

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133541/FO/2022

Date registered valid: 6 May 2022

Proposal: Erection of a single storey building to form 3 no. classrooms and associated space together with provision of additional car parking

Address: Manchester Enterprise Academy, Simonsway, Manchester, M22 9RH

Ward(s): Woodhouse Park Ward

Applicant: Bell, Manchester Enterprise Academy, Simonsway, Manchester, M22 9RH

Agent (if any): Grated Apple, The Piggery, 2 Wigsey Lane, Warburton, Lymm, WA13 9JL

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 29.06.2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 31.05.2022

Standard consultations:

Printed: 11 May 2022 Expired: 1 June 2022

Neighbour notifications

Printed: 11 May 2022 Expired: 1 June 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The proposed building is located on the existing site of Manchester Enterprise Academy. The site is bounded by Simonsway to the south, Greenwood Road to the West, Mottershead Road to the North and Poundswick Lane/Gladeside Road to the East. Residential housing is located to the North, North East and West of the site.

The main vehicle entrance to the site is off Greenwood Road but the majority of pupils arrive by foot or cycle. Simonsway is the main road link to the MEA site.

The application site comprises areas of car parking and a grassed area to the west of an existing multi use games area. To the immediate west of the site proposed to be developed is a belt of trees forming the boundary with residential properties.

To the east of the site is a standalone education building developed under planning approval reference 127238/FO/2020.



Application site in context of wider school site and residential properties

Description of development

The proposals are for the erection of an additional stand-alone building which will provide specialist teaching space for students who struggle with attaining the necessary education within the main school building arrangement. This new building allows them to carry out their learning within smaller groups and in a safe environment. The design incorporates general classrooms, social area, the block would create 3507m² of new floorspace.

The building is proposed to complement the existing finishes of the recently completed adjacent building and includes Timber look cladding has been introduced to enhance the main entrance.

The proposals also incorporate a landscaping scheme to introduce tree and hedge planting to the north of the proposed relocated car parking requirement for the school together with the installation for a 1.8 timber fence to provide a screen from nearby residential properties given the requirement to level this area of the site for drainage purposes.

Consultations & Notification Responses

Neighbouring properties were notified of the proposals, two responses were received raising concerns that the works had commenced prior to the determination of the application and issues regarding the relocated car parking area and noise and disturbance arising from this.

Ward members Councillor Newman and Councillor Nunney made contact on behalf of constituents asking about the scope of the works being undertaken prior to the determination of the application.

Sport England - The proposal would involve the construction of a new building on the site to accommodate additional pupils. Constructed on part of an existing car park used by the school, this part of the scheme would not involve the loss of playing field.

The proposal would also involve the displaced car park being relocated north of its existing location and onto an area of land which is classed as playing field. The planning definition of playing field in the NPPF relates to the whole of the site that contains a pitch. Sport England's Playing Fields Policy covers the entire playing field site and not just the areas currently marked out with pitches. The proposed car park would involve the loss of playing field.

Assessment against Sport England Policy - Having assessed the application, Sport England is satisfied that the proposed car park development would meet exception 3 of Sport England's Playing Field Policy in that: 'The proposed development affects only land incapable of forming part of a playing pitch and does not: reduce the size of any playing pitch result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas); reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; result in the loss of other sporting provision or ancillary facilities on the site; or prejudice the use of any remaining areas of playing field on the site.' This being the case, Sport England does not wish to raise an objection to this application.

United Utilities – Make comments that the submitted drainage scheme does not provide robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems. Should planning permission be granted they request a surface water drainage condition be attached.

MCC Flood Risk Management Team – Following discussions with the applicants hydrology consultant and the submission of more detailed drainage information they are satisfied that the drainage proposals can be approved as part of the application process.

MCC Highways – Raise no objections on highway safety or pedestrian safety grounds or that the proposals would prejudice highway capacity. It is recommended that the car parking provide electric vehicle charging points.

MCC Environmental Health – Confirm the waste management arrangements as existing are acceptable but recommend conditions relating to ground conditions and construction hours. Given the scale of the development it is considered that construction hours be applied as an informative.

Policy

National Planning Policy Framework

The National Planning Policy Framework replaced previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of development.

The Development Plan

Manchester's Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan although a number of the UDP policies remain extant.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including: creating well-designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment. The proposal will result in the provision of improved education facilities in a modern, well-designed building and is considered that it would make positive contribution to the area.

Policy T1 - Aims to promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services.

Policy T2 - seeks to ensure that new development is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. New development should provide appropriate car parking facilities and have regard to the need for disabled and cycle parking. Particular emphasis is given to the need to ensure residents are able to live in locations accessible to employment, health, education, open space and leisure opportunities.

Policy EC1 - seeks to ensure priorities for economic growth. The Council will support significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities and other employment generating uses.

Policy EN1 - states that development in Manchester will be expected to have regard to the strategic character area in which the development is located. Opportunities for good design should be fully realised, particularly on major radial routes.

Policy EN8 - states that all new development will be expected to be adaptable to climate change in terms of its design, layout, siting and function.

EN10 - states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities.

Policy EN14 - states that development should be directed away from sites at the greatest risk of flooding.

Policy EN15 - clarifies that developers must demonstrate how they have assessed and taken full account of the potential effect of the proposed development on biodiversity.

Policy EN 16 - states that the Council will seek to improve the air quality within Manchester and particularly within Air Quality Management Areas located along Manchester's principal traffic routes and at Manchester Airport.

Policy EN17 - seeks to ensure that development is designed to minimise surface water run-off.

Policy DM1 - Development Management - This policy seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Saved Unitary Development Plan policy relevant to this application are:

Policy DC26.1 where the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this

intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

The relevant issues relating to these proposals are given consideration below.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

The Guide advises that a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. It also requires buildings to relate well to each other in respect of the setting and relationship to adjacent buildings and their impact on the street-scene, roof-line and skyline.

Issues

Principle - The principle of the provision of additional educational facilities within an existing educational campus is generally considered acceptable subject to consideration of impacts on residential and visual amenity and whether the proposals give rise to pedestrian or highway impacts.

Residential Amenity - The proposed building is sited so as to minimise impacts on residential properties the closest to the west are approximately 35m from the proposed building and 60metres from the residential property to the north. Given the proposed building is a single storey building it would not give rise to unacceptable impacts in terms of its built form. Given the distances from residential properties and that it is sited within an educational campus the additional activity in this area would not give rise to impacts in terms of noise and disturbance.

The proposed relocated car park would mean that cars would be parked closer to residential properties to the north than is currently the case, the edge of the car park is 16m from the rear boundary of the rear gardens of these properties and approximately 25m from the rear wall of these properties. In response the applicant has proposed landscaping in the form of hedge and tree planting within the land between the car park and rear boundaries of these properties with the car park edge provided with a 1.8m timber fence. It is considered that these measures would assist in assimilating the car parking into the area and reduce impacts on residential amenity given the regrading of the land required to form the car park and the surface water drainage scheme. In addition it is proposed that a condition be attached to any approval for the approval of the hours of use of this element of car parking to ensure activity does not extend into the later evening period.

Visual Amenity - The building has been designed to complement the existing modern school buildings on the site. It is considered that the building would be a positive addition to the wider campus and provide educational space within a modern setting.

The introduction of additional landscaping will assist in reducing the visual impact of the car parking area when view from the rear of the newly constructed residential properties to the north. Appropriately worded conditions are proposed to ensure the scheme is implemented.

Highway Safety - The proposals are located within the campus and can be accessed safely from the existing pedestrian accesses. No concerns have been raised with the proposals by Highway Services.

Trees - The proposals would not impact on the tree belt to the west of the site and the most significant trees on the site are to be retained, these trees are not protected and the site is not within a conservation area. This application was accompanied by a tree survey that reflected an

earlier proposal initially submitted but not validated, this scheme would have significantly impacted on the tree belt but the submitted plans for the development confirm that development would no longer encroach in to this area. The additional planting on the site shown in the landscaping scheme is considered to be acceptable and would assist in increasing biodiversity of the site.

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 a right to a fair hearing and to this end the local planning authority 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

The application has been determined in a positive and proactive manner, issues have been discussed with the applicant and a decision has been issued within statutory timescale's.

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

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

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

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

22002 04 REV P1 PROPOSED FLOOR PLAN & ELEVATIONS

22002 02 REV P2 PROPOSED SITE PLAN

Design and Access Statement prepared by Grated Apple

30544/1 Drainage Layout Rev D

30544/2 Control MH S1 Details Rev B

30544/3 Cellular Attenuation Tank Details Rev B

30544/4 Typical Drainage Details Rev A

30544/5 Typical Car Park & Footpath Construction Details

30455/6 Existing & Proposed Contributing Areas

30455/7 Exceedance Storm Flood Routing Plan

30455/8 Academy Overall Drainage Layout

Operation & Maintenance Plan For Surface Water Drainage System Hub 2, Manchester

Enterprise Academy prepared by Ironside Farrar Limited May 2022

Landscape Plan - Proposed 22002 07 Rev P0

Site Section - 22002 06 Rev P1

MANCHESTER ENTERPRISE ACADEMY, Wythenshawe REFUSE STATEMENT

MANCHESTER ENTERPRISE ACADEMY, SIMONSWAY, WYTHENSHAW, MANCHESTER,
M22 9RH PHASE 1 SITE INVESTIGATION REPORT prepared by TerraConsult 6th June 2016
Report No 2859/01-1

MANCHESTER ENTERPRISE ACADEMY, SIMONSWAY, WYTHENSHAW, MANCHESTER,
M22 9RH PHASE 2 SITE INVESTIGATION REPORT prepared by TerraConsult 25th July 2016
Report No 2859/02-1

Phase 2 Site Investigation Manchester Enterprise Academy, Prospere Learning Trust prepared
by ROC 27 June 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) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

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.

4) The drainage system installed at the development shall be carried out and maintained in accordance with the approved drainage plans and details as set out within condition 2 of this approval.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

5) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing ref 'Landscape Plan - Proposed 22002 07 Rev P0' shall be implemented not later than 12 months from the date of commencement of works. 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.

6) The boundary treatments, including the timber boundary fence to the edge of the car parking area, as shown on drawing reference 'Landscape Plan - Proposed 22002 07 P0' shall be installed prior to the first use of the car park and shall be retained and maintained thereafter whilst the development is in use.

Reason - In the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.1.

7) The materials to be used in the construction of the external elevations of the hereby building shall be carried out in accordance with the details contained within the submitted documents and approved drawings.

Reason - In the interests of the visual amenity of the area pursuant to policy DM1 of the Core Strategy.

8) The development hereby approved shall not be occupied until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority. The approved scheme shall be implemented as part of the development.

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

9) The car parking hereby approved shall not be used until a schedule of hours and days of its use has been submitted to and agreed in writing by the City Council as local planning authority. The car park shall be subsequently operated in accordance with the agreed details thereafter.

Reason - In the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.1.

Informatives

- 1) MCC records highlight that the underground Woodhouse Park Brook is located within close proximity to the site (approximately 80 m to the south of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.
- 2) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Sport England

59 Elderburn Road, Manchester, M22 9BD
57 Elderburn Road, Manchester, M22 9BD
55 Elderburn Road, Manchester, M22 9BD
53 Elderburn Road, Manchester, M22 9BD
51 Elderburn Road, Manchester, M22 9BD
49 Elderburn Road, Manchester, M22 9BD
47 Elderburn Road, Manchester, M22 9BD
45 Elderburn Road, Manchester, M22 9BD
43 Elderburn Road, Manchester, M22 9BD
41 Elderburn Road, Manchester, M22 9BD
39 Elderburn Road, Manchester, M22 9BD
37 Elderburn Road, Manchester, M22 9BD
526 Greenwood Road, Manchester, M22 9RF
547 Greenwood Road, Manchester, M22 9RE
527 Greenwood Road, Manchester, M22 9RE
517 Greenwood Road, Manchester, M22 9RE
Flat 18, 539 Greenwood Road, Manchester, M22 9RE
Flat 15, 539 Greenwood Road, Manchester, M22 9RE
Flat 12, 539 Greenwood Road, Manchester, M22 9RE
Flat 9, 539 Greenwood Road, Manchester, M22 9RE
Flat 6, 539 Greenwood Road, Manchester, M22 9RE
Flat 3, 539 Greenwood Road, Manchester, M22 9RE
528 Greenwood Road, Manchester, M22 9RF
522 Greenwood Road, Manchester, M22 9RF
516 Greenwood Road, Manchester, M22 9RF
512 Greenwood Road, Manchester, M22 9RF
545 Greenwood Road, Manchester, M22 9RE
541 Greenwood Road, Manchester, M22 9RE
525 Greenwood Road, Manchester, M22 9RE
519 Greenwood Road, Manchester, M22 9RE
539 Greenwood Road, Manchester, M22 9RE
Flat 19, 539 Greenwood Road, Manchester, M22 9RE
Flat 17, 539 Greenwood Road, Manchester, M22 9RE
Flat 16, 539 Greenwood Road, Manchester, M22 9RE
Flat 14, 539 Greenwood Road, Manchester, M22 9RE
Flat 11, 539 Greenwood Road, Manchester, M22 9RE
Flat 10, 539 Greenwood Road, Manchester, M22 9RE
Flat 8, 539 Greenwood Road, Manchester, M22 9RE
Flat 7, 539 Greenwood Road, Manchester, M22 9RE
Flat 5, 539 Greenwood Road, Manchester, M22 9RE
Flat 4, 539 Greenwood Road, Manchester, M22 9RE
Flat 2, 539 Greenwood Road, Manchester, M22 9RE
530 Greenwood Road, Manchester, M22 9RF
524 Greenwood Road, Manchester, M22 9RF
520 Greenwood Road, Manchester, M22 9RF

518 Greenwood Road, Manchester, M22 9RF
514 Greenwood Road, Manchester, M22 9RF
3 Adshead Close, Manchester, M22 9RR
2 Adshead Close, Manchester, M22 9RR
1 Adshead Close, Manchester, M22 9RR
1 Foxlair Road, Manchester, M22 9RL
543 Greenwood Road, Manchester, M22 9RE
Flat 1, 539 Greenwood Road, Manchester, M22 9RE
523 Greenwood Road, Manchester, M22 9RE
521 Greenwood Road, Manchester, M22 9RE

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 15M
Area Team Boundary - Name: SOUTH