

Application Number	Date of Appln	Committee Date	Ward
135604/FO/2022	28th Nov 2022	16th Feb 2023	Chorlton Park Ward

Proposal Erection of a 65 dwellings (Use Class C3(a)), with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking, access from Wilbraham Road, and demolition of garage to the rear of 354 Wilbraham Road

Location Land To The Rear Of 354 Wilbraham Road, Manchester

Applicant Anwyl Homes & Greater Manchester Youth Federation (GMYF)

Agent Miss Alice Routledge, Asteer Planning LLP

Executive Summary

The proposal relates to the erection of 65 dwellings (Use Class C3(a)), with associated infrastructure, including landscaping, ecological mitigation, drainage and car parking and access from Wilbraham Road. It also includes the demolition of a garage to the rear of 354 Wilbraham Road.

Further, it is proposed to improve the floodlights on an adjacent site occupied by Maine Road FC.

The application site comprises an overgrown former playing field, it is understood this was last in use in 2016. In mitigation for the loss of the field, there is an agreed package of replaced and enhanced sport facilities.

The proposals were subject to the notification by way of 449 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News.

In response 30 comments were received, 19 of these objecting to the proposals from 18 separate addresses, 11 comments were received in support. Amongst the concerns raised are the impact of the proposals on highway safety, the scale of the proposed housing, that the proposal would result in overlooking / loss of privacy, that the scheme would cause noise during construction and following occupation, that the scheme would cause flooding, that the development would impact on wildlife and that the proposals represent overdevelopment of a site which should be returned to a sports use or be utilised as amenity space / allotments for surrounding residential property.

It is acknowledged there are concerns about the proposal, as noted above. However, as set out in the report it is considered that this development would provide much needed housing, including affordable new homes in a highly sustainable location and there would be no undue impact arising from a proposal of this scale and nature. Where impacts have been identified these are capable of mitigation.

All matters raised by objectors are fully addressed.

Description

The site extends to approximately 2.22 hectares and comprises an irregular shaped parcel of land. The site identified for the new housing is a roughly rectangular shaped parcel of land, which extends to 2 hectares. 354 Wilbraham Road and its associated garage are within the site boundary (the house to be retained, the garage to be demolished). The site also includes an area of land identified for ecological mitigation, which extends to 0.22 hectares. This land is owned by Maine Road Football Club and currently comprises some tree planting and grassland.

The site is secured on all boundaries by fencing and gates. Its last known use was as playing pitches (primarily football), this use ceased in 2016. Access to the site is obtained from Wilbraham Road.

There are trees at the site boundaries, the trees are not protected by a Tree Preservation Order.

It is located within Flood Zone 1 where a low probability of flooding is anticipated (less than 1 in 1,000 annual probability).

Surrounding the site to the north is housing on Brantingham Road; to the east is Maine Road Football Club, beyond which is the St Margaret's Centre and Playing Field. To the south are residential properties on Wilbraham Road and to the west are residential properties on Morville Road.

The area is predominately residential and Wilbraham Road is served by regular frequency bus routes. Chorlton Tram stop is 750m away from the site. The immediate section of A6010 Wilbraham Road includes for on-road advisory cycle lane markings in each direction, with a number of local side road routes representing 20mph quiet street routes. Additional cycling corridors link to A6010 Wilbraham Road including: the B5217 Barlow Moor Road (recently up-graded as part of Chorlton bee-line cycle route works) and Alexander Road South, which both provide cycle friendly infrastructure links towards Manchester city centre; and, signed on-road connections to the south, connecting to the segregated off road 'Fallowfield Loop Line' walking / cycle route (towards Withington and Fallowfield). The site therefore benefits from being in a highly accessible location.



(View of current access from Wilbraham Road and aerial photograph of site)

Proposal

The scheme proposes the development of 65 new dwellings (Use Class C3a) including 20% on site affordable new homes comprising 13no. dwellings (7 socially rented and 6 affordable intermediate dwellings). It includes a mix of house types, including semi-detached and detached homes with a range of 2, 3 and 4 bedrooms served by an adoptable standard highway. The site would be accessed via an improved access from Wilbraham Road.

The scheme also proposes for additional land included in the site edged red to be enhanced to deliver grassland habitat, which in addition to the landscaping within the development would achieve a 11.86% gain in Habitat units.

As noted, floodlights on the adjacent football club would be improved and there is a package of replacement and enhanced sport facilities proposed.



Publicity

The proposal due to the scale of development has been classified as a major development. As, such it 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 were sent to an extensive area.

A Statement of Community Involvement is submitted with the application that sets out that the applicant undertook pre-application engagement with the local planning authority, local councillors and local residents (community consultation).

Consultation responses

Following the neighbour notification and advertisement of the proposals, 30 responses were received from residents and businesses 19 of these were objecting to the proposals (from 18 addresses), 11 responses made supportive comments.

Objections received state that:

- There is no proper pedestrian and cycle crossing installed on Wilbraham Road following an increase in the volume of traffic on Wilbraham Road. A pedestrian light should also be installed at the junction of Wilbraham Road and Withington Road. This would assist road safety and encourage walking and cycling. The scheme would impact Highway Safety near schools and one comment refers to serious incidents that have occurred in close proximity to the application site.
- The road leading into the site is opposite someone's house. Concerns relating to privacy, direct light from cars and additional noise pollution from comings and goings and impacts on traffic particularly near the bus stop and negative impacts associated with the construction phase of development.
- Traffic from the development will impact on Air Quality.
- The development of up to 65 dwellings is excessive and the loss of the playing field is regrettable.
- There is underprovision of car parking spaces as households have more than one car.
- Noise concerns relating to, overlooking from, loss of privacy, loss of sunlight, overbearing effect and construction disturbance associated with the 65 dwellings proposed with regards to surrounding housing.
- Pressure on infrastructure where schools and doctors are already oversubscribed.
- Disruption to the community and to wildlife, biodiversity and ecology in the area.
- Is this development near Nico Ditch?
- Are the houses necessary as the site is not listed on the Strategic Housing Land Availability Assessment. Development should be prioritised previously developed brownfield sites not greenfield sites.
- The site stopped being used and stopped being maintained 6 years ago, the site should be used for playing fields, specifically for cricket as local cricket clubs are over-subscribed, the proposed replacement facilities in Alexandra Park are distant and the current facilities there are underutilised. The site is identified as an outdoor playing facility and should remain so.
- The properties should perform better with regards to energy standards and ground source heat pumps and boreholes should be considered.
- The development will lead to flooding of off-site properties to the north of the site where the land level is to be raised by 1m, pooling of water already occurs, this leads to damage to neighbouring property. The discharge of surface water into the sewers is not environmentally friendly. The raising of the land level would intensify overlooking to neighbouring property.
- Comment was made on the accuracy of the Heritage Report.
- Reference is made to the owners not abiding by covenants placed on the land and with regards to their conduct.
- No changes were made to the plan following pre-application consultation with residents. The statutory consultation process should be three months to enable appropriate representation to be taken on to make comment on planning applications.
- There are no play spaces and there are no bungalows for the elderly or disabled.
- The design of the housing is not in keeping with the character of the area.
- The health of residents surrounding the site will be effected by the disturbance of contaminants within the ground.
- The development would be contrary to the National Planning Policy Framework, the Core Strategy and the Places for Everyone Joint Development Plan for the 9 areas

of Greater Manchester and a range of other policies. Green infrastructure should be protected as it makes a huge contribution to quality of life, promote good mental and physical health, create liveable places and support economic growth. The Places for Everyone Plan states at 8.8 that there is 'a particular need to increase the quantity of green infrastructure in the denser urban areas'.

In the Core Strategy Plan Policy EN12 it states South Area – enhance the quality of existing provision and using opportunities to address deficiencies. Within Manchester City Councils development plans it is clear that Chorlton has been selected as an area where the spaces outside of its centre are intended to become far more densely developed.

- A comment was made about the inclusion of larger family homes that are 2.5 storeys when surrounding houses are predominately 2 storey and querying the layout of the development in comparison the historic pattern of development in the area.
- It was suggested that residents should be allowed to buy the land to extend their gardens or to access the land as allotments of green space.
- More social rented housing.
- Is the road layout acceptable with regards to street crime?
- This impacts on the view from my garden.
- Affordable houses would depreciate the value of neighbouring houses.

Those in support state:

- Whilst this application suggests the construction of dwellings, it offers so much more than housing and life opportunity. This particular project is part of a broader strategy for improving the life chances of people within Greater Manchester, particularly those young people for whom services have faced significant challenge and where budgets are tight. The ability to build 65 homes, some of which will be prioritised for the most vulnerable in society, is a precursor to accessing funding to allow a charity (GM Youth Federation) to develop effective youth provision across Greater Manchester for hundreds of young people.
- Chorlton's communities and residents benefit from new residents.
- Much-needed family homes to Chorlton. The development will deliver policy-compliant affordable family homes, which will enable local people to secure their housing needs, and avoid them having to move away from friends and family. The proposals have been amended to reflect feedback from the community. The site has not been used for playing fields for over 5 years and the developer will contribute to off-site facilities in the area, so that local people can still benefit from leisure and recreational facilities.

Ward Councillors - support the proposal to build a 65 home development on the former Harry Dalton Playing Field. The development fits in with the recently adopted 10 year housing strategy to build 35 000 homes, of which at least 10 000 will be affordable. These homes will bring much needed family accommodation to Chorlton. A shortage of all types of housing in the area is a common issue raised by our residents.

From the beginning, the developer agreed to a 20% contribution to affordable housing on site, 13 in number and members are pleased to see that following discussions the developer has agreed to increase the share of affordable homes for social rent to 7. The remaining 6 will most likely be for shared ownership.

A mixed tenure development of this kind with private home ownership and affordable housing is to be welcomed.

The Greater Manchester Youth Federation will be able to use the funds raised from the sale of the field to invest in their projects across Manchester, which it is noted will benefit local organisations.

However, members would like to see the following considered.

The net biodiversity increase does still not reach the target of 10%. Whilst improvements have been made to the scheme, would still like to see more effort to get to 10%.

The traffic assessment says that no mitigation is required on the highway, however residents lived experience is that speeding is an issue. See this as an opportunity to address that issue on Morville Rd, one of the boundary roads and would therefore like the developer to contribute, in consultation with those residents to traffic calming measures, as well as serious consideration given to calming measures on Wilbraham Road itself where the access road joins.

Overlooking on to existing properties is a worry for residents and whilst distances between properties will be over 20 meters, we would like to see more and more appropriate planting along the boundaries to improve screening. This would also help with the biodiversity target and enhance the retention of rainfall on site which is increasingly a serious matter in the North West of England. Wherever possible would like to see additional planting on site to achieve this and we would like to point to the example of Gorton sponge park, which independent analysis has evaluation has reduced rainfall going into local drains by 97%

To prevent overdevelopment in the future would like to see a restriction placed on the ability to extend these new homes, use garages as living quarters or increase the amount of land paved over.

Note that each home will have dedicated cycle parking and would want to ensure that this is sufficient to ensure that every family member can safely store their bike.

Highway Services –

The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus and tram services.

In relation to the traffic impact on the adjacent highway network, are satisfied that the development will not have an adverse effect.

An upgraded vehicle entrance is provided with 5.5m wide carriageway and 2m footways on each side (extending into the site) with a 3m left turn entry radius and a 4.5m left turn exit radius. This provides the required junction visibility and space for turning vehicles whilst allowing the retention of the mature trees on Wilbraham Road. Whilst the vehicle access proposals are supported, require that tactile paving is installed to each side of the existing footway on Wilbraham Road.

The internal access road is proposed for adoption and provides 5.5m wide carriageway with 2m wide footways on each side. Whilst tracking for a large refuse vehicle has been provided, require that parking restrictions (double yellow lines) are provided on the bends and at the vehicle access with Wilbraham Road via S278 works (see later). Also require that standard materials are provided and the transitional spaces (at traffic calming locations) should be in bituminous materials

rather than block paved. Landscaped areas and shared space areas would not be adopted.

In relation to waste management, subject to the above comments on vehicle tracking, the storage and collection proposals are acceptable to Highways.

148 car parking spaces are being provided for the 65 dwellings. Whilst this quantum of parking is acceptable each driveway must be a minimum of 3m wide (including any path) and a minimum of 6m long and we require verification in each instance that this is the case.

Each dwelling should be provisioned with electric vehicle (EV) charging with 7kW minimum charge units provided.

Secure cycle parking is provided for each dwelling which is supported by Highways.

If the internal road is to be adopted, then the associated street lighting design will need to be checked and approved as part of any S278 process. In relation to the football pitch lighting, highways have no issues.

With regard to boundary treatments, Highways have no issues.

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

Should the planning application be approved it is required that a Construction Management Plan be conditioned.

SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Construction Management Plan.

Following the submission of a stage 1 road safety audit it is considered that: With regard to junction visibility, the proposed mitigation is to minimise the effective trunk width of each of the existing trees by lifting their crowns. This measure is supported since it then provides adequate junction visibility whilst allowing the retention of the existing mature trees.

The applicants' response in relation to the junction geometry and kerb radii is that the proposed layout is safe and suitable and is verified through further vehicle swept path submission. This position is accepted by Highway Services.

The driveway to plot 1 has been amended so that reversing vehicles do not excessively overrun the adjacent footway and this amendment is supported. The tactile paving proposed across the estate entrance has been amended to provide three rather than two rows of tactile pavements which is supported.

Environmental Health - Conditions are advised with respect to construction management, floodlighting and external lighting, acoustic insulation, external equipment, waste management, air quality and ground conditions.

Neighbourhood Team Leader (Arboriculture) - Any comments received will be reported to committee.

MCC Flood Risk Management -

Require work to be done by the applicant to identify the presence of a culvert.

Manchester Active –

Strategic Fit: Manchester Playing Pitch and Outdoor Sport Strategy (2022)

The Playing Pitch and Outdoor Sport Strategy (POSS) clearly defines all playing field sites that are not in use as unused/disused. Page 15 of the PPOSS Assessment Report provides the following explanation and justification:

“Disused sites provide the opportunity to help address deficiencies in pitch sport if brought back into use or replaced in a more sustainable location to meet need. The sites below [Table 1.1] will be assessed to establish whether they need to be retained

and protected for future use or need to be replaced in accordance with paragraph 99 of the NPPF.

The lawful use of a disused playing field is still that of a playing field until such time as it is developed for a non-pitch sport use, or its use is formally changed through the

planning system. There is no positive obligation, under planning law, for a playing field to be actively used as such.”

The application site is included in Table 1.1 of the PPOSS as a disused site:

St Margaret's Centre Playing Field (Harry Dalton Playing Fields) M21 OTT Football Cricket 2019 Disused playing field, now overgrown, adjacent to Maine Road FC.

Approximately 1.75ha in area, previously marked with football pitches of various sizes and configurations, last as two youth 11v11 size pitches c2013. The playing field also has a disused non-turf cricket pitch within it.

Aerial imagery suggests the site ceased to be maintained c2019.

The applicants Planning Statement at para 9.22 notes "the former playing field is of poor quality and has been unused for over 5 years" and that "There is no public access to the site and there are no parking or toilet and changing facilities on site."

Whilst that statement is true it should be noted that the PPOSS includes all sites irrespective of ownership, quality and accessibility as advised in Sport England's Playing Pitch Strategy Guidance: An approach to developing and delivering a playing pitch strategy (2013) paragraphs B1 and B16:

“B1 It is recommended that the information presented in Figure 3 should be gathered for all playing pitch sites, irrespective of ownership, in order to develop an accurate audit of provision. Sites where pitches were once, but are no longer, marked out and remain undeveloped should also be included in the audit, as should any land allocated as a playing field within a relevant development plan document.”

“B16 It is recommended that the quality of all pitches and their ancillary facilities should be recorded regardless of their ownership, management or availability to the community.”

Overall PPOSS findings and recommendations:

There is a need to protect all existing outdoor sport provision until all demand is met, or there is a requirement to replace provision in accordance with Sport England's Playing Fields Policy.

The PPOSS Strategy and Action Plan Report Recommendation (a) 'Ensure, through the use of the Playing Pitch & Outdoor Sport Strategy, that outdoor sports facilities are protected through the implementation of local planning policy' at page 56, states: "all currently used outdoor sport sites require protection and therefore cannot be deemed surplus to requirements because shortfalls would occur both now and, in the future, if they were lost. Consideration should also be given to the protection of underused and poor-quality sites from development or replacement as they may offer potential to meet shortfalls.

Relevance of the PPOSS Findings and Recommendations to the Application Site
It is clear the application site is not surplus to requirement as there are shortfalls in pitch provision in the Analysis Area (South) which the playing field, if retained, could help address. The PPOSS action plan recommendation for this site is to either:
a) Protect from development; or
b) Replace in accordance with planning policy requirements.

Loss of Playing Field

St Margaret's Centre Playing Field (Harry Dalton Playing Fields) site is recommended as protect due to existing and future projected playing pitch shortfalls and therefore cannot be deemed surplus to requirement. Should a development be considered there is a need to replace in accordance with planning policy requirements.

The application site is located in the South Analysis Area and Alexandra Park, the mitigation site, is also in the South Analysis Area. Therefore, the mitigation will be provided within the same locality as the loss of playing field.

Mitigation Proposal

The mitigation proposal presented as part of this planning application has been agreed with MCRactive. This will provide the following:

- Replace 1.21ha of playing field land and construction of a new youth 11v11 football pitch
- Improvements to the existing youth 11v11 football pitch
- Improvements to the existing cricket square at Alexandra Park
- New non-turf pitch provision at South West Manchester Cricket Club

In terms of sports development, Moss Side Football Club have confirmed interest in Alexandra Park, and aspire to become a partner club on site to meet their current unmet demand requirements.

- The mitigation package will increase the supply of operational grass pitches by one and will bring qualitative improvements to the existing adult pitch at Alexandra Park, enabling more play. The mitigation package will deliver practical benefit to Moss Side FC U14, the club presently using the existing adult pitch onsite adjacent.
- Replacement of the floodlighting at Maine Road and conversion to an LED lighting system is welcomed.

The loss of playing field will be mitigated within the locality and in a way that is sustainable and will result in an increase in participation

MCRactive is supportive of the proposal subject to the capital costs for the mitigation proposal and 10-year maintenance costs being secured via a s106 agreement.

Greater Manchester Police – Recommend a condition requiring that the development hereby approved shall, where feasible, be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement.

Work & Skills Team – Recommend a condition relating to the construction phase.

Greater Manchester Ecology Unit - The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds, other wildlife and biodiversity enhancement measures can be resolved via condition and or informative.

Bats

A valid bat assessment has been provided. This assessed the building to be demolished as having negligible bat roosting potential and a number of mature trees some of which are proposed for removal as having low bat roosting potential. In line with best practice it is recommended that all trees with low bat roosting potential be felled using reasonable avoidance measures (soft felling) techniques. This should be conditioned.

Nesting Birds

Trees and shrubs will be removed potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition recommending their protection is recommended.

Hedgehog

It is noted that hedgehog may cross the development site. This risk is relatively low and the Unit are satisfied subject to the use of an informative.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment.

Mitigation and enhancement is proposed for the loss of a relatively large area of abandoned sports pitch. They are aware that a defra metric has been provided as part of pre-app discussion, a summary of which has been provided in the Ecological Impact Assessment. This demonstrates a net gain. Adequate mitigation and enhancement is also proposed for bats, birds and hedgehog.

Given the developer was willing to provide off -site compensation and the mitigation and enhancement proposals on-site theoretically achievable, though difficult on such a confined site, GMEU have no reason to object to the landscape, ecological mitigation proposals and LEMP, which can be conditioned as part of any permission.

Sport England – Can be summarised as follows:

They objected to the scheme as a Statutory Consultee on the following grounds:

The planning application would lead to the loss of the site's playing field (1.75Ha).

Playing field policy is a protective policy. It is based on a presumption against any development which results in the loss of playing field (in whole or part) or prejudices its use. For proposals to be acceptable against playing field policy's presumption against development, they must be against playing field policy exceptions 1 and 4. The mitigation strategy proposes a series of improvements and new pitches at Alexandra Park. Sport England accepts that these proposals would be of benefit to both cricket and football and as such they identified as low (football) to medium (cricket) priorities in the medium to long term in the draft Playing Pitch and Outdoor Sports Strategy. They however express concerns in relation to mitigation at Alexandra Park in terms of playing field policy as the site is already playing field.

There is a further aspect to the residential development of the site which should be considered. Maine Road FC's ground lies immediately to the east. The pitch is floodlit and the ground contains facilities (such as stands) appropriate to the level in the National League system at which the club plays. Sport England are concerned that the introduction of residential dwellings in close proximity to the ground has the potential to limit club's natural growth. Promotion up the national (non-league) system is dependent on clubs being able to meet ground grading requirements. The club are likely to be stymied in such improvements by new neighbouring housing. Similarly, clubs at Maine Road's level sometimes seek to 'sweat the asset' that their grounds represent by converting their grass pitches into artificial surfaces. Such an option would most likely be denied the club by new housing to the west. As such Sport England considers that the proposed development is also likely to prejudice the operation and development of the football club to the east.

The comments of Sport England are addressed in the body of the report.

Greater Manchester Archaeological Advisory Service

Further to GMAAS' initial response that recommended further archaeological investigation was warranted in advance of any development works, the applicant commissioned their archaeological consultant to prepare a Written Scheme of Investigation (WSI) that allowed for the excavation of three evaluation trenches across the projected line of the ancient Nico Ditch, in line with GMAAS' recommendation. GMAAS approved the WSI and the three trenches were excavated by Salford Archaeology between 15th and 22nd December 2022. This work demonstrated that there was no indication for the presence of the Nico Ditch within the application area, and no other archaeological remains of interest were encountered.

A draft report presenting the negative results obtained from the evaluation trenching was shared with GMAAS. This report reads fine, and they are content to accept this as a final version and upload it onto the Historic Environment Record. As such, they advise that the scheme of archaeological investigation that was recommended in their initial response has been fulfilled completely, and no further consideration of archaeological matters is warranted.

Policy

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 proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy H1 Overall Housing Provision – Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre.

Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare. Outside the Inner Areas (where the application site is located) the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.

The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester.

Policy H6 South Manchester – South Manchester is identified as providing 5% of new residential development over the plan period. It identifies that high density development will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. "Outside of district centres priorities will be for housing which meets identified

shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing". The proposals are outside of the district centre, it is considered that as the scheme would deliver affordable housing it is considered to comply with the requirements of H6 and that the proposals would assist in meeting identified shortfalls of housing types within South Manchester. This matter is considered in more detail within the issues section of this report.

Policy H8 – Affordable Housing - New development will contribute to the City-wide target for 20% of new housing provision to be affordable. The applicant has indicated that 13 of the proposed 65 residential units (20%) would be for affordable housing with a mix of socially rented (7 units) and affordable intermediate dwellings (6). This provision and delivery of affordable housing in this scheme would be subject to Section 106 agreement.

Policy T1 Sustainable Transport – The development would provide in excess of one car parking space per residential unit, would provide covered and secure cycle parking facilities and is located in close proximity to a range of public transport modes.

Policy T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN 8 Adaptation to Climate Change

The Proposed Development takes an includes high levels of insulation, internal, heat sources, airtightness, thermal insulation with 100% low energy lighting throughout, 100% efficient non-fossil fuel Electric Heating, Air source Heat Pumps provided to all properties removing reliance upon

Gas, All properties would have an electric vehicle charging point and cycle parking across the site will be delivered at 100% via a combination of either garage storage or dedicated lockable cycle store features within rear garden areas.

Policy EN9 Green Infrastructure – The development incorporates landscaping throughout the site. Trees are retained to site boundaries.

Policy EN10 Safeguarding Open Space, Sport and Recreation Facilities – Assessment against this policy has been undertaken and appropriate mitigation offered.

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

EN15 Biodiversity and Geological Conservation – An Ecological Impact assessment and Ecological Enhancement Strategy were prepared to accompany the application.

Policy EN 16 Air Quality – The proposals are accompanied by an Air Quality Assessment that reviewed both the construction and operational phase of the development. The proposals would incorporate electric vehicle charging; cycle parking for residents; whilst the construction phase would incorporate dust control measures.

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 – The site has been subject to desk study and site investigations. If the proposals are granted approval further site investigations would be required, and this would be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals incorporate appropriate levels of bin storage with areas for collection of waste by refuse vehicles.

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 policy DM1 within the issues section below.

Saved Unitary Development Plan Policies

DC26 Development and Noise – A condition to ensure internal noise criteria are met on completion of the development is required.

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 65 residential units, 13 of which would be affordable.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by a Crime Impact Statement which indicates measures to be included into the development to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) – The proposal is in a location accessible to a variety of public transport modes.

Section 12 (Achieving Well-Designed Places) – The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposal has been designed to reduce energy demands and incorporate renewable energy solutions. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

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

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.

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.

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.

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.

Manchester Housing Strategy 2022 to 2032

A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live
4. Address the sustainability & zero carbon challenges in new and existing housing stock

The South Manchester Strategic Regeneration Framework (2007)

The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities.

The SRF set out that the key characteristics of South Manchester that shaped the vision and objectives for the SRF are based on a number of key facts one of which relates to the pressure for development and densification which threatens the inherent urban character of the area that makes it attractive in the first place.

The SRF also commented that there had been a trend for large villa/family housing conversions for flats and offices placing a further restriction on the supply of larger accommodation.

One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining residents and that future housing developments need to focus on providing high-quality family accommodation.

Climate Change

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 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.

Other Legislative requirements

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.

Issues

Principle

The principle of providing 65 new family homes in South Manchester is supported by policy H6 of the Core Strategy, which states that outside of district centres the priorities for housing will be to meet identified shortfalls “including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing. The principle of 20% of the proposed homes being affordable houses that are to be provided on site is welcomed and contributes to the provision set out in policy H8 of the Core Strategy.

The affordable units would be constructed by Anwyl and subsequently managed by a registered provider (not yet identified).

The property fronting Wilbraham Road next to the access to the former fields is to be retained, which is welcomed.

Notwithstanding the principle of new homes in this part of the city, there are issues, however, that have been raised about the development and this includes other policy considerations which must be addressed.

Loss of playing field

The site has previously been in use as an outdoor sporting facility, the last occasion in 2016. This past use was recognised in the supporting evidence to the Core Strategy which was adopted in 2012.

There has been no activity on this privately owned site since 2016.

The current owners, who have held the site since the 1960s have advised that it is no longer feasible to use the site as:

- There is no car parking or toilets and changing facilities;
- There is no floodlighting limiting use in Autumn and Winter months;
- The site does not have a dedicated area for supporters to gather and watch sports;
- Japanese Knotweed is present to the rear of 196/197 Brantingham Road, which is currently being treated (5-year treatment programme);
- It is of poor quality from a levels and drainage perspective which means that the fields cannot be used all year round because of waterlogged pitches;
- The annual cost of insuring the site and maintaining is more than the income that the site generated and is therefore not a sustainable operation for the Charity.

Paragraph 99 of the National Planning Policy Framework (NPPF) is the most up to date policy for assessing the loss of open space and outdoor recreation stating that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) An assessment has been undertaken which has clearly shown the open space, building or land to be surplus to requirements; or
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

- c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Policy EN 10 of Manchester's Core Strategy states:

The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that:

- improve the quality and quantity of accessible open space, sport and recreation in the local area
- provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity
- improve access to open space for disabled people

Proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;
Or
- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and:
 - it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;Or
- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

The site is not allocated within the Development Plan as local open space. By virtue of its last known use, it does, however, fall under the above policy and one of the above exception criteria must be met if development is to be acceptable in policy terms.

Criteria (c) of paragraph 99 is not relevant because the proposals are not for alternative sports or recreation provision and the third bullet point of Policy EN 10 is not relevant because the proposed residential development will not be ancillary to the fields. Therefore, the relevant criteria are Paragraph 99 (a) or (b) and the first and second bullets of Policy EN 10.

The proposals for residential development at the application site cannot be justified against criteria (a) of Paragraph 99 or the second bullet of Policy EN 10 because the findings of the updated PPOSS, does not demonstrate a *surplus* of playing pitches in Manchester. (Manchester City Council Playing Pitch and Outdoor Sport Assessment and Strategy Report – June 2022)

Criteria (b) of Paragraph 99 and the first bullet of Policy EN 10 therefore require the loss resulting from the proposals to be replaced with equivalent or better provision to be provided in terms of quantity and quality in a suitable location. Sport England policy exception E4 is also relevant.

The applicant liaised with Manchester Active with regards to the needs set out in the Playing Pitch strategy. The scheme submitted includes mitigation that replaces with equivalent / better provision which accords with the exceptions set out in the NPPF and the Development Plan.

It is important to acknowledge Sport England's response to the application; however, they state this is due to being a statutory consultee. The Town and Country Planning Development Management Procedure Order 2015 ("DMPO") Schedule 4 identifies statutory consultees on planning applications, including where this is applicable to Sport England. Because the site is not currently in use as a playing field, has not been in such use for more than 5 years before this application, is not allocated in the Development Plan as a playing field, and the proposal does not involve the replacement of a grass pitch with an artificial surface, then Sport England are not statutory consultees.

As Sport England are not a statutory consultee for this application, their objection does not trigger a requirement to refer the application to the Secretary of State in the event that Committee resolve to approve the application.

It is further acknowledged that mitigation for the loss of a disused playing field is set out in Sport England's own Playing Fields Policy, and in accordance with the Playing Pitch and Outdoor Sport Strategy, Manchester Active has advised that there is a sufficient package of replacement/enhanced facilities that the applicant has agreed to meet these requirements. This includes:

- Replace 1.21ha of playing field land and construction of a new youth 11v11 football pitch
- Improvements to the existing youth 11v11 football pitch
- Improvements to the existing cricket square at Alexandra Park
- New non-turf pitch provision at South-West Manchester Cricket Club
- Replacement of the floodlighting at Maine Road and conversion to an LED lighting system.

This is considered acceptable, being in accordance with the planning policy framework. The mechanism for securing the mitigation would be through a 106 agreement.

Highways

Highways Services have fully considered the proposal and raise no objections subject to the imposition of a condition requiring a Section 278 agreement for highways works to provide tactile pavement at the junction. A road safety audit has been carried out and there has been no identified need for the imposition of traffic calming measures off site or pedestrian crossings to mitigate harm that would be caused.

All properties have long driveways and in many cases a garage with secure cycle storage. This could accommodate two vehicles or more and is a consequence of design and layout; this has not compromised landscaping across the site.

Design and Layout

The new homes would be constructed at a scale appropriate in the residential context, utilising materials that are in the locality.

The properties would constitute a mix of 2 and 2.5 storeys in scale constructed utilising a red brick with brick detailing and brick courses to add interest to the elevations, there would be a limited amount of 'tudor' boarding and the roofscapes would have a variation of slate and red roof tiles again to reflect the materials used in local properties.



All the houses meet the Residential Space Standards.

Boundary Treatments

A range of different boundary treatments have been used across the development including:

- 1.8m High timber close boarded fence
- 1.8m High enhanced timber close boarded fence
- 1.8m High brick walls
- 1.8m timber close boarded fence with 300mm trellis
- 2.1m High close boarded timber fence with acoustic barrier
- Existing boundary to be fenced with 1.8m timber close boarded fence

To the front of the properties there would be a low level railing with planting in all this would help develop character and the street scene.

Sustainability

Sustainability has been incorporated into the design of the new homes from the outset; energy efficient measures include:

- High levels of insulation throughout with minimal thermal bridges
- Internal heat sources
- Airtightness
- Thermal insulation
- 100% low energy lighting throughout

- 100% efficient non-fossil fuel Electric Heating
- Air source Heat Pumps provided to all properties removing reliance upon gas
- All properties would have a 7kw electric vehicle charging point.
- Cycle parking across the site will be delivered at 100% via a combination of either garage storage or dedicated lockable cycle store features within rear garden areas

This approach is welcomed and supports the Councils ambitions to address climate change.

Air Quality

An Air Quality Assessment has been submitted to determine baseline conditions and assesses whether changes to air quality due to the construction and operation of the proposed development could significantly alter air quality.

The assessment considers the potential effects during the construction phase, including dust emissions and the impact during the operational phase, taking into account exhaust emissions from road traffic generated by the proposal. During construction it is noted that there is a risk of dust generation, mitigation measures are outlined in the assessment and notwithstanding this, the impacts are not likely to be significant.

Review of the dispersion modelling results indicate that impacts on the annual mean nitrogen dioxide and other particulate concentrations as a result of traffic generated by the development are predicted to be negligible. Following consideration of the relevant issues, air quality impacts as a result of the operation of the development would be in accordance with the Institute of Air Quality Management (IAQM) guidance.

In conclusion air quality impacts would not be significant. Conditions are recommended to ensure the mitigation measures detailed within the assessment, during and post construction are adhered to and for a separate construction/demolition management plan to be submitted and agreed.

Construction Management

To make sure construction and demolition is effectively controlled and to minimise disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management plan.

Ground Conditions

On the basis of the submitted reports, the ground conditions at the site are not considered prohibitive to the development proposed being delivered. A condition has been included to ensure compliance with the submitted mitigation and remediation measures identified and for a verification report to be submitted and agreed by the City Council post completion.

Drainage and Flood Risk

The application site is within flood zone 1 'low probability of flooding'. The submitted Flood Risk Assessment has been considered by the City Council's Flood Risk Management Team who advise that notwithstanding the submitted information, further details are required in terms of surface water drainage and its subsequent maintenance. Suitable conditions have been included which require further agreement of such details. If these measures are successfully implemented, the drainage strategy is considered acceptable.

Crime and Security

The proposed development has been designed with crime prevention and safety fully in mind with measures to be incorporated which will reduce opportunities for crime. The application is accompanied by Crime Impact Statement which has been reviewed by Greater Manchester Policy (Design for Security). It is considered that provided the physical security measures detailed within the statement are implemented, the proposed development is acceptable from a crime and security perspective. A condition is appended to secure the details set out in the report.

Amenity Space

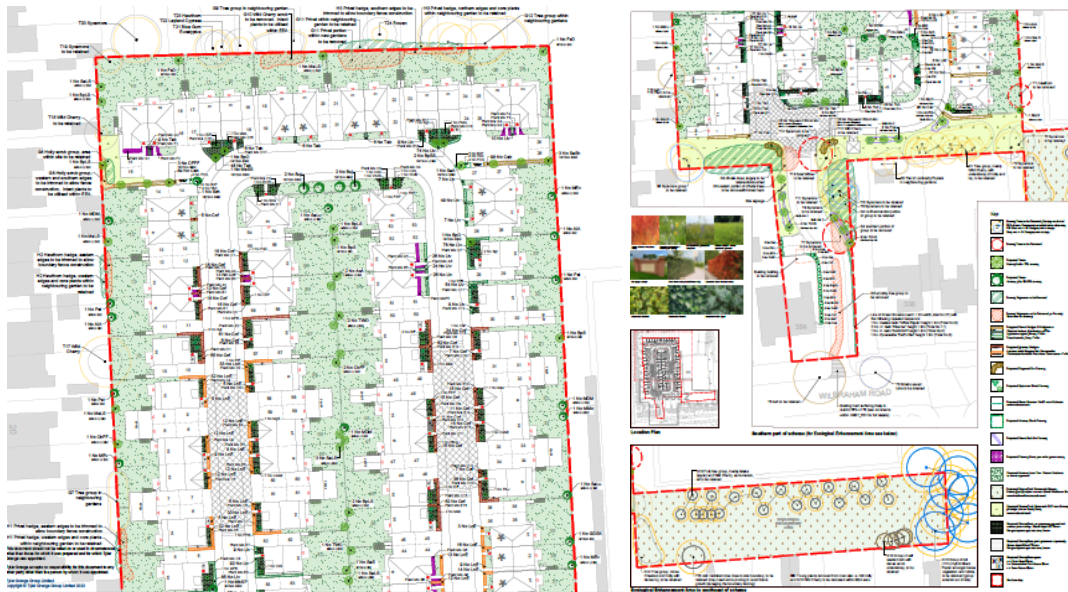
All dwellings proposed on the site will have their own private gardens.

Ecology, Trees and Biodiversity Net Gain

The Ecological Impact Assessment submitted has been assessed by Greater Manchester Ecological Unit. The report finds that the garage to be demolished has negligible roosting potential for bats has negligible value and those mature trees to be removed have low bat roost potential. A condition is recommended for soft felling techniques in relation to these trees. The Greater Manchester Ecology Unit also suggest a condition relating to the protection of Breeding Birds, which has been attached. A precautionary informative is suggested to remind the developer of their obligations with regards to the Wildlife Act, particularly with regard to hedgehogs.

The proposals necessitate the removal of 3no. individual trees (2no. Cat B, 1no. Cat C), 2no. groups (1no. Cat B, 1no. Cat C) and a total of c.92m² from a 2no. groups of trees (2no. Cat C). The remaining trees which form the majority of the sites tree cover will be retained as part of the development and protected during construction.

The Applicant has revised the landscaping scheme to achieve an 11.86% Biodiversity Net Gain on the site. The increase in BNG has been achieved by uplifting the targeted condition of tree planting on the site from 'Moderate' to 'Good' through the planting of 87 trees. This exceeds the BNG targets which are not statutory until the end of this year and is welcomed.



Waste Management

The proposed waste strategy provides individual refuse storage for each house. For all houses secure bin stores will be provided to incorporate the following bins:

- blue bin, brown bin, green bin, grey bin - 240 litre and a 23-litre food caddy.

Bin collection areas would be for use on allocated waste collection days. These arrangements are acceptable.

Accessibility

The proposals have been designed to be accessible to all.

Residential Amenity

The separation distances provided are sufficient to protect amenity both within the new development and between the new homes and existing residents.



21.4m is achieved between the proposed homes in the southwest corner of the site, which adjoin existing properties on Morville Road. All other properties exceed a privacy distance of 25m or above.

Natural surveillance has been achieved through the layout of streets and placement of dual aspect homes.

Comments received refer to an increase in the above ordinance datum of 1m to the north of the site to address issues relating to flooding; the concern is the impact of the height of the properties proposed and the separation distance on privacy.

It is not considered this localised height increase would impact on overlooking / loss of privacy, especially having regard to the screening provided by boundary treatment and retained and proposed landscaping. The back gardens will be graded from the patio area of the houses back to the existing boundary to tie in with the existing ground levels.

The proposal includes improvements to floodlights to the adjacent site - Maine Road FC. The improvements to floodlights would be secured by a Grampian condition requiring a method statement and programme of works to ensure impacts are acceptable. A further condition is recommended to control any incidence of glare.

Conclusion

The application would provide 65 new homes and includes 13 no. affordable homes, a tenure of housing that has been identified as being required due to a shortfall in the city generally and South Manchester specifically. The provision of affordable housing in this location would assist in broadening the mix of house tenures within this sustainable urban location. There is no doubt therefore that as a principle, a development of this type and nature is acceptable and accords with the planning framework and wider strategies for the city in this regard.

This has been carefully assessed all other policy requirements and clearly this must include the loss of the playing field. In this regard this has been assessed against the national planning policy framework and the development plan. The mitigation offered as part of this scheme satisfies the requirements of the Manchester Playing Field strategy and meets the exceptions set out in planning policy. This ultimately has the potential to lead to greater participation in sports in the local area.

Concerns about details relating to the scheme are acknowledged. In particular, the key objection to an increase in the number of cars and the potential impact on the local area. This has been considered in the context of the proposals which in itself, offers a generous amount of off-street car parking. Measures to encourage the use of more active travel modes, in addition to the sites links to public transport and the applicant's intention to be actively involved in the ongoing co-ordination of the travel planning measures for the development have also been taken into account.

In a wider context, it is not considered a development of this scale and nature would lead to unacceptable impacts on the highway network.

Where concerns have been raised these have been balanced against the nature of the application and the recognised need to meet housing need in this part of the city, particularly with regards to affordable homes.

As set out in this report the form and design of the development is considered acceptable for the site given its specific context and character. Careful consideration has been given to the siting, scale and appearance of the development to ensure it is high quality, sustainable and minimises any impacts on existing residents.

With above in mind, the proposal accords with all national and local planning policies and guidance.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Recommendation **MINDED TO APPROVE subject to the signing of a Section 106 agreement securing affordable housing and playing field mitigation.**

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Conditions to be attached to the decision

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

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

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

Application form, relevant land ownership certificate (duly signed) and relevant planning application fee;
Covering letter prepared by Asteer Planning;
Supporting Planning Statement (including Affordable Housing Statement) prepared by Asteer Planning;
Agronomy Report prepared by STRI;
Air Quality Assessment prepared by Redmore Environmental;
Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Tyler Grange;

Broadband Connectivity Assessment prepared by GTech Surveys;
 Construction Environmental Management Plan prepared by Anwyll Homes;
 Crime Impact Statement prepared by Greater Manchester Police;
 Design and Access Statement (including Residential Standards Statement, Waste Management Strategy, Blue and Green Infrastructure Statement) prepared by APD;
 Ecological Impact Assessment prepared by Tyler Grange;
 Ecological Enhancement Strategy prepared by Tyler Grange;
 Environmental Standards Statement prepared by Watt Energy;
 EV Charging Specification;
 Flood Risk Assessment and Drainage Strategy prepared by RSK;
 Heritage Statement prepared by RPS;
 Landscape Ecological Management Plan prepared by Tyler Grange;
 Landscaping scheme prepared by Tyler Grange;
 Lighting Impact Assessment prepared by BWB;
 Local Labour Proposal prepared by Anwyll Homes;
 Noise Impact Assessment prepared by E3P;
 Playing Pitch Mitigation Strategy prepared by Sports Planning Consultants;
 Phase I Geoenvironmental Site Assessment prepared by E3P;
 Phase II Geoenvironmental Site Assessment prepared by E3P;
 Statement of Community Involvement prepared by UK Networks;
 Transport Assessment prepared by Focus; and,
 Television and Radio Reception Impact Assessment prepared by GTech Surveys.
 Waste Proforma prepared by APD
 Demolition Plan DP01 Rev A APD
 Existing Site Layout ES01 Rev A APD
 Housetype Pack HT01 APD
 Location Plan LP01 Rev C APD
 Illustrative Sections SE01 Rev B APD
 Illustrative Street Scenes SS01 APD
 Key Plan – Illustrative Streetscenes KP01 APD

Received 28 November 2022

Affordable Housing Layout AF01 Rev D
 Boundary Treatment Plan BT01 Rev E
 EV Charging Point Layout EV01 Rev D
 Hard Surfacing Layout HS01 Rev D
 Land Use Plan LU01 Rev C
 Materials Layout ML01 Rev D
 Colour Planning Layout PL01 Rev G
 Waste Management Plan WM01 Rev D
 Planning Layout PL01 Rev G
 Driveway Dimension Layout DD01 Rev C
 Drainage Appraisal 10-01 Rev P7
 Soft Landscape Drawing (1 of 3) 14807_P05(1) Rev A
 Soft Landscape Drawing (2 of 3) 14807_P05(2) Rev C
 Soft Landscape Drawing (3 of 3) 14807_P05(3) Rev A
 Completed Construction Local Labour KPI Proposal and Reporting Template
 Updated Waste Proforma
 Updated Phase I Desk Study 15-811-R1-6 Dated: January 2023

Updated Phase II Geoenvironmental Site Assessment 15-811-R2-6 Dated: January 2023

Remediation and Enabling Works Strategy 15-811-R3-2 Dated January 2023

Archaeological Evaluation SA/2023/1

Updated BNG Metric

Received 26 January 2022

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) With the exception of demolition, no above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Core Strategy.

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

The plan/statement shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site;
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;

- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

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

5) The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times for people residing at the development whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the development is occupied in order to comply with policy DM1 of the Core strategy.

6) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing, visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Core strategy.

7) Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

Provision of tactile pavement to be installed to each side of the existing footway on Wilbraham Road.

Provision of parking restrictions (double yellow lines) on the bends and at the vehicle access with Wilbraham Road.

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)

8) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester

9) No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

10) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the 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:

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. 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.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

11) The development is to be undertaken in accordance with the submitted waste management strategy. The strategy shall be implemented in full prior to the first occupation of the authorised development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester

12) Prior to occupation of the development the provision of electric vehicle charging points shall have been implemented in line with the information submitted on plan EV Charging Point Layout EV01 Rev D APD dated 26 January 2023. These charging facilities shall thereafter be retained for the use of the dwellings.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

13) The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement, received by the City Council as local planning authority on 28 November 2022.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

14) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Redmore Environmental dated 24 November 2022 received by the City Council, as Local Planning Authority on 28 November 2022.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

15) The removal of trees with low bat roosting potential may have the potential to cause harm to bats as identified in the Ecological Impact Assessment Tyler Grange and shall not in any circumstances occur unless soft felling techniques have been provided to and agreed in writing by the local planning authority

Reason: In order to prevent any habitat disturbance to bats in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

16) 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.

17) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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.

18) The details of the hard and soft landscaping treatment scheme as set out within the approved drawing references:

Soft Landscape Drawing (1 of 3) 14807_P05(1) Rev A

Soft Landscape Drawing (2 of 3) 14807_P05(2) Rev C

Soft Landscape Drawing (3 of 3) 14807_P05(3) Rev A; shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

19) The development hereby approved shall incorporate the Biodiversity Enhancement Measures as set out within the approved drawings and documents and shall be retained at the site thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

20) 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 (2012).

21) 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) none of the dwelling houses hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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.

22) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences 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.

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 DM1 and EN18 of the Core Strategy.

23) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and 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 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 DM1 and EN18 of the Core Strategy.

24) Prior to first occupation of the residential units, a verification report shall 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 safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

25) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be 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 site.
b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the 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 agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

26) Prior to installation of the approved floodlight upgrades (Lighting Impact Assessment prepared by BWB) at Maine Road FC Football Club, a method statement and programme of works shall be submitted to and approved in writing by the Local Planning Authority. The approved floodlight upgrades shall be carried out prior to occupation of plots 30-40 as shown on the approved Colour Planning Layout (PL01 Rev G).

Reason - To protect residential amenity and ensure that the playing field is prepared to an adequate standard and is fit for purpose, pursuant to policy EN10 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

27) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as local planning authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

Informative

The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.

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: 135604/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Parks & Events
Greater Manchester Police
Work & Skills Team
Greater Manchester Ecology Unit
Sport England
Greater Manchester Archaeological Advisory Service**

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

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