

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.

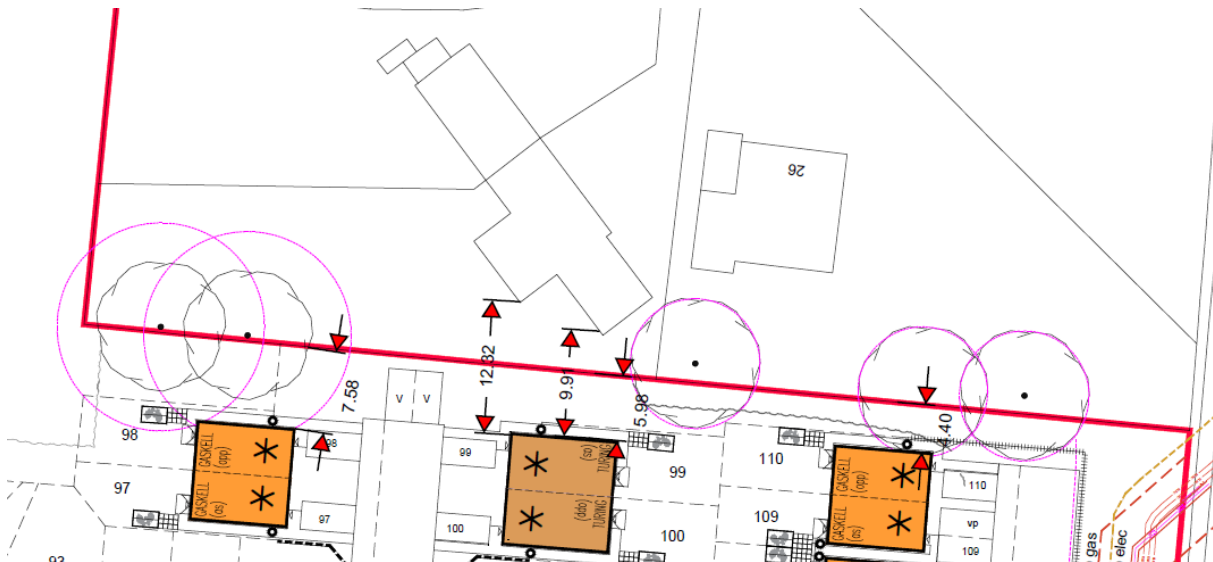
Issues

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 houstypes

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 Council's 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 Council's 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 site's 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
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