the history of the further education sector and the various expansions, contractions, rationalisations and mergers over several decades. This had resulted in a Manchester College estate over 24 sites in various parts of the city. The report identified a number of inefficiencies of such a large and disparate estate. In order to address these inefficiencies and for the Manchester College to continue to deliver the necessary educational needs for the City the estate strategy set out that a new City Centre campus would be brought forward together with four other campuses across the city. The report identified the Arden College site in Northenden as being facilities that would be rationalised with the potential for the site to be developed for residential purposes.

The current proposals are therefore reflective of the wider estate strategy for the College which continues to provide essential education facilities for the City's residents including in the form of its new City Centre campus at the former Boddingtons site.

Description of site

The application site is 7.35 hectares in size located 5.2 miles to the south of Manchester city centre, to the west of Princess Parkway and to the north of Wythenshawe Park. The site is surrounded by residential properties and is currently accessed via Moss Hey Drive off Sale Road and Hollyhey Drive off Yewtree Lane. Princess Parkway borders part of the east edge of the site with a buffer of mature trees between.

The site currently provides education provision in the form of a sixth form college which consists of one four storey building, a single storey extension, car parking for 371 vehicles and a sports-field to the south. The site has been in use for educational purposes since the 1930s.



View of the main College building

The site is predominantly bounded by mature trees and vegetation providing a buffer between the residential properties' gardens that border the site to the South West, North and East. The majority of these surrounding properties that border the site are 2 storey semi-detached houses with brown/red brick and brown/grey pitched and hipped roofs or 1.5 storey with white render and mansard brown tile roofs associated with the development of this area in the first half of the 20th Century. The south east corner of the site is bounded by a linear copse of mature trees through which a public footpath runs along the edge of the slip road up to Princess Parkway, providing natural screening from the main road.



Aerial view of the site edged red – Princess Parkway to the right and Sale Road runs diagonally top left to bottom centre

Description of proposal

The application proposals seek the redevelopment of the site to provide 224 no. residential dwellinghouses with associated access, landscaping, parking and other works following demolition of existing buildings.

The proposed dwellinghouses would comprise of two (23 no.), three (132 no.) and four (27 no.) bedroom semi-detached/mews and four bedroom (42 no.) detached properties of two and three storeys in height arranged around an internal road network which would form part of the adopted public highway on completion of the development. Of this overall number the two bedroom properties and 22 of the three bedroom properties on the site would be affordable homes (20% of the total) arranged across the site. The houses would be finished in traditional red and brown bricks and grey roof tiles to reflect the general finishes in the area but also reflecting newer developments in the area.

Vehicular access would continue to be taken from Moss Hey Drive with an additional pedestrian, cycle access, and emergency access only, to be taken from the other access into the site from Holly Hey drive to the north. A pedestrian route is also to be

provided to the south of the site to connect with Princess Parkway and bus stop facilities nearby.

The siting and layout of the proposals has sought to retain the key boundary trees around the site and introduces other areas of landscaping outside of private residential plots that are to be subject of ongoing maintenance and management through the sites management company.

The applicant has identified the need for mitigation for the loss of the existing grass playing pitches at the site and has engaged with the Council's Leisure and Park Services to deliver funding for costed replacement and associated facility provision within Wythenshawe Park and funding for other pitch improvements within the Wythenshawe area.



Proposed site layout of the development

The proposals would be constructed over 2 phases with the southern section of the site being commenced initially and the northern section containing the main on-site buildings following the demolition of these buildings.

Publicity

The proposal by virtue of the number of dwelling proposed has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters have been sent to 357 local addresses and businesses. A summary of these responses is set in the section below.

In addition, the applicant undertook pre-planning consultation and has provided a statement alongside the application which outlines the consultation undertaken and responses to matters raised by those who participated.

Consultation responses

Following two neighbour notification periods following the submission of revised proposals, of the 357 addresses notified 10 responses were received. 7 of these made objections to the proposals and 3 made neutral or other observations, a summary of the points made is set out below.

- The area is already highly populated
- The traffic on Sale Road is already excessive at rush hours, new houses would add to this congestion
- There are not enough GP or dentist surgeries in the area
- There is not enough capacity with the schools for a further 224 families
- There are established trees near the site which house many birds and birds don't nest in young trees
- As part of the last works at the College it was said that the mounds created to the rear of our properties would be managed and trees / shrubs on these would be pruned but this has only happened a few times and now we have huge trees blocking daylight from our houses and sun from gardens. Our concern is that if these are not cut to a reasonable height and thinned out now prior to the houses being built they will get worse and won't be able to be accessed to be managed.
- Land like this is usually used for purposes like sports fields, farming, soak away because the land is not fit for any construction of a housing estate it's usually due to contaminated land or because of a natural water course. For nature to do it's thing.
- There is a high-water table in that area. We get a lot of rain fall in the area too naturally soak away areas are very important, there is already problems of flooding roads as it is in the surrounding areas. What additional measures are being taken to prevent floods with no soak away land?
- As well as the problems and road closures, congestion caused whilst the build is going on sorting out the power, water, sewerage and drainage as well as the wagon loads of materials is going to effect the residents and commuters massively.
- Then one of the most upsetting areas of concern are the wildlife and conservation what is being done to preserve this?
- The proposals would give rise to a reduction in rights of light to our property
- There needs to be assurances over the boundary proposed to the site
- The three storey properties would overlook our property
- There needs to be assurances as to noise and dust during the development

- If the College buildings are to close could they not be used as meeting places instead.
- I agree that more affordable housing is needed and hope that they will be within a price range that young families can purchase these homes
- Could extra access into the site be built with a feeder road to the parkway?
- Support the retention of trees to the rear of my property
- What are the mitigation plans for impact on the environment?
- What are the plans for the water pump identified for the site.
- Concerned about the number of trees being removed from the site.
- The Sale Road / Wythenshawe Road / Palatine Road junction is already a busy junction and especially at peak times.

Statutory and non-statutory responses

MCC Environmental Health – Have reviewed the submitted ground contamination desk top reports and confirm that these are adequate in presenting the sites geology, hydrogeology and hydrological regime, mining activities, waste management issues, and identification of additional environmental sources, pathways and receptors. This information has been used to compile a clear site conceptual model, which identifies potential sources, pathways and receptors and likely pollution linkages. Whilst some site investigation information and risk assessments have been provided it is noted that on site investigations are continuing and further works are required once buildings on the site are demolished. It is recommended that an appropriately worded condition is appended to any approval to cover these matters.

The submitted waste management strategy, construction management plan and air quality assessment are considered acceptable. It is recommended that a noise insulation condition be attached to any approval in order to address Road Traffic Noise during rush hour traffic.

MCC Work and Skills Team – Recommend a condition be attached to any approval relating to the recruitment of local labour for the duration of the construction of the development.

United Utilities - In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. UU request that surface water drainage conditions are attached to any subsequent approval.

Sport England - Sport England do not object to the proposal subject to a s106 agreement securing a fully costed contribution for the replacement playing field and any ancillary facility works required.

The proposal is for the construction of 228 dwellings on the site of Manchester College. This will result in the loss of the site including approximately 1.86ha of playing field land.

The Manchester Playing Pitch Strategy, updated 2018 does not show an excess of playing pitch provision in the locality which means the playing field land cannot be

considered surplus to requirement. The playing field land is required to be replaced in accordance with paragraph 99(b) of the NPPF and the following Sport England Playing Fields Policy Exception:

EXCEPTION 4

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- *of equivalent or better quality, and*
- *of equivalent or greater quantity, and*
- *in a suitable location, and*
- *subject to equivalent or better accessibility and management arrangements*

The applicant has submitted a Feasibility Report prepared by STRI, dated 16th May 2021 for an area of land to the west of Wythenshawe Park. It is proposed to improve this area to bring back into use as playing field. The area of land was formerly marked out with pitches but became disused around 9 years ago because of drainage issues. Sport England do not accept qualitative improvements to land that is considered playing field land, whether in current use or disused, unless an Agronomy Report shows the land is incapable of being used as playing field without significant works being undertaken. The Report advise regrading works are required as well as the installation of a primary and secondary drainage system across the whole playing field area, this constitutes a genuine creation of playing field land. The area that would be brought into use is approximately 2.5ha.

The report shows that both an equivalent or greater quantity (playing field land) and equivalent or better quality replacement would be created. This complies with the first two points of Sport England Policy Exception E4.

Manchester College lies to the north of Wythenshawe Park, and the new area of playing field will be located just under one mile from the Manchester College playing field. Therefore, the replacement is considered to be a suitable location to meet the third point of Sport England Policy Exception E4.

A letter from Manchester City Council confirms they will take responsibility for the implementation, maintenance, management and community use of the site. This meets the fourth point of Sport England Policy Exception E4.

Sport England would wish to be consulted on the wording of the s106 agreement to ensure a policy compliant replacement is secured prior to commencement of development.

Following the submission of further costings for the provision of the replacement pitch Sport England considered these appropriate.

MCC Travel Change - The layout seems reasonably well designed regarding sustainable travel, in that it is fairly permeable, with some walking/cycling access in addition to the main vehicular routes, and the road design serves to reduce vehicle speeds and give greater priority to pedestrians/cyclists. It may be possible to increase permeability and access on foot/cycle to outside the site further, particularly to the East of the site and towards Wythenshawe Park. The most effective way of

delivering sustainable transport at this location, would be to restrict car parking availability including on-street parking, coupled with good cycle storage.

MCC Highways - A single access is not preferred by MCC Highways as this limits the permeability of the site. MCC Highways recommend 2 points of access/egress to the site.

MCC Highways also have concerns regarding who will control the bollards/have a key and the ongoing maintenance of the bollards.

Vehicles were observed parked wholly on the footway on Moss Hey Drive, as this is a key pedestrian access to the site, the Developer should look to resolve this situation e.g. By funding a parking layby.

It is stated that 100% cycle storage will be provided, this is welcomed but for the avoidance of doubt it should be confirmed that this will be secure and weatherproof.

MCC Highways agree with the conclusion in the Transport Assessment that there is no notable underlying highway safety issue in the vicinity of the site.

To improve access to the site by sustainable modes, it is recommended that the Developer contributes towards the upgrade of the bus stops on the north-eastern side of Wythenshawe Road to include shelters.

It is proposed that bins will be stored in the rear gardens of all proposed dwellings and residents will bring the bins to collection points on collection days. A swept path analysis for an 11.5m refuse vehicle has been provided - this is acceptable in principle. These arrangements are considered appropriate.

At the point of vehicle egress from properties, boundary treatments should be visually permeable from 600mm upwards to ensure intervisibility to child pedestrians. All gates should open inwards and not impact the adopted footway.

The proposals for traffic calming and 20mph within the site are welcomed.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.

Footways should all be minimum 2m wide and be on both sides of the carriageway. Dropped kerbs and tactile paving provided at all crossing points.

MCC Highways request that the Developer funds a controlled crossing across Sale Road, this is still requested as it will assist pedestrians (to/from bus stops) and if there is only one access point will give gaps in traffic so that vehicles from the Development site can access onto Sale Road.

It is noted that a new cycle/footpath link is proposed to link the site to Princess Parkway/Wythenshawe Road. This facility is welcomed. The detailed design, adoption status/maintenance etc. of the facility will be subject to agreement with the MCC Highways team.

To encourage sustainable travel, the Developer will develop a travel plan for the site – this is welcomed. Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site. The development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

A Construction Management Plan has been provided with the application and the information provided is acceptable in principle. Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Highways England – No objection.

GMP Design for Security – Raise no objections and recommend that the security measures set out within the Crime Impact Statement are subject to an appropriately worded condition attached to any approval.

Greater Manchester Ecology Unit – An ecology survey of the site has been undertaken and report submitted in support of the application along with a bat survey report. Survey effort appears to have followed best practice guidelines and been undertaken by a suitably experienced ecologist. There are therefore no reasons to doubt the findings of the report.

The application site does not have any nature conservation designations, legal or otherwise and no negative impacts on protected sites are anticipated.

No evidence of bats was found within any of the structures on site. 4 trees on the site were identified as having low potential to support roosting bats. These trees are proposed to be retained on as part of the plans. Assuming this stays the case, there are no requirements for further bat survey work.

The boundary features have potential for use by foraging and commuting bats. Linear tree belts and woodland should be retained and protected where possible and it is recommended that any new proposed external lighting should be designed to minimise impact on nocturnal wildlife, in line with best practice guidelines and sections 4.1.6-4.1.8 of the bat activity survey report.

If building demolition has not occurred by May 2022, an updated bat survey will be required.

The site does have potential to support breeding birds. The nests of all wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended). A condition should be used so that any site clearance, building demolition or tree and vegetation removal should be timed to avoid the main bird nesting season (March - August

inclusive) unless it can otherwise be demonstrated that no active bird nests are present.

2 mammal holes were recorded on the site which were consisted with the size and shape to be used by badgers. Monitoring of the holes with static cameras and for activity was undertaken in April/May 2021 and no evidence of use of the holes by badgers was found. Sufficient survey work has been carried out in relation to badgers, however precautionary working methods are recommended to protect mammals during the construction work.

Updated survey work for badger should be undertaken if works have not commenced by Spring 2023.

An informative should be attached to any planning permission which is granted, to make the applicant aware of the potential for protected species to be present within the site. Should they find or suspect any such species on the site during the development work, then work should cease and the LPA should be contacted for further advice.

Cotoneaster has been recorded on the site, some species of which are listed on the Wildlife and Countryside Act, 1981 (as amended) making it an offence to plant or cause the plant to spread. It is advised that the guidance in section 5.5.1 of the ecology report is followed to avoid the spread of this species.

All retained habitats must be adequately protected from any adverse impacts of the proposals, and we would advise that a CEMP: Biodiversity is secured via a condition. As well as protection of habitats, it should also include constriction methods and practices to protect species which may be present on the site, such as hedgehogs.

The ecology report makes a number of recommendations related to the site layout and landscaping which will be beneficial for wildlife and a bat and bird box location plan is also provided, which is a welcome inclusion in the scheme.

However, given the scale and nature of the proposals, GMEU recommend this development deliver measurable net gain for biodiversity, and would recommend the use of the DEFRA Biodiversity Metric to demonstrate this although they note that the legal mechanism for 10% net gain through the Environment Bill is not yet law.

A detailed landscaping scheme will be required along with a management plan for habitats on the site.

MCC Flood Risk Management Team – Following the submission of further drainage details it is recommended that drainage for part of the site can be approved whilst that part of the site containing buildings will require further details due to the presence of the buildings and further investigative works on this part of the site. A condition would also be required to ensure the ongoing maintenance and management of the drainage scheme implemented at the site.

Cadent Gas – No objection, it is recommended that an informative be attached to any approval that informs the applicant of cadent assets within the application site.

MCC Neighbourhood Services (Arborists) – Raise no objections to the proposals from an arboriculture perspective. Request that tree species within the landscaping are varied and are chosen to adapt to the changing climate.

Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Core Strategy Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Relevant policies in the Core Strategy are detailed below:

Policy SP 1 Spatial Principles – The proposal are considered to accord with this policy through its contribution towards the creation of a balanced neighbourhood of choice and creation of a high quality neighbourhood for residents to live in.

Policy H1 Overall Housing Provision – This site is within Northenden and would contribute towards the need for additional housing in the city. It is considered that the proposals meet the general requirements of policy H1.

Policy H 7 Wythenshawe Housing - The proposals accord with this policy through the provision of a range of family homes for sale within Wythenshawe.

Policy H8 Affordable Housing provision – The application proposals provide for 20% provision of affordable housing to be provided on site as part of the development , 5% as social rented and 15% as intermediate housing delivering affordable home ownership options. This is consistent and accords with the adopted affordable housing policy.

Policy T1 Sustainable Transport – The development would provide a balance between improvements for active travel through a contribution towards a signalised pedestrian crossing of Sale Road, secure cycle storage for each property, off street car parking improvements and a site wide travel plan for occupiers which would

assist in encouraging a modal shift away from car travel to more sustainable alternatives.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development is in a sustainable location.

Policy EN1 Design Principles and Strategic Character Areas - The proposal is considered to be of a design and layout that is consistent with the surrounding residential nature of the site.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposed dwellings have been designed in accordance with the 'energy hierarchy', which aims to reduce energy demand through passive design measures and a fabric first approach before utilising low carbon energy and the production of on-site renewable energy.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy through the design of properties and incorporation of photovoltaic (PV) Technology, Flue Gas Heat Recovery System (FGHRS) and Waste Water Heat Recovery System (WWHRS).

Policy EN 8 Adaptation to Climate Change – The proposals incorporate surface water drainage systems designed to deal with climate change and reduce the risk of flooding elsewhere.

Policy EN9 Green Infrastructure – The proposals have been designed to incorporate and retain the trees and vegetation that form the boundaries of the site and incorporate landscaping proposals.

Policy EN10 Safeguarding Open Space, Sport and Recreational Facilities – The proposals offer a mitigation proposal for the loss of playing pitch provision at the site through a costed enhancement to pitches located within Wythenshawe Park to be delivered via a section 106 contribution.

Policy EN14 Flood Risk – The site falls within Flood Zone 1 and is at low risk of flooding. A Flood Risk Assessment and drainage strategy has been prepared.

Policy EN15 Biodiversity and Geological Conservation – The development would provide an opportunity to secure ecological enhancements such as breeding birds and roosting bats.

Policy EN 16 Air Quality - An air quality assessment has been submitted alongside the application that concludes that the development effects on humans would not be significant.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A ground investigation report, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy. The application is accompanied by a Waste Management Strategy, each property would have adequate space for dedicated storage of waste bins within rear gardens.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.
- The application is considered in detail in relation to the above issues within the Issues section of this report.

Policy PA1 (Developer Contributions) – As part of the mitigation of impacts arising from the development section 106 contributions are sought via a legal agreement for the provision of onsite affordable housing, playing pitch mitigation and off site pedestrianised crossing on Sale Road.

Saved Unitary Development Plan Policies

Policy DC7 New Housing Development – Each property will have level access.

DC26.1 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application. The noise impacts of the proposal are discussed in the issues section of this report, however the development has been designed to minimise the existing noise generated by the nearby strategic highway network. Further assessments are required to inform the acoustic insulation scheme for the development to be secured via an appropriately worded condition.

Relevant National Policy

The National Planning Policy Framework (July 2021) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an

economic, social and environmental role. The NPPF outlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 224 new houses within a sustainable location.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during the construction period.

Section 8 (Promoting healthy and safe communities) – The proposals have been designed with safety and security in mind.

Section 9 (Promoting Sustainable Transport) – The proposal is in a sustainable location and will include enhancements to the road network in the form of signalised pedestrian crossing and provision of convenient and safe cycle storage facilities within each property.

Section 11 (Making Effective Use of Land) – The proposal would make effective use of land utilising a part previously developed site in an urban location.

Section 12 (Achieving Well-Designed Places) – It is considered that the proposals reflect the local character in terms of layout and scale of development and would achieve a well-designed place.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposed dwellings have been designed in accordance with the ‘energy hierarchy’, which aims to reduce energy demand through passive design measures and a fabric first approach before utilising low carbon energy and the production of on-site renewable energy. The scheme includes a drainage strategy designed to meet climate change and reduce the flood risk to the proposed and existing residential properties.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Other material considerations

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report but is considered to accord with the general principles set out within this document.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The scheme retains boundary trees and includes a landscaping scheme.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The proposal is considered to be consistent with contributing towards the creation of a sustainable residential neighbourhood in this area.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place as confirmed within other policies of the Core Strategy. It is considered that the proposed development would assist in achieving this growth priority.

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20. Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment

to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Legislative requirements

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment (EIA)

The proposed development does not fall within a relevant description in Schedule 1 of the EIA Regulations that automatically require an EIA.

The proposal type is listed in category 10 (b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. A screening opinion was adopted by the City Council as local planning authority on the 4th May 2021. This opinion concluded that the proposed development would have some impact on the surrounding area. However, it was judged that these would not be significant impacts that would warrant a formal Environmental Impact Assessment.

The Council has reviewed the submitted application and it is not considered that the proposed development would give rise to significant environmental effects. It is therefore considered that the formal opinion of Manchester City Council as adopted on 4th May 2021 is unchanged and the proposed development is not EIA development requiring the submission of an Environmental Statement.

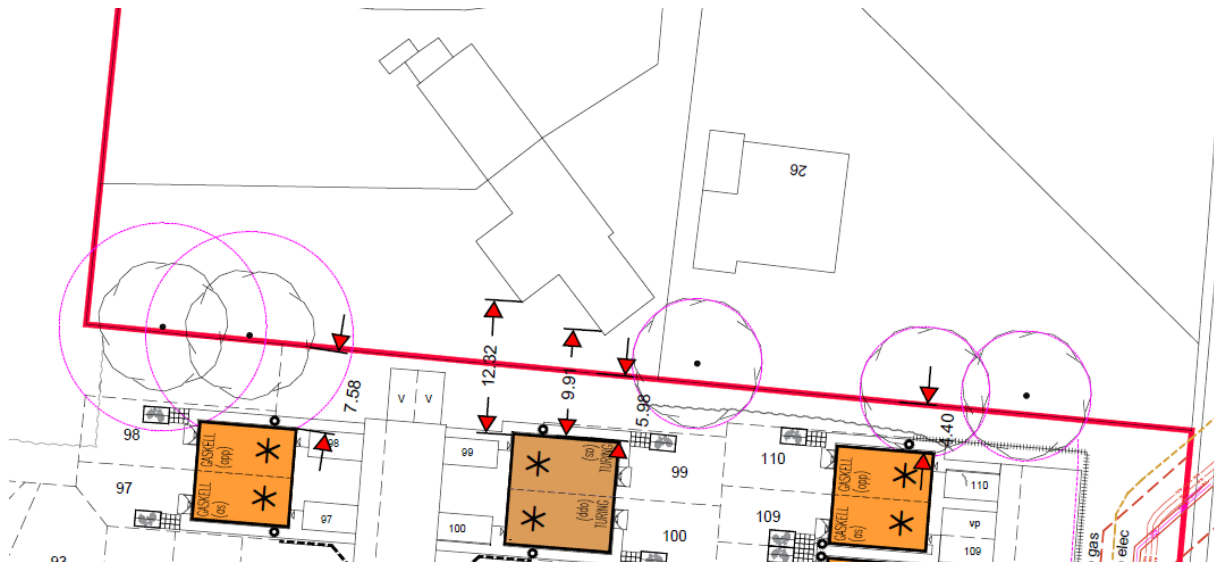
Issues

Principle – The principle of the redevelopment of the site for residential purposes within a predominantly residential area is considered to be in general accordance with the strategic housing policies for the City and the Wythenshawe area specifically. Further consideration is required on the loss of the existing playing pitches and impacts on residential and visual amenity and the highway implications of the proposals which is set out below.

Residential Amenity – The proposals have been developed to provide adequate separation distances between the proposed and existing residential properties. It is considered that this separation together with the retained boundary landscaping would assist in ensuring the proposed development could be successfully assimilate into the existing residential area and not give rise to unacceptable impacts on residential amenity.

Of the 11 proposed different housetypes proposed 4 are three storeys in height. The majority of these are located within the southern central portion of the site away from existing residential properties. There are three pairs of semi-detached three storey properties located on the south western boundary with existing properties, the rear of these proposed properties are set approximately 27m and 32m from the rear walls of the existing properties. It is considered that given these separation distances these three storey properties would not give rise to unacceptable residential amenity impacts on existing properties.

Some concern has been raised with regards to the relationship between proposed properties and existing properties on Fairmead Avenue.



Relationship between proposed dwellings (to the bottom) and existing properties on Fairmead Avenue outlined in grey.

The proposed dwellings present their gable walls to the north with any windows on these side walls serving bathrooms, toilets and stairways. Given these properties are set between 7 and 4 metres from the rear boundaries of existing properties it is not considered that they would give rise to loss of privacy or overlooking of those properties. The proposed properties in this part of the site are to the south of the existing properties and are two storeys in height so this may give rise to some overshadowing for limited periods of time to areas of outdoor amenity space. Given the separation from the site boundary it is not considered that these impacts are so significant as to warrant refusal of the proposals.

It is noted that the finished floor levels of the proposed properties on the western side of the site would be marginally higher than the ground levels on the boundary with the rear gardens of existing properties. There would also be some marginal

differences between finished floor levels and the ground levels with existing boundaries to properties on the northern boundaries at Fairmead Avenue and Holly Hey Drive. Given the depth of the proposed gardens and those of existing properties together with separation distances it is not considered that these variations in floor level and ground levels would give rise to unacceptable relationships between properties or that the proposed properties would have overbearing impacts on existing houses

The movement of vehicles from the development through Moss Hey Drive and connecting to Sale Road would generate vehicular comings and goings to the existing 4 properties and 2 corner properties. It is noted from the submitted Transport Assessment that the current college provides education facilities for approximately 1,704 students and around 149 staff, there are 371 existing car parking spaces on the site. The Transport Assessment has assessed the existing highway movements from the site and those proposed as a result of the residential development of the site. The TA concludes that vehicle movements throughout a daily period would be very similar between the existing and proposed situation. As such whilst there would be traffic movements across a 7 day period and outside of other college opening hours with the residential development it is not considered that the comings and goings associated with the proposals would give rise to significantly greater impacts on the residential amenity of existing occupiers including those on Moss Hey Drive.



Moss Hey Drive looking east into the College Site

It is considered that the proposed dwellings have been sited and positioned to not give rise to significant impacts on the residential amenity of existing properties. It is noted that the addition of 224 residential properties onto the site would give rise to additional activity associated with the use of these properties and private amenity space. However, the introduction of further residential properties into an existing residential area is not considered to give rise to significant or adverse impacts beyond those that would normally be anticipated for such a use.

Visual Amenity – The proposals have been designed to reflect the general built form in the local area utilising traditional external materials with a predominant height of two storeys where properties relate to existing houses with the taller three storey properties generally located more centrally within the site.

The proposals incorporate street planting and landscaping of areas of private and public amenity space. This landscaping would provide opportunities to enhance the setting of the proposed houses and contribute towards enhanced biodiversity across the site and support the existing biodiversity located within the boundary trees and vegetation. These measures would assist in providing visual amenity to the existing and future residents.

Whilst the development of the existing playing pitches would give rise to a loss of open views across this part of the site the views of these pitches are generally limited due to the significant boundary trees and existing residential properties around the site. The proposals retain the majority of the boundary trees which would further assist in minimising any harm to visual amenity arising from the loss of the playing pitches. Subject to consideration of the loss of the playing pitches against the Council's adopted planning policies any harm arising from loss of open views across the southern section of the site is considered to be outweighed by the contribution towards the Council's objectives of providing additional residential dwellings within the City and this area of Wythenshawe in particular.

Affordable Housing - Adopted planning policy H8 in the Core Strategy sets a target of 20% provision of on-site affordable housing where a development meets the required criteria. The application site by virtue of its size and number of houses proposed meets the criteria where affordable housing provision should be provided. In this instance the applicant has put forward a policy compliant affordable housing provision of 45 houses to be provided on site. These houses are designed and sized to reflect the wider development and would be in the form of 5% social or affordable rented and 15% would be intermediate housing, delivering affordable home ownership options as required by policy H8.

The applicant has confirmed that those properties for affordable rent would have rents that would not exceed the Local Housing Allowance and that the affordable properties would be managed by a registered provider. Whilst the applicant does not yet have a registered provider signed up for this site they have indicated that Wythenshawe Community Housing Group (WCHG) are the preferred partner and have worked with them on the scheme to date.

The provision of on-site affordable housing would be secured by way of a section 106 legal agreement.

Loss of Playing pitches – The proposals would result in the loss of playing pitches associated with the college. Whilst the pitches have been unused for in excess of 10 years, according to the assessment provided in support of the application proposals, The Manchester Playing Pitch Strategy (2017) identifies shortfalls of playing pitch capacity at a Citywide level for football, rugby union, artificial grass pitches for hockey, tennis and softball. As a result, the applicants statement confirms that a case cannot be made that there is a surplus of playing pitch provision in the City.



View from south east corner of Playing pitches looking north west

In order for the loss of the pitches to be compliant with the policies of Sport England (a statutory consultee where development impacts on playing pitches) and adopted policy EN10 of the Core Strategy, the applicant is required to set out a mitigation package to re-provide equivalent or better quality playing field land.

In this instance the applicant has discussed with MCR Active and Sport England the provision of qualitative improvements to a lapsed playing field part of Wythenshawe Park. This would extend existing playing field land on an area to the west of existing pitches at Wythenshawe Park. This land, whilst designated playing field, now lies unused for sport as it has no dedicated drainage installed and it subsequently became unplayable in 2015 due to poor ground conditions. Sport England following a review of the mitigation proposals put forward by the applicant together with a cost pan, have confirmed that they agree that the proposals would meet their exceptions policy test. In order to avoid an objection to the proposals from Sport England the financial contributions towards the provision of the improved playing pitches at Wythenshawe Park and other pitch provision within Wythenshawe would need to be secured by way of a section 106 legal agreement. In this instance the applicant has provided a detailed costing of the proposed pitch replacement scheme together with supporting facilities.

The delivery of improved pitches at Wythenshawe Park and other pitch provision in Wythenshawe in accordance with the outcomes of the review of Playing Pitch Strategy, is in this instance considered to accord with the adopted policy EN10 within the Core Strategy subject to the signing of a section 106 agreement for financial contributions towards the mitigation proposals put forward.

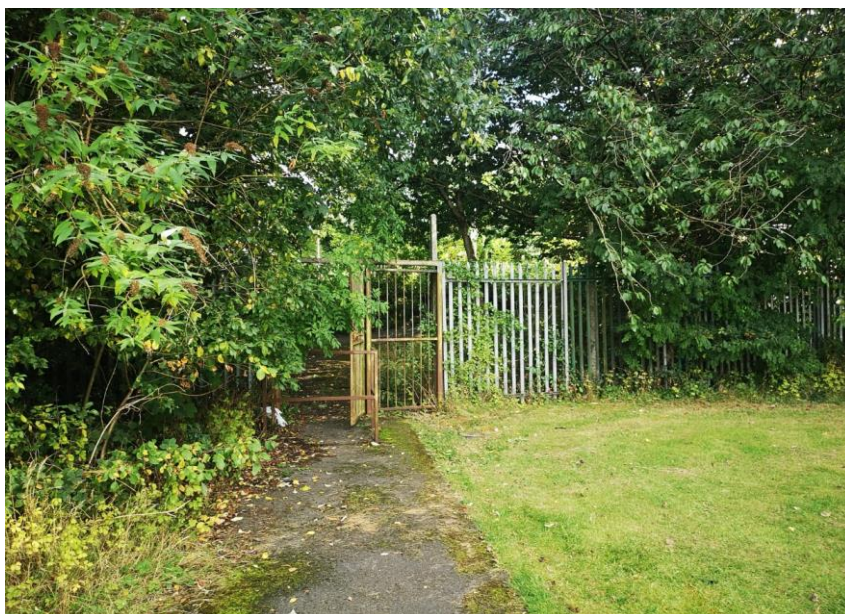
Highway and pedestrian safety – The application is accompanied by a Transport Assessment and there have been no objections raised by statutory consultees to the proposals from a highway and pedestrian safety point of view.

Concerns have been raised by residents with regards to the impacts of the proposed residential development on the highway capacity and issues noted already in the area and in particular on Sale Road. As indicated in previous sections of this report the traffic movements associated with the development and the existing situation have been subject to assessment in the submitted Transport Assessment which concludes that the traffic conditions surrounding the site will remain very similar to those already taking place on the site and its educational use.

The site is to be accessed via the existing vehicular access point on Moss Hey Drive which is a short connector road to Sale Road, there is a secondary unused access point to the north of the site via Holly Hey Drive. It is proposed that this access would be reopened to pedestrians and cyclists only to allow connections to the north and east over the pedestrian/cycle bridge that traverses Princess Parkway connecting with Northenden district centre. This access would also be controlled to provide emergency access only via bollards. A further pedestrian and cycle access point is also provided to the south of the site connecting with the Parkway slip road and Wythenshawe Road/Palatine Road, further details are required to confirm how the proposed new access path connects with the existing paths outside of the site this should be included within a relevant condition.



The existing gated access from the application site onto Holly Hey Drive



The existing gated access to the south east corner of the site connecting with the Princess Parkway sliproad

The proposals would incorporate electric vehicle charging points for each property, together with secure cycle parking within rear gardens of all properties. Amendments have also been made to the layout from those originally submitted to provide additional driveways to the side of properties and to reduce the visual impact of off street car parking on the visual amenity of the street. Each property has access to an off street car parking space with larger properties having access to two spaces where this can be achieved without impacting on visual amenity. This is considered to be an appropriate balance to ensuring each house has access to adequate off street car parking .

Highway Services have raised a number of comments on improvements required in the vicinity of the site to encourage active travel choices by residents. In response the applicant has confirmed acceptance of a financial contribution, secured by way of section 106 agreement, towards a new signalised pedestrian crossing on Sale Road in the vicinity of the site and a contribution towards the improvement of the bus shelter facilities on the north eastern side of Sale Road near to Rackhouse Road. In addition, the applicant has indicated that a travel plan would be developed for the site and if the proposals are accepted a suitably worded condition would be attached to any approval.

The internal roads serving the proposed houses are to be offered for adoption upon completion of the development. MCC Highway Services raise no overall concerns with the proposed layout and request that conditions are attached to any approval to ensure that the roads are designed and constructed to adoptable standards.

Design – The elevation designs of the proposed house types have been informed to respect the character of the local area whilst also seeking to provide a contemporary interpretation of surrounding houses. The proposed material palette of two main red and brown bricks and grey roof tiles would reflect neighbouring buildings while black doors and window detailing are indicated as giving the development a contemporary feel. Brick feature detailing is provided as part of the overall design of the housetypes

as well as window reveals and other design features which would provide visual interest and help to create a sense of place within a landscaped setting.



Material details and precedents provided by the applicant

Each dwellinghouse has been designed to meet and exceed the space standards set out within the Manchester Quality Residential Guidance. Each house has a level access entrance and a living space facing out onto the street to provide passive surveillance. Each house has either an open plan kitchen dining living space, an additional separate living room, bedrooms with storage, a family bathroom, and a master ensuite. The larger house types also have a utility room and/or study space. The houses have been designed to each have a private rear garden and the majority have a small defensible space at the front/side in which the parking spaces are located. All properties have dedicated bin storage areas within rear gardens.



Street scene drawings showing some of the proposed house types

The overall approach taken to design in the application proposals are considered acceptable.

Accessibility – All of the dwellinghouses have been designed to have level access and have been designed in accordance with Part M1 of the Building Regulations 2015.

Ecology – The application is supported by an Ecology Survey and Assessment which has been assessed by the Councils ecologists at the Greater Manchester Ecology Unit who raise no concerns with the level of survey work undertaken to accompany the application. In addition, Tree Surveys have been undertaken to support the application and the Councils Arborist raises no objections to the proposals.

The application site does not have any nature conservation designations, legal or otherwise and no negative impacts on protected sites are anticipated.

The Ecology surveys identified no evidence of bats found within any of the structures on site. Four trees on the site were identified as having low potential to support roosting bats, these trees are proposed to be retained as part of the plans.

The site was identified as having the potential to support breeding birds. As such a condition would be required to be attached to any approval to ensure any site clearance, building demolition or tree and vegetation removal should be timed to avoid the main bird nesting season unless it can otherwise be demonstrated that no active bird nests are present.

The submitted ecology report includes a number of recommendations related to the site layout and landscaping which will be beneficial for wildlife including the provision of bat and bird boxes at the site. It is considered that these measures together with the protection and retention of significant boundary trees and vegetation would assist to provide biodiversity enhancements to the site and its development. As well as requiring further details of these recommended measures a number of other conditions are required in relation to protected species, these would be secured via appropriately worded conditions.

Trees – The proposals, whilst retaining a majority of the boundary trees of the site, would result in the removal of 7 individual trees (4 no. B category and 3 no. C category) and 12 groups of trees (5 in part), these individual trees and groups of trees are mainly located within the central part of the site, and lie within the area outlined for the sites redevelopment.

To mitigate the loss of these trees the applicant has proposed a detailed landscaping plan for the site that includes shrub planting and provision of 131 no. trees including street trees and trees within front gardens, together with hedgerow planting.

The Council's arborist raises no objection to the proposals from an arboricultural point of view but suitably worded conditions are recommended to ensure adequate protection measures are in place whilst construction is taking place around those trees to be retained.

Landscaping – Detailed landscaping proposals have been submitted alongside the application proposals. They set out to retain and maintain the boundary trees around the site, incorporate tree, shrub and vegetation planting across the proposed housing

plots and also include areas of publicly accessible planted landscaping areas within the northern, central and southern sections of the site. These would assist in providing landscaped areas throughout the site and soften the overall development. As a result of amendments to the site layout further revised detailed landscaping plans are required and are to be secured via an appropriately worded condition. Those areas of landscaping that sit outside of private housing plots would fall within the management responsibility of the overall site management company. The arrangements for these areas would be subject to an appropriately worded condition to ensure that management arrangements are in place from occupation of the site.



Landscaping precedents provided by the applicant

Climate Change – The proposals incorporate a number of measures to reflect the climate emergency. These include energy efficiency measures to be incorporated into the proposed houses to reduce the requirements for energy consumption; the proposed design of houses would aim to reduce thermal energy demand by targeting improved insulation levels and air leakage; inclusion of photovoltaic cells to every house; A surface water drainage system across the site to ensure the proposals do not increase the risk of flooding elsewhere and to ensure that the effects of climate change are taken into account with the designed drainage of the site; incorporation of measures such as electric vehicle charging points to assist the transition from fossil fuel based motor vehicles.

Environmental Standards - The proposed dwellings have been designed in accordance with the 'energy hierarchy', which aims to reduce energy demand through passive design measures and a fabric first approach before utilising low carbon energy and the production of on-site renewable energy.

Most importantly to the delivery of low carbon and energy efficient buildings is the 'Fabric First' principle which recognises the most effective way of minimising carbon

emissions is to reduce the demand for heat and power through a well-insulated, energy efficient building fabric and services.

Reducing the primary energy demand of a building using an efficient fabric and services is widely regarded as best practice and is promoted by the Zero Carbon Hub so this should be the first and most important step to reducing carbon emissions.

The following measures to reduce energy use and carbon emissions have been included in the design of the new dwellings:

- Design of new homes to optimise natural daylight in all the habitable spaces with suitable window sizes relative to living spaces and bedrooms;
- Design and layout to promote passive solar gains, maximise natural daylight, sunlight and ventilation, with the majority of homes orientated to the South;
- Development which balances minimising the direct adverse impact of shading from other buildings and landscape features and improving access to passive solar gains;
- High performance glazing with appropriate window u-values and g-values to reduce heat loss and optimise positive solar gain while reducing the potential for overheating.
- 100% low energy lighting.
- Ground floor Insulation.
- Cavity width - 125mm cavity post filled with insulation.
- Roof insulation – 600mm of loft roll insulation

In addition, the proposed development would include further systems to increase efficiency and reduce energy consumption. This includes:

- Waste Water Heat Recovery System (WWHRS) technology uses the residual heat from the waste shower water to preheat the incoming cold feed that refills the system. Therefore, less energy is used to heat that water to the required temperature.
- Flue Gas Heat Recovery (FGHRS) technology helps improve the efficiency of your heating system by recovering heat from flue gases.
- Inclusion of Photovoltaic (PV) technology for each dwelling to convert sun's energy into electricity.

As a result of the approach adopted by the applicant it is indicated that the dwellings constructed across the site would result in an average reduction of 27.35% carbon emissions (kgCO₂/year) against building regulations Part L. A condition of any approval would expect confirmation of these measures and improvements as part of verification against the expected CO₂ reduction.

Flood Risk – The application is accompanied by a Flood Risk Assessment. This confirms that the site lies within Flood Risk Zone 1, National Planning Policy Guidance states that preference should be given to development located within Flood Zone 1.

The application proposals incorporate a detailed drainage strategy for the southern section of the site which would utilise soakaways within plots but further design work is required to confirm the strategy for the northern part of the site as a result of the existing buildings limiting the amount of site investigation works that

could be undertaken at this stage. The details of the drainage strategy have been reviewed by the Council's Flood Risk Management Team who have confirmed their acceptance of the drainage strategy for the southern half of the site and they acknowledge further details would be required for the northern half of the site which would be secured via appropriately worded conditions. This approach is accepted, and it is considered that the proposals are acceptable in relation to matters relating to drainage and flooding. As the proposed soakaways are to be sited within the plots of properties it is considered necessary that the integrity of any below ground structures is protected from future extensions or additions by homeowners. As such in this instance it is considered necessary to remove permitted development rights for any addition's extensions or outbuildings to properties unless planning permission has been granted to such proposals.

The drainage proposals include for a pumping station to the northern part of the application site towards Hollyhey Drive. The station has been designed to accord with national guidance to minimise any risk of noise and nuisance towards the residents. The pump station also features planting around the installation so that it sits sensitively within the landscape scheme.

Noise – The application proposals are accompanied by a Noise Assessment which has considered the impacts of noise, particularly road traffic noise, on the proposed residential dwellinghouses. The assessment concludes that mitigation would be required to those dwellinghouses proposed closest to Princess Parkway but that with mitigation noise would not preclude the redevelopment of the site from residential development. It is noted that the Council's Environmental Health officers have requested a condition be attached to any approval relating to the submission of full details of the acoustic insulation scheme required to properties likely to be impacted by road traffic noise.

It is also considered necessary that a condition be attached to ensure that the proposed water pumping station is designed to include any necessary acoustic mitigation to ensure it does not give rise to unacceptable impacts on residential amenity of existing and new residents.

Air Quality – The application is supported by an Air Quality Assessment that assessed both the construction and operational phase of development. The assessment concludes that: with mitigation measures in place to control dust and fine particulates the construction and demolition phase would not give rise to significant impacts; and the development would not give rise to unacceptable risks from air pollution. The Council's Environmental Health officers agree with the findings of the assessment. In addition to mitigation through the construction phase the development includes electric vehicle charging points for each dwelling.

Crime and Safety – The application proposals are supported by a Crime Impact Statement; this is generally supportive of the proposals the proposed layout and the design and siting of dwellinghouses across the site. Some further detailed physical security matters are set out within the Crime Impact Statement and an appropriately worded condition to ensure these are incorporated into the proposals is proposed to be attached to any approval.

Construction Management – Given the scale of the proposals and the requirement for demolition of existing buildings the proposals will give rise to impacts on existing residential properties during the construction phases. The applicant has provided a Construction Management Plan alongside the application submission this details measures amongst other things to control dust arising from the development and ensuring adequate facilities are in place to prevent mud and debris being tracked onto the public highway during construction. The amended management plan has been assessed by the Councils Environmental Health team and has been deemed to be acceptable. It is acknowledged that there will be a period of disruption to existing residents during the construction phase. The proposed management plan will allow adequate measures to be in place to manage these impacts.

Regeneration benefit – The current occupiers have indicated that the current site does not form part of their ongoing plans for the provision of educational facilities and services. As such the current site and buildings would become vacant upon the closure of the site. The application proposals would redevelop the site to provide family sized residential accommodation including affordable provision in an area where there is a continuing requirement for this type of accommodation. The applicant has also provided information to indicate that the development would support around 111 roles on-site and in the wider economy per annum over the estimated six-year build programme.

Conclusion – The application proposals would redevelop an existing educational site to provide family size residential accommodation. The site is in a sustainable urban location and as set out in this report the form and design of the development is considered acceptable for the site. The retention of a significant number of the boundary trees together with a detailed landscaping plan for the site would assist in establishing the development within the surrounding residential area. The applicant would be required to enter into a section 106 legal agreement to enable mitigation playing pitches to be established within Wythenshawe together with financial contributions towards the provision of a signalised pedestrian crossing on Sale Road, enhancements to a bus shelter on Sale Road and the provision of 20% affordable housing on site.

Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents and is therefore considered to accord with national and local planning policies.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the

applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO APPROVE SUBJECT TO THE SIGNING OF SECTION 106 AGREEMENT FOR THE PROVISION OF 20% AFFORDABLE HOUSING ON SITE, FINANCIAL CONTRIBUTIONS TOWARDS REPLACEMENT PITCH PROVISION AND ADDITIONAL SPORTS PROVISION; AND, PROVISION OF SIGNALISED PEDESTRIAN CROSSING AND BUS SHELTER ON SALE ROAD.

Article 35 Declaration

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant.

Conditions

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Indicative Streetscenes A-C: Reference: 20052 (PL) 300 D; Indicative Streetscenes D – E: Reference: 20052 (PL) 301 D as received by the City Council as local planning authority on the 03/11/2021

Landscape Masterplan: Reference: 3882 101 E; Landscape Layout (1 of 2): Reference: 3882 102 E ; Landscape Layout (2 of 2): Reference: 3882 103 E; Wilson Housetype: Reference: 20052 (PL) 100 F; Burnett Housetype: Reference: 20052 (PL) 101 F; Dalton Housetype: Reference: 20052 (PL) 102 D; Burgess Housetype: Reference: 20052 (PL) 103 E; McKellen Housetype: Reference: 20052 (PL) 104 E; Joule Housetype: Reference: 20052 (PL) 105 E ; Winterson Housetype: Reference: 20052 (PL) 106 D ; Lowry Housetype: Reference: 20052 (PL) 107 D; Turing Housetype: Reference: 20052 (PL) 108 D; Gaskell Housetype: Reference: 20052 (PL) 109 D; Pankhurst Housetype: Reference: 20052 (PL) 110 E; Burnett Detail Sheet; Boundary Treatment Plan: Reference: 2131 / BT / 01 Rev C
All received by the City Council as local planning authority on the 01/11/2021

Proposed Overall Site Layout (Colour): Reference: 2131 / SL /01 Rev I as received by the City Council as local planning authority on the 28/10/2021

Bat and Bird Box Plan: Reference: ERAP Ltd. 2020-272 V2 (CH) 25/10/2021; Build Route, Compound Location and Phasing Plan Reference: 2131/ROB/01 Rev B; Proposed Overall Site Layout: Reference: 2131/SL/01 Rev I; Management Plan: Reference: 2131/MC/01 Rev A; Surface Materials Layout: Reference: 2131/SML/01 Rev C; Waste Management Plan: Reference: 2131/WMP/01 Rev A; Adoptable Drainage Layout 40-01 Rev P1 All as received by the City Council as local planning authority on the 25/10/2021

Flood Risk Assessment (October 2021): Reference: 882187 -R1 (02)-FRA - as received by the City Council as local planning authority on the 27/10/2021

Drainage Technical Note prepared by RSK Ref: 882187 LLFA L02 dated 21st October 2021, Adoptable Drainage Layout: Reference: 882187 40-01 P1 both as received by the City Council as local planning authority on the 25/10/2021

Design and Access Statement Addendum (October 2021): Reference: 20052 PL 500 Rev H as received by the City Council as local planning authority on the 05/11/2021

Construction Environmental Management and Demolition Plan: Miller Homes Rev: A as received by the City Council as local planning authority on the 28/10/2021

Transport Assessment (October 2021): Reference: 3225TA.04 as received by the City Council as local planning authority on the 25/10/2021

Energy and Sustainability Statement: Rev B 21/10/2021 as received by the City Council as local planning authority on the 22/10/2021

Revised Playing Field Mitigation Report: Reference 3-023-2021 Final Version 20.10.2021 Arboricultural Impact Assessment: Reference: P.846.17 Rev B as received by the City Council as local planning authority on the 20/10/2021.

Ground Investigation Report for Northenden College, Northenden Jan 2021
REPORT NO: 20MIL039/GI prepared by Betts Geo; Phase 1 Environmental Report TMC Northenden Campus, Wythenshawe, REC REFERENCE: 108393P1R0
October 2019; Phase II Geoenvironmental Site Assessment Northenden College
Reference:13-969-R1-1 Date: July 2020 and accompanying information prepared by e3p; Ecological Survey and Assessment May 2021 prepared by ERAP ref: 2020-272; Dusk Emergence Survey for Bat Activity June 2021 prepared by ERAP ref: 2020-272b; Demolition plan reference DMP/01; Crime Impact Statement Version A ref 2009/0462/CIS/01; Broadband Statement Revision V0; Air Quality Assessment April 2021 prepared by Wardell Armstrong ; Wythenshawe Park Earthworks and drainage STRI report dated 16th May 2021; All as received by the City Council as local planning authority on the 21st July 2021

Planting Plan (1 of 5) Reference 3882 201 Rev A; Planting Plan (2 of 5) Reference 3882 202 Rev A; Planting Plan (3 of 5) Reference 3882 203 Rev A; Planting Plan (4

of 5) Reference 3882 204 Rev A and Planting Plan (5 of 5) Reference 3882 205 Rev A received by the City Council as local planning authority on the 5th November 2021

Arboricultural Impact Assessment: Reference: P.846.17 Rev C as received by the City Council as local planning authority on the 09/11/2021

Noise Assessment June 2021 Report No P20-540-R02v1 November 2021 prepared by Hepworth Acoustics as received by the City Council as local planning authority on the 10th November 2021

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

4) a) Post demolition and/or prior to development commencing, additional site investigation should be undertaken and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation

Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN17 and EN18 of the Core Strategy.

5) Prior to the commencement of development including any site setting up works a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site shall be submitted to and approved in writing by the City Council as local planning authority. The construction of the development shall be carried out in accordance with the approved details and within one month of the completion of the development a further survey of the condition of previous carriageway/footways on construction vehicle routes surrounding the site together with measures to remedy any defects arising from the construction of the development and timescales for the implementation shall be submitted to and approved in writing by the City Council as local planning authority.

Reason – In the interests of highway safety pursuant to policy DM1 of the Manchester Core Strategy.

6) Prior to the commencement of development of the brownfield areas in Phases 1 and 2 (Plots 1-89 & 126-145 & 219-224), as shown on approved Drawing Reference: 40-01-P1, a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- Adherence to the Drainage Hierarchy which shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations) which shall be at least 50% betterment of existing brownfield runoff rate.
- The drainage of foul and surface water on separate systems.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- If necessitated by design iteration, hydraulic calculation of the proposed drainage system, which shall include evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- A timetable for its implementation.

The development shall be carried out in accordance with the agreed details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

7) The greenfield areas of Phase 1 of the development (plots 90-125 & 146-218), as shown on approved Drawing Reference: 40-01 P1, shall be carried out in accordance with the parameters and drainage strategy set out in Drainage Technical Note 882187 LLFA L02 and the Flood Risk Assessment 882187-R1(02)-FRA hereby approved. Prior to the commencement of any above ground works for the greenfield areas of Phase 1 (plots 90-125 & 146-218), full details and locations of the soakaway plots shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- Detailed design drainage layout.
- Hydraulic calculation of the soakaways, which shall conform to the non-technical standards for SuDS, include evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- Where flooding is predicted by hydraulic calculation during a 1 in 100 year rainfall event with allowance for 40% climate change, evidence of how the volume will be managed onsite.
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

The approved scheme shall be implemented prior to the first occupation of any greenfield areas in Phase 1 (plots 90-125 & 146-218).

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) The development hereby permitted shall be occupied until details of the implementation, maintenance and management of the installed sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include

the arrangements for adoption by any public body or statutory undertaker, or any other

arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

- Where plot soakaways are proposed, details of adequate measures to ensure soakaways will be protected from future development shall be presented.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

9) The development hereby approved shall be carried out in accordance with the agreed Construction Environmental Management and Demolition Plan: Miller Homes Rev: A as received by the City Council as local planning authority on the 28/10/2021

Reason - In the interests of residential amenity, highway safety pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

10) If demolition of buildings on site has not occurred by May 2022 a further bat survey of the buildings to be demolished shall be undertaken prior to demolition works taking place. Should the survey reveal the presence of any protected species, a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City Council as local planning authority before the demolition takes place, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

11) If no development has commenced by Spring 2023 further survey work for presence of badger on site shall be undertaken. Should the survey reveal the presence of any badgers, a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City Council as local planning authority before the demolition takes place, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy.

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

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy.

13) The treatment of invasive species shall be carried out in accordance with the guidance contained in section 5.5.1 of the Ecological Survey and Assessment report.

Reason – To prevent the spread of an invasive species listed within the Wildlife and Countryside Act 1981.

14) Notwithstanding the approved plans, within three months of the commencement of development details of bat and bird boxes to be installed at the site in accordance with the recommendations set out within section 5.6 and 5.7 of the Ecological Assessment Survey shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason – In order to secure biodiversity enhancements of the site pursuant to policy EN9 and EN15 of the Core Strategy and paragraph 174d of the NPPF.

15) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387

(Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

16) Prior to the commencement of above ground works samples and specifications of all materials to be used in the external elevations shall be submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

17) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Princess Parkway and Sale Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

18) Within 3 months of the commencement of development hereby approved, a fully detailed scheme of highway works including technical drawings shall be submitted in writing to the Council as local planning authority, the submitted scheme shall include:

- highway and footpath layout;
- highway drainage;
- street-lighting;
- surfacing;
- traffic calming measures;
- Traffic regulation orders;
- dropped kerbs;
- tactile paving;
- details of the connections to existing adopted highway/footways at Holly Hey Drive, Moss Hey Drive and the pedestrian cycle access to the south east corner of the site; and,
- details of the control of the emergency access to Holly Hey Drive.
- Confirmation that a section 278 agreement has been entered into for the completion of highway works and associated Traffic Regulation Orders
- Timescales for the implementation of the scheme.

The approved scheme shall be implemented and be in place within a timescale previously agreed in writing by the City Council as local planning authority.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

19) Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

20) Prior to the first use of the 'pump station' as identified on the approved plans, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

21) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references Planting Plan (1 of 5) Reference 3882 201 Rev A; Planting Plan (2 of 5) Reference 3882 202 Rev A; Planting Plan (3 of 5) Reference 3882 203 Rev A; Planting Plan (4 of 5) Reference 3882 204 Rev A and Planting Plan (5 of 5) Reference 3882 205 Rev A received by the City Council as local planning authority on the 5th November 2021 shall be implemented within a timescale that has been submitted to and agreed in writing by the City Council as local planning authority within 3 months of the commencement of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously

damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

22) Notwithstanding the approved plans, within 3 months of the commencement of development a plan indicating the positions, design, materials and type of boundary treatment to be erected at the site shall be submitted to and approved in writing by the City Council as local planning authority. The boundary treatment relevant to each dwellinghouse shall be completed in accordance with the agreed details prior to the first occupation.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with policies SP1 and DM1 of the Core Strategy.

23) Prior to first occupation of the dwellinghouses hereby approved, a maintenance agreement and scheme for the upkeep of incidental, communal areas of landscaping as identified within the 'Management Area' on approved drawing 2131 / MC / 01 shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The submitted scheme shall include for A Habitat Management Plan as set out within section 5.8.1 of the approved Ecological Survey and Assessment. The approved agreement shall remain in operation at all times whilst the development is occupied.

Reason - To safeguard visual amenity and the character of the area and in the interest of enhancing the biodiversity of the site pursuant to policies DM1 EN9, EN15 and SP1 of the Manchester Core Strategy and paragraph 174d of the NPPF.

24) Prior to the first occupation of the residential element of the development, details and specification of the fast charging electric car charging points within the approved car park shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

25) The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policy DM1 in the Core Strategy Development Plan Document for the City of Manchester.

26) Prior to the first occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Energy and Sustainability

Report reference Rev B 21/10/2021. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the recommendations of the Energy and Sustainability Report.

Reason – To ensure the development achieves the carbon reduction measures divulged within the submitted application documents pursuant to policy EN6 of the Core Strategy.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

28) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no extensions or additional development other than those hereby approved shall be erected under Part 1, Classes A (extensions) and E (outbuildings) of the Order without the prior written express consent of the City Council as Local Planning Authority.

Reason - Alterations to the proposed development could have an adverse impact on the surface water drainage system at the site contrary to the provisions of Core Strategy policy DM1 and EN14.

Local Government (Access to Information) Act 1985

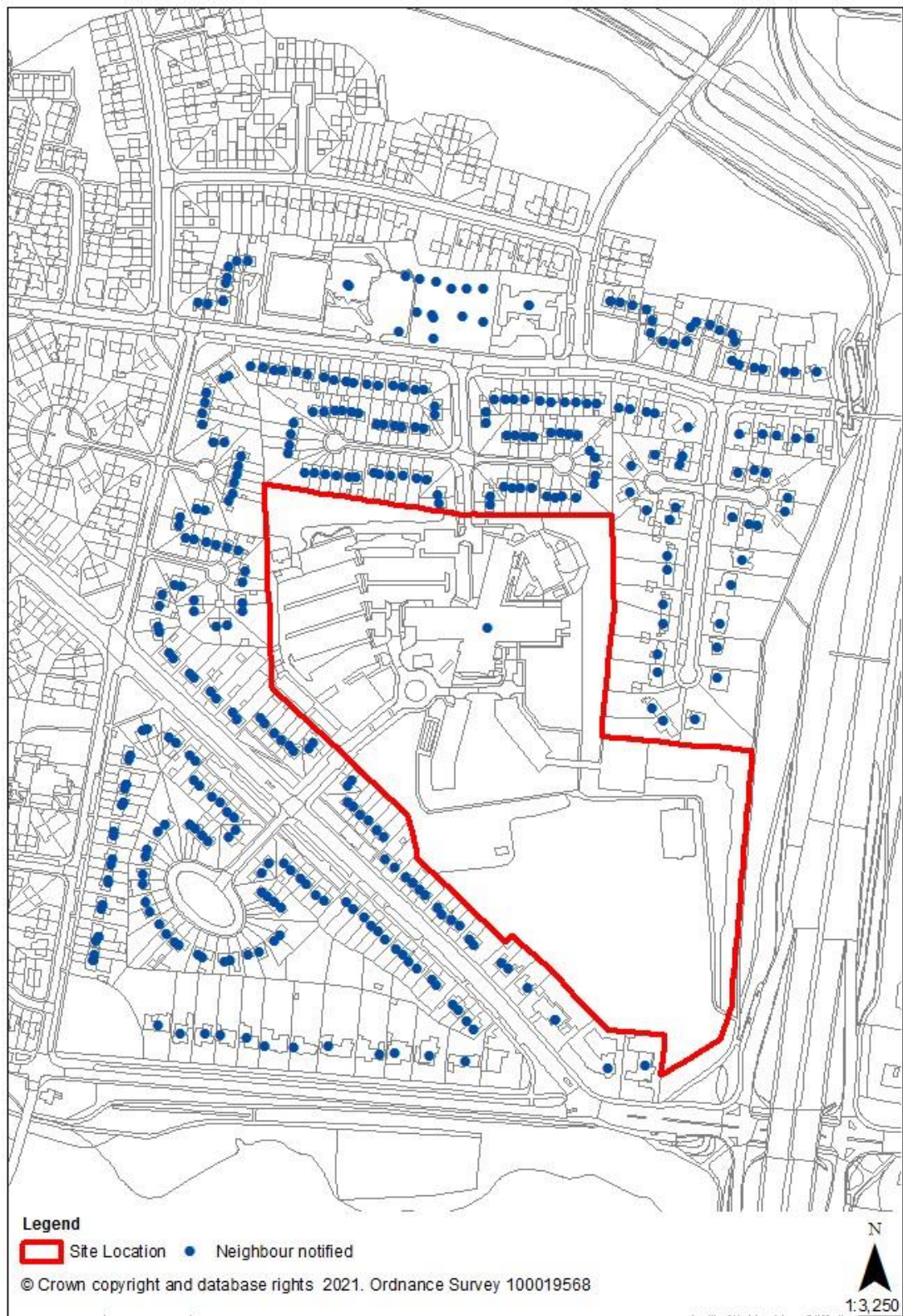
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 131147/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Environment Agency
Highway Services
Environmental Health
Parks & Events
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
South Neighbourhood Team
Work & Skills Team
MCC (Sustainable Travel)
Sport England
Greater Manchester Police
Transport For Greater Manchester
Highways England
Greater Manchester Ecology Unit
Northenden Neighbourhood Forum
Northenden Civic Society

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	robert.griffin@manchester.gov.uk



This page is intentionally left blank

**Manchester City Council
Report for Resolution**

Report to: Planning and Highways Committee – 18 November 2021

Subject: OBJECTION TO TREE PRESERVATION ORDER
JK/21/05/2021 – Land adjacent to York Street, Didsbury,
Manchester M20 6UE

Report of: Director of Planning

Purpose of report

To inform the committee about the background and issues involved in the making of a Tree Preservation Order (TPO) on 21 May 2021 and to recommend the confirmation of this Tree Preservation Order.

Recommendation

The Director of Planning recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation on Land adjacent to York Street, Manchester, M20 6UE, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the trees as plotted T1, T3 – T8 on the plan attached to this report.

Wards Affected: Didsbury West

Financial Consequences for the Revenue Budget /Capital Budget

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
No	No	Yes	No

Contact Officer **John Kelsey**

Background Documents:

No

Executive Summary

The committee is asked to consider 1 objection made to this order relating to a Tree Preservation Order (TPO) served at the above address on 1 Birch tree (T1) and 6 Callery Pear trees (T3 – T8) immediately adjacent to a car park on York Street, Didsbury, Manchester, M20 6UE.



Birch (T1) within raised brick planter on Whitechapel St



Gallery Pear trees (T3 – T8) within raised brick planter on York Street

Background

These trees are situated on the boundary of a car park adjacent to Didsbury District Centre, accessed from York Street and Whitechapel Street.

Following a complaint from local residents and Ward Members that several unprotected trees had been felled in an adjacent car park over a weekend in May 2021, a request was made to consider making a TPO on the remaining trees that bounded the car park on the northside of York Street. Following a site survey and assessment, the City Arborist considered that 7 trees offered high visual amenity to local residents and the general public, are a valuable asset to the area and were worthy of a TPO. He noted that the recently removed 9 trees from the adjacent car park had drastically changed the appearance of this location.

Tree T1, a Silver Birch is approximately 11m in height with an average crown diameter of approximately 7m. Its canopy is clearly visible from both short and longer range views from public areas, principally from the public highway of York Street,

Whitechapel Street and also Wilmslow Road, and to both occupiers of surrounding residential properties. The Callery Pear trees (T3 - T8) are currently smaller in stature, at approximately 6.5m in height with a crown diameter of approximately 3m but have excellent vigour and are considered to make a significant contribution to the street scene and wider area. The Helliwell System 2008 of visual amenity valuation has been carried out and this assessment found the trees to be of high visual amenity value.

Following the making of a provisional TPO the landowner has objected in a letter received from his solicitor to the confirmation of this TPO and provided a supporting tree assessment from Lally Tree Management.

This report requests that the Committee instruct the City Solicitor to confirm the TPO on land immediately adjacent to a car park on York Street, Didsbury, Manchester, M20 6UE.

Consultations

Part 2, paragraph 5 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012 states that before a provisional TPO is confirmed, any persons interested in land affected by the order should be served with a copy of the order. Local residents in the vicinity were consulted and objections and representations made with respect to the Order have been considered.

The following owner/residents were served with a copy of the order or notified about the TPO, on 21st May 2021, The Owner(s) and/or any Occupier(s) of Land adjacent to 26 – 32 (evens only) York Street, Manchester, M20 6UE; 762, 764, 766 Wilmslow Rd, M20 2DR ; 2a,2b,10 Whitechapel Street, M20 6UB; 19 Whitechapel Street, M20 6UB.

Summary of objections

1 letter of objection with supporting assessment from Lally Tree Management Consultants received. In summary it states:

- The visibility of trees T1, T3 - T8 is limited from Wilmslow Road for both passers-by and for vehicular traffic and while there are some shops on Whitechapel Street, if these trees were removed the look and feel of Wilmslow Road would not be adversely affected and add little value to the surrounding urban landscape.
- York Street is a back street within a residential area with very limited numbers of passers-by.
- The Silver Birch (T1) appears to be affecting the structural integrity of the retaining wall and this could become worse as the tree continues to grow.
- 4 Callery Pears, T3, T5, T6, T8, while in healthy condition are in brick planters of limited depth and likely to result in depleted nutrients over time and tree not reaching full maturity.
- 2 Callery Pears T4, T7 are not stable in the ground with lower vitality/in decline and TPO on these trees not defensible.

- The size, location and nature of the Callery Pear trees will limit the contribution the trees make to both their amenity value nature and conservation

Arboricultural officer comments

The City Arborist survey found the Silver Birch (T1) has grown into a very aesthetically pleasing specimen offering high visual amenity to local residents, general public and local business owners that have cafes and shops located along the side streets running west from the District Centre.

The City Arborist states the 6 Callery Pear trees have excellent vigour and will be a magnificent future green screen for the car park. The trees have an upright form and will not encroach onto the public footpath or carpark as they mature. Although these trees are young, they offer visual amenity to residents and pedestrians.

The very recent removal of 9 trees from the immediately adjacent car park has dramatically changed the visual appearance of this location. The City Arborist argues that to ensure the future of these remaining extremely valuable assets, they should be protected by a TPO.

The City Arborist has provided a further response to the report from Lally Tree Management, which are addressed below

Issues

TPO worthiness

All trees included within this TPO are considered to be in good condition, growing in a highly prominent location easily visible from public areas and serve an important function in providing screening benefits from the adjacent car park. As such, they have high visual amenity value and meet the criteria to be protected by having a Tree Preservation Order placed on them.

Trees are of limited visibility

While it is accepted the trees are not highly visible from Wilmslow Rd, the trees still can be seen from Wilmslow Road and due to their prominent location within the frontage of Whitechapel and York Street, are highly visible to residents, visitors and passers-by. The City Arborist states that any limitation on the visibility of the trees from Wilmslow Road, does not diminish the visual amenity value these trees offer to the surrounding streets.

Form and condition of the trees

The City Arborist acknowledges that there is some basal movement in trees T4 and T7 but these trees remain in good health and vigour, are not likely to fall in a strong wind and provide an important green screen. The Callery Pear trees are young and will mature and grow with an upright form that will not encroach onto the public footpath or carpark as they mature. The City Arborist states that comments regarding nutrient depletion within the soil of the raised planters are speculative and it is not known what makes up the base of the planters or whether there is any base. The City Arborist states there are no signs of nutrient depletion to the Silver Birch which

the City Arborist states is thriving in its position and that all 6 Callery Pear trees have excellent vigour.

Movement within the retaining wall

The concerns raised only relate to the retaining wall of the Silver Birch tree in a raised soil bed, within an approximately 1m high brick planter adjacent to Whitechapel Street. While there is no evidence provided that it is the Silver Birch that's causing movement in the wall, the City Arborist notes that any movement in the wall is likely to be the result of insufficient foundations and the downward pressure of the tree. Currently the tree is not presenting any known danger to the health and safety of passing members of the public or vehicles. Given the size of the wall and its position, if in the future any repair or rebuilding works are necessary the wall could be rebuilt and tree retained as a relatively minor operation and small cost to the owner. The confirmation of a TPO on this tree would still allow, following agreement with the City Council, any works necessary to be carried out to the tree.

Contribution to and relationship to the landscape

The recent removal of trees from the adjacent car park has resulted in very limited remaining tree cover in the immediate surrounding area. This area of Didsbury is characterised by the rear of commercial buildings within Didsbury district centre adjacent to terraced predominately residential properties. The remaining trees provide important canopy cover and make a significant contribution to improving the immediate physical environment and the wider urban landscape setting.

Other issues

Given the lack of tree cover in the area, the remaining trees on the car park to the north of York Street provide valuable green screening benefits and support improvements in local biodiversity and air quality.

Conclusion

It is considered that the Silver Birch (T1) and 6 Callery Pear trees (T3 – T8) as shown on the attached plan, should be protected by a Tree Preservation Order. The City Arborist considers the trees to be in good condition, healthy with no major defects. They are of high amenity value, located in a prominent position fronting a car park immediately adjacent to Didsbury district centre and are highly visible to occupiers of neighbouring properties, visitors and both passing traffic and pedestrians on York Street and Whitechapel Street. The trees in question are an important element of the local urban landscape character and its biodiversity and provide valuable screening benefits from a busy car park to surrounding properties.

The Order has been properly made in the interests of securing the contribution these trees make to the public amenity value in the area. The concerns of the landowner have been fully considered and balanced against the contribution this Silver Birch and 6 Callery Pears make to the local environment. Whilst it is acknowledged that the reason for objecting to the TPO, in particular the trees are of only limited visibility from Wilmslow Road, the side streets are not busy, they do not make any real contribution to the surrounding landscape and their loss would not adversely affect the area, Silver Birch (T1) appears to be affecting the structural integrity of the retaining wall, brick planters will result in depleted nutrients over time and tree not

reaching full maturity, 2 Callery Pears not stable with lower vitality/in decline and their size, location and nature limits the contribution to their amenity value, require due consideration it is not felt that they outweigh the significant contribution these prominent trees of high amenity value make to the area and the wider urban landscape. It is considered that the visual public benefits of retaining these trees outweigh any harm caused.

Human Rights Act 1998 considerations

This Tree Preservation Order needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the third parties, including local residents, who have made representations, have the right to a fair hearing and to this end the Committee must give full consideration to their comments. Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home and a right to peaceful enjoyment of one's possessions, which could include a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the residents/objectors and other occupiers and owners of nearby land that might be affected may be interfered with but that interference is in accordance with the law and justified by being in the public interest and on the basis of the restriction on these rights posed by confirmation of the Tree Preservation Order is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

8.0 Recommendation.

The Head of Planning, recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation Order at Land adjacent to York Street, Didsbury, Manchester, M20 6UE, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the trees as plotted on the plan attached to this report.



MANCHESTER
CITY COUNCIL



Land at York Street Car Park, Didsbury Tree Preservation Order 2021

© Crown copyright and database rights 2021. Ordnance Survey 100019568

