

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142222/FO/2025

Date registered valid: 28 April 2025

Proposal: Extension to and remodelling of administrative suite to provide classrooms, extension to entrance, re-roofing works and provision of mini-bus arrival drop off, car and mini-bus parking and the provision of additional overspill and events parking

Address: Bridge College, Whitworth Street, Manchester, M11 2GR

Ward(s): Clayton & Openshaw Ward

Applicant: Paul Jarvis Together Trust

Agent (if any): Michael Shepherd Walker Simpson Architects

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 03.10.2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 6 May 2025 Expired: 28 May 2025

Neighbour notifications

Printed: 6 May 2025 Expired: 28 May 2025

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

The Bridge College site is bounded by Whitworth Street to the north, Clayton Lane South to east and Pottery Lane to the west. The Manchester to Leeds railway line runs along the southern boundary at a higher level than the site above a retaining wall. Pedestrian and vehicular access to the site is from Whitworth Street with a secondary emergency vehicular access at the southwest corner of the site from Pottery Lane.

The existing site is a purpose-built single storey SEN college building for students 16-25 years of age completed in 2012, on a 3.4 hectare brownfield site, formerly a Rolls Royce industrial facility known as the Crossley Works Site.

The existing College building is located in the middle of the existing site away from boundaries. Vehicle and pedestrian access is from Whitworth Street. Students arrive via mini-bus or taxi with vehicles following a one-way system which directs traffic to the east before turning through 180° to a drop-off area on the north side of the building. Staff parking is to the north of the building along Whitworth Street with accessible parking and visitor parking to the east immediately beyond the extent of the drop off road. This arrangement places the accessible parking close to the visitor entrance to the college building. That visitor entrance is located at the end of a west to east axial pedestrian route which formerly transversed the now disused bridge across to the Manchester College.

Weldmesh fencing encloses areas of both hard and soft landscaping around the College building to the north, west and south. Beyond this the site is largely open. There is a large greenhouse and allotment area to the southeast of the main building. Outside the secure student zone movement between this area and the main college and use of the allotment area is closely supervised by staff.

The existing main college building is formed around a courtyard. There is a loop of accommodation around this central external space with wings of accommodation then projecting beyond that loop. General classroom areas are located to the north, west and south with the existing administration suite on the west of the courtyard. The two wings extending from the building are larger on this eastern side; the wing to the southeast houses the hydrotherapy

area whilst the wing to the northeast houses the college hall, refectory and kitchen facilities.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Consent is sought for a single storey extension on the eastern elevation of the school building between the hydrotherapy wing and refectory/kitchen wing of the existing building to provide additional classrooms with the remodelling administrative suite. A cantilever light grey steel frame with polycarbonate canopy cover to match existing is proposed to the frontage of the proposed 3 classrooms in the eastern extension facing the courtyard .

A small infill extension to the north elevation adjacent to the position of the existing mini-bus drop-off is proposed in connection with the remodelling of the access into the existing building, together with re-roofing works over the remodelled administration suite to reconcile roof falls and provide new roof membranes to coordinate with the new roofs over the extensions.

The scheme would also involve the remodelling of the existing mini-bus drop-off to provide additional mini-bus queuing space within the college site and associated relocation of existing mini-bus parking, accessible and visitor parking. In addition, the proposal includes the provision of additional parking provision.

56 parking spaces on site to be increased to 138 spaces (uplift of 82 spaces including 12 spaces for disabled users (2spaces with EVC's)and 1 additional public carrier vehicle space). 7 spaces would with EVC provision. There are 15 cycle spaces at the site which would be retained.

The operational opening hours of the site are 6am until 6.15pm Monday to Friday, and no changes are proposed. Currently weekend site access to the hydro pool area for baby/toddler activities operating hours are 7.30am until 6pm, 2 staff each day, 20 babies/toddlers with an adult every 30 minutes from 8.30am until 4.30pm. No changes are proposed to this arrangement.

The college currently employs 141 members of staff (contractual and agency).

Consultations & Notification Responses

Local residents/local businesses – No comments received.

Highway Services – 02.06.2025

TRIP GENERATION

- The trip generation assessment is based on local Travel to Work Census data (for staff) and assumptions are made with regard to staff arrival/departure profile.
- Pupil mode share is based on assumed 50/50 split between private car and local authority passenger transport.
- Given that this is an operational school, staff/pupil mode share and arrival/departure profiles should be based on surveys/school travel plan data.

- Further information on anticipated frequencies is required in relation to referenced events (noted that these could attract up to 100 additional people to the site).
- College catchment/journey direction information has been used to inform trip distribution/assignment. This approach is acceptable to Highways.
- The applicant should note that Highways request operational assessment of any junction experiencing an impact of 30 or more vehicles during the highway AM/PM peak-hour periods.

PARKING

- The site currently provides 56 car parking bays and it noted as insufficient in serving the existing 141 staff members.
- Highways agree that MCC Core Strategy parking standards for Higher/Further Education are not appropriate for the proposals given the nature of the school.
- Proposed parking levels referenced within the TN do not align with submitted plans (i.e. Drawings 0396-WSA-ZZ-ZZ-DR-A-1501 and 0396-WSA-ZZ-ZZ-DR-A-1503 show different level of parking provision/parking layouts). Confirmation on the proposed provision and layout is required.
- It is noted that both plans show 8no. mini-bus parking bays adjacent to the mini-bus drop-off area.
- Highways request that staff parking provision is justified by evidence requested herein in relation to staff car mode share, visitors and events. Effective parking and dropoff management will be required to ensure efficient site operations.
- Plans should demonstrate that car parking bays/disabled bays align with MCC standards with support of 6m aisle widths. Additional clearance will be needed for end of aisle bays located adjacent to boundary treatment to allow efficient access/egress. Mini-bus bay dimensions should also be provided.

S278 HIGHWAYS WORKS

- Widening works are proposed at the existing access at Whitworth Street. Pedestrian access from this location will be retained. Works would need to ensure replacement dropped-kerb/tactile paving/TRO provision.
- The (redundant) access to the west will be reopened to create an egress point to be used during busy periods/emergency access. This should be subject to a swept-path assessment. Dropped-kerbs/tactile paving will need to be provided.
- Appropriate visibility-splays demonstrated. Visibility is also maintained during by the existing single-yellow line TROs.

CYCLE PARKING –

- The site currently has 15 sheltered/secure cycle parking spaces for staff use.
- Details on any additional provision have not been provided. Additional cycle parking will be required to cater for the increase in staff.

STAFF TRAVEL PLAN

- It is unclear whether the school has an operational Staff Travel Plan. This will need to be either updated or provided as part of any approval (to be conditioned).

REFUSE & SERVICING

- Servicing arrangements will remain internal to the site in alignment with existing operations
- appropriate swept-path assessment undertaken for MCC refuse vehicle.

CONSTRUCTION MANAGEMENT

- Highways request that a Construction Management Plan is conditioned with any approval. This should also be supported by a highway dilapidation survey.

SUGGESTED CONDITIONS - S278 Works - Cycle Parking - EV - Staff Travel Plan & Parking/Drop-off Management Plan - CMP & Dilapidation Survey

INFORMATIVES

Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team.

The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant. It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.

The applicant should be advised that any requirements for licensing, hoarding, scaffolding, skips and any associated temporary pedestrian/traffic management arrangements, including Section 50, will need discussion and agreement with the council's Highway Network Management teams via Email -highwaylicences@manchester.gov.uk
highwaynetworkmanagement@manchester.gov.uk.

Further comments - 23.06.25

REFUSE & SERVICING - The submitted refuse Storage Statement confirms that existing bin stores and servicing arrangements will be maintained, although an increase in servicing is anticipated. Highways anticipate that the increase in refuse servicing trips will not be significant. - Kerb-line realignment works will take place at the internal access road to better accommodate refuse vehicle manoeuvres and prevent vehicle overrun. - This proposed refuse servicing strategy is considered acceptable by Highways.

CONSTRUCTION MANAGEMENT PLAN - A 'Construction Management Plan' has been provided, however, this does not provide the level of detail required. Highways still request that a (full) CMP is conditioned with any approval.

Environmental Health – recommend that conditions relating to the submission of a *Construction Management Plan* (on the basis that the submitted drawing is not sufficient); *storage of refuse* (It is not clear that the existing scheme has sufficient capacity to accommodate the additional staff and pupils (100 total); air quality (the conclusions of the report are accepted. MCC's guidance and recommendations for EV charging are included in the report but not applied to the proposals. These should be included. MCC's guidance recommends that non-residential developments with 11 or more (newly created) parking spaces be subject to a minimum of 20% EV charge points, with cable routes for all staff spaces. This would apply to the new spaces only. Notwithstanding the report's conclusions, reference should be made to the Interim Planning Guidance for PM2.5 Targets published by Defra in October 2024, and the report should confirm what actions and/or mitigations have been considered to reduce PM2.5 exposure for development users and nearby receptors and to reduce emissions of PM2.5 and its precursors.).

They advise that they have not commented on the submitted noise report, as this assesses the potential impact of external noise on the classroom environment, which is not within their remit. They have no further concerns regarding potential noise impacts associated with the proposals, on the basis that the recommended CEMP/CMP would control construction phase noise impacts.

They also recommend a contaminated land condition is attached to any approval .

The Civic Earth Phase 1 Desk Study, Reference 51121-CE-XX-XX-R-G-1001 P00, dated 19 November 2024, and Civic Earth Site Investigation Report, Reference 51121-CE-01-XX-R-G-1001 P01, dated 4 April 2025 were reviewed .

1. The Phase 1 report is stated to be a 'Draft for Internal Review' – this status should be updated.
2. The limited number of ground gas monitoring rounds undertaken (2no.) should be justified with respect to current UK guidance before we can assess the conclusion that no ground gas protection measures are required. Monitoring data from previous reports for the college site may be referred to.
3. It is acknowledged that locations and levels of new water supply pipes are to be confirmed, however section 6.7 'Risks to Buried Water Supply Pipes' states that the full suite of UKWIR testing has not been carried out, and bases the conclusion that standard PE pipework would potentially be suitable for use on an initial total soils analysis. It should be clarified whether the full suite of UKWIR testing is to be carried out.
4. The proposed thickness and structure of the clean cover system (450mm including 150mm topsoil, with a geotextile membrane at the base) for soft landscaped areas is accepted, but MCC's guidance should be referenced, including for proposed testing frequencies for cover system materials, which are outstanding.
5. Notwithstanding point 4 above, a remediation strategy is required to be submitted for approval in order to comply with part a of the above standard condition. Further details regarding requirements can be found in MCC's guidance.
6. The conclusions regarding low risks to controlled waters are accepted.

FURTHER COMMENTS - 19.06.2025

The proposal to increase waste and refuse collections as necessary is acceptable.

The points raised previously their memo dated 30 May 2025) have been full addressed, and they can confirm that the proposals contained within the submitted Civic Earth Remediation Strategy, Ref: 51121-CE-01-XX-R-G-1002, dated 17 June 2025, are acceptable, and are summarised below:

- No gas protection measures required.
- Site material management under CL:AIRE protocols and Materials Management Plan (MMP).
- Provision of suitable growth medium and/or clean cover system in soft landscaped areas where hotspots of contamination have been identified:
 - 450mm thickness (greater as specified for trees/shrubs) over a geotextile membrane, or 600mm without membrane (minimum 150mm topsoil for either option).
 - Imported material to meet "Greenfield" sampling frequency criteria 1 per 200m³.
 - Depth verification testing on a 20m grid with a minimum of 2 hand pits per individual landscaped area. A reduction to 1 verification pit is acceptable for areas <5m².
- Buried water supply pipes: completion of a United Utilities Risk Assessment, and UKWIR testing or barrier pipes (confirmation should be provided in Verification Report).
- Watching brief / discovery strategy.
- Verification Report to be submitted in due course for LPA approval.

The above approved Remediation Strategy may be therefore conditioned in any permission granted for the above application.

FURTHER COMMENTS - 24.06.2025

They have considered the additional information submitted for the above application and advise a CMP condition is still required, as more information than is shown on plan ref: 0396-WSA-ZZ-ZZ-DR-A-8002 P02) is needed

They have also reviewed the updated AQ report and can advise that the proposals for 9 EVC points and cabling infrastructure are acceptable, as are the included references to PM2.5 mitigation.

GMEU – 23.05.2025

Ecological Assessment

The Ecological Assessment appears to provide robust ecological assessments, and I have no reason to doubt the findings. As detailed within the Ecological Assessment, the site overall has relatively low ecological value and limited opportunities for protected species, with the exception of the existing trees/hedgerows which may support nesting birds. The southern part of the site and railway line has also been assessed as being of suitable habitat for foraging and commuting bats. No further surveys are required however the mitigation measures detailed in the PEA report should be followed, which includes nesting bird checks and a sensitive lighting scheme for bats/other wildlife. Although not mentioned in the EcIA, planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system and therefore we would recommend the inclusion of bat and bird boxes onto existing/new buildings.

Biodiversity Net Gain (BNG)

The BNG assessment mostly appears to be appropriate, however I have a few comments below:

- The BNG report states that: '*Post-Development habitats were determined from Drawing 0396-WSA-ZZ-ZZ-DR-A-1501*', however I can see from the planning portal that the latest post-development plan is 0396-WSA-ZZ-ZZ-DR-A-1503 (revision P03) and therefore the BNG should be cross referenced with the updated proposed plans to ensure that it is still accurate.
- The gains are mostly being sought from the 'off-site' area within the land ownership (blue-line boundary) which is deemed to be acceptable however as it is technically 'offsite', this must be registered on the Biodiversity Gain Sites Register and secured by a Section 106 agreement. A Habitat Monitoring and Management Plan (HMMP) is also required to detail management prescriptions for a 30- year period for the offsite area so that GMEU can be confident that the habitats will be created and maintained.
- The onsite gains (e.g. within the red-line boundary) are not considered to be 'significant' and can be secured via a condition.

Other than the above, the BNG appears to be appropriate, and it exceeds the mandatory 10% net gain required for both habitats (+11.16%) and hedgerows (+10.21%) and the trading rules are satisfied.

To discharge the BNG condition that will be attached to the permission (if granted) – all finalised BNG information will be required including the final BNG metric, Biodiversity Gain Plan, Habitat Monitoring and Management Plan (HMMP) and how the units will be secured. Evidence must also be provided to show that the offsite area has been registered on the Biodiversity Gain Sites Register. Please see [Biodiversity net gain - GOV.UK](https://www.gov.uk/guidance/biodiversity-net-gain) for how this should be dealt with on the decision notice.

Summary

In summary, additional information is required for the BNG assessment (as per my comments above), prior to determination of the application.

Further comments 03.06.2025

They advise they are finding it difficult to review the updated BNG, as many aspects are quite unclear such as trees to be retained/planted etc both on and offsite and there are discrepancies between the BNG report/metric/maps. They recommend the BNG is revisited to ensure accuracy and clarity with some of my comments below (although not limited to):

- The BNG report/metric/figures seem to have differing amounts of trees throughout for the baseline and post-development areas. For example, Table 1 in the report states 'various trees throughout the site' are present however the exact number of trees must be clearly stated and it would be useful to state how many are to be removed or retained 'onsite' and ideally shown on a map. Additionally, Figure 2 shows 2 retained trees in the 'offsite' area and 11 proposed trees, however there are no trees shown in the offsite baseline within the metric and the proposed trees equate to 12 (as shown in the metric and stated in the report).
- Figure 2 shows a 'Species-rich native hedgerow' within the legend however I cannot see the location of this on my map itself.
- They are aware that Figure 2 states that the trees and hedgerow within the offsite area are indicative, however GMEU need to be confident that the BNG is accurate and consistent and that the habitats can be created and secured. Therefore at least the numbers of trees/lengths of hedgerows must be correct at this stage. The updated proposed site plan (0396-WSA-ZZ-ZZ-DR-A-1503 (P04) does not seem to reflect the offsite proposals. Is there a landscape plan available to confirm that the offsite area will be planted up as per the BNG plans?
- For clarity, it would be useful to have a baseline map and post-development map that includes the redline (onsite) and black line (offsite) only, to avoid confusion with the remaining areas of the site (blue-line boundary) which will not be included within the BNG.

Further comments 15.07.2025

Identified disparities between the updated landscape land and the proposed BNG post-development plan, advising that these plans must be consistent with each other for GMEU to be confident that the BNG gains will be delivered.

There is insufficient information provided for GMEU to be satisfied with the BNG assessment for this application.

Further comments 16.09.2025

Have made comments regarding the updated BNG assessment which should be taken into account and the BNG updated:

- The latest proposed plan on the planning portal is: 0396-WSA-ZZ-ZZ-DR-A-1503-S4-P06 (uploaded 03/09/2025), however the BNG assessment uses P05. I assume the updated plan was produced after the BNG was finalised however the BNG post-development plans must be accurate to the latest/final plans and should be cross referenced.
- Table 5 in the report is not overly clear and doesn't correspond with the metric, for example it doesn't seem to detail the baseline total areas (only the enhanced and retained areas) for the modified and other neutral grassland.
- Modified Grassland' in 'poor' condition is proposed to be enhanced to 'Other Neutral Grassland' (ONG) in 'moderate' condition both onsite and offsite. However, the areas

proposed are relatively small and are likely to be subject to regular recreational disturbance and potentially managed/mowed given the nature of the site being a school. GMEU would therefore not be confident that 'Other Neutral Grassland' in 'moderate' condition would be achieved on a site of this nature and maintained for 30 years, however if this can be evidenced fully in the HMMP, we are willing to accept this. We would advise that a mechanism is included in the Section 106 agreement to secure a course of action to be followed if the proposed habitat types and conditions are not achieved (i.e. units will need to be purchased by the habitat bank from elsewhere).

- The tree planting proposals onsite and offsite appear appropriate, however it is recommended that the proposed saplings/small trees are planted with at least 5 metre spacing to allow for root and canopy growth and to ensure survival of the trees for a minimum 30-year period.

As previously mentioned, the gains are mostly being sought from the 'off-site' area within the land ownership (black-line boundary in the BNG report) which is deemed to be acceptable however as it is technically 'offsite', this must be registered on the Biodiversity Gain Sites Register and secured by a Section 106 agreement. This does not appear to be included within the BNG report therefore I wanted to make the applicant aware of their duties to register the site which must be completed to discharge the Biodiversity Gain Condition.

A Habitat Monitoring and Management Plan (HMMP) is also required to detail management prescriptions for a 30- year period for the offsite area so that GMEU can be confident that the habitats will be created and maintained. The onsite gains (e.g. within the red-line boundary) are not considered to be 'significant' and can be secured by condition.

To discharge the general Biodiversity Gain Condition that will be applied to the planning permission, should it be granted, all BNG information will be required including a Biodiversity Gain Plan (using the DEFRA template), final BNG metric (including onsite and offsite information), 30 year HMMP, legal agreement and evidence that the offsite area has been registered on the Biodiversity Gain Sites Register. Please see [Biodiversity net gain - GOV.UK](https://www.gov.uk/guidance/biodiversity-net-gain) for how this should be dealt with on the decision notice.

In summary, there are a few minor amendments required regarding the BNG prior to determination.

Further comments 30.09.2025

, Thank you for the updated information provided for this application. I can confirm that I am satisfied with the updated BNG documents and have no further comments to make prior to determination. Given the back and forth on this application, I have summarised any previous recommendations below for completeness, mostly relating to conditions.

- Work that will impact on habitats where nesting birds may be present (for example tree/scrub/vegetation clearance), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken. We would suggest that a condition to this effect be placed on any permission.
- Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application and could include integration of at least two bat boxes and two bird boxes onto existing/new buildings. We would suggest that these are secured by condition.
- The BNG gains are mostly being sought from the 'off-site' area within the land ownership (black-line boundary in the BNG report). This offsite area must be registered on the

Biodiversity Gain Sites Register and secured by a Section 106 agreement to discharge the Biodiversity Gain Condition.

- A Habitat Monitoring and Management Plan (HMMP) is also required to detail management prescriptions for a 30- year period for the offsite area so that GMEU can be confident that the habitats will be created and maintained. The onsite gains (e.g. within the red-line boundary) are not considered to be 'significant' and can be secured by condition.
- To discharge the Biodiversity Gain Condition that will be applied to the planning permission, should it be granted, all finalised BNG information will be required including: a Biodiversity Gain Plan (using the DEFRA template), final BNG metric (including onsite and offsite information), 30 year HMMP, legal agreement and evidence that the offsite area has been registered on the Biodiversity Gain Sites Register. Please see [Biodiversity net gain - GOV.UK](#) for how this should be dealt with on the decision notice (paragraphs 025 and 026).

In summary, GMEU are satisfied that this application can be forwarded for determination and that any permission if granted is supported by the conditions recommended above.

Environment Agency – Have no objection in principle to the proposed development, but wish to make the following comments.

Flood Risk - The proposed development will only meet the National Planning Policy Framework's (NPPF) requirements in relation to flood risk if the following planning condition is included.

Condition :- The development shall be carried out in accordance with the submitted flood risk assessment (ref 95394-WalkerSimpson-BridgeCollege) and the following mitigation measure it details: • Finished floor levels shall be set no lower than 53.85 metres above Ordnance Datum (AOD).

This mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing / phasing arrangements. The measure detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason To reduce the risk of flooding to the proposed development and future occupants in accordance of paragraph 181 of the NPPF and 'Policy EN 14: Flood Risk' of the Manchester City Council Local Plan (Adopted 11th July 2012).

Contaminated Land

The following documents have been reviewed to assess possible risks to Controlled Waters from the current and future condition of the land as part of this application:

- Phase 1 Desk Study, prepared by Civic Earth Ltd, dated Nov. 2024. Ref: 51121-CE-XX-XX-R-G-1001

- Site Investigation Report by Civic Earth Ltd, dated Apr. 2024. Ref: 51121-CE-01-XX-R-G-1001

The applicants' submissions demonstrate that it will be possible to manage the risks posed to controlled waters by this development. They believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 197 of the National Planning Policy Framework. Without these conditions we would object to the proposal in line with paragraph 187 of the National Planning Policy Framework because it cannot be guaranteed that the development will

not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Condition:- If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 187 of the NPPF and 'Policy EN 17: Water Quality' of the Manchester City Council Local Plan (Adopted 11 th July 2012).

Condition: Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 187 of the NPPF and 'Policy EN 17: Water Quality' of the Manchester City Council Local Plan (Adopted 11 th July 2012).

Further advise is provide in relation to Model Procedures and good practice; Waste on-site; and Waste to be taken off-site;

Local Lead Flood Authority - recommend that the following matters are resolved pre-determination. Until these are resolved, they are unable to recommend conditions.

1. FRA:

The footprint of the extension is >250m² (above the threshold for assessment as a minor extension). This is shown on drawing 0396-WSA-ZZ-ZZ-DR-A-1601 S4 P06.

As the site is in Flood Zone 3 with 'more vulnerable' classification, in accordance with the Standing Advice for LPAs, the LPA should consult the Environment Agency on the FRA for this proposal before determining the application. They do not need to see the result of this consultation.

2. Assets onsite:

The Clayton Brook culvert is indicated to cross the site (south-eastern area of site). To ensure the proposed development and the existing culvert are protected from damage and flood risk, the exact route of the culvert must be determined to show the proposal is safe.

Please refer to the attached requirements for further investigation and masterplanning regarding the culverted watercourse on site.

The following matters as a minimum should also be resolved pre-determination.

Where a culverted ordinary watercourse is indicated beneath the site, further investigation is required and the development proposal should account for its presence. We recommend the LPA should uphold Policy EN 14 due to the risk of collapse and flooding associated with inappropriate development around culverted watercourses.

The applicant must reach Approval on Table 1: Investigation and Table 2: Masterplanning.

Further comments 07.08.2025

As the site is in Flood Zone 3 with 'more vulnerable' classification, in accordance with the Standing

Advice for LPAs, the LPA should consult the Environment Agency on the FRA for this proposal before determining the application. This should include the EA's assessment of the proposed extension finished floor levels and requirements for property flood resilience/resistance measures.

On the basis that the proposed development is not at close proximity to the culverted Clayton Brook and does not propose to connect into the culverted watercourse, they have removed our pre-

determination requirement. However, please take note of the following informatives: Culvert & Riparian Landownership.

They recommend condition relating to the submission of a surface water drainage scheme and ongoing maintenance of the scheme.

United Utilities – request that the applicant provides a detailed drainage plan, and that United Utilities has the opportunity to review and comment on this plan prior to determination of this application. Should planning permission be granted without the provision of this information they request conditions to require the submission of a surface and foul water drainage scheme which follows the hierarchy of drainage options and achieves appropriate discharge rates is attached to any approval, together with a sustainable drainage management and maintenance plan for the lifetime of the development.

They also provide advice in relation to the Management and maintenance of Sustainable Drainage Systems (SuDS); United Utilities' Property, Assets and Infrastructure; Water Efficiency in new development

Further comments 08.07.2025

Following their review of the submitted Drainage Strategy, they confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted they request a condition is attached to require *'The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 465-27-CIV-XX-XX-D-C-30003, Rev P03 and 465-27-CIV-XX-XX-D-C-3000, Rev P03 - Dated 25.06.25 which were prepared by Civic Engineers. For the avoidance of doubt surface water must drain at the restricted rate of 4.2l/s. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.'*

Cadent gas – Advise they have no objection, but an informative note is required in regard to gas infrastructure in proximity to the proposed development.

Arboriculturalist - Have considered the AIA and supporting documents for this application. Whilst they do not object to the tree removal proposals, the mitigation planting schedule is inadequate. The proposed size (6-8cm girth) provides little confidence in the potential for the scheme to be successful. As a minimum they would expect all of the trees to be heavy standards. They would also expect to see a planting and maintenance schedule, which shows that they are committed to the establishment of the new trees. The positioning of the trees also require a more nuanced approach, to ensure their longevity in the landscape.

Further comments 04.09.2025

It appears the tree planting plan has been updated and looks better (they've chose locations that can be seen from outside the site, which they hadn't before.)

However, they have still chosen to use 6-8cm girth trees in the replacement schedule.

They also forward a list of appropriate tree species to replace some of those originally sought, but advised that they would not reject the scheme based on the applicant's choice of species .

Policy Context

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024. The PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance The relevant Places for Everyone policies for this application are as follows:

JP- Strat5: Inner Areas

JP-S1 Sustainable development

JP-S4: Flood Risk

JP-P5 ;Education, Skills and Knowledge

JP-G7: Trees and Woodland

JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN 1 Design Principles and Strategic Character Areas - States that design is appropriately related to the character of the surrounding area.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 'Flood Risk' advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas.

(The element of the policy relating to new development minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) has been superseded by Places for Everyone policy JP-S4). This site is in Flood Zones 1, 2 and 3 and the issue is dealt with in greater detail elsewhere in this report. A Flood Risk Assessment accompanies this application.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Policy EN 15 has been partly superseded by Places for Everyone policy JP-G8 Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues:

a. Appropriate siting, layout, scale, form, massing, materials and detail;

- b. Impact on the surrounding areas in terms of the design, scale and appearance with regard to the character of the surrounding area;
- c. Effects on amenity;
- d. Design for health.

For the reasons previously set out above, it is considered that the proposed signage would be satisfactorily related to policy DM1 as it would not harmfully affect the character of the local area or commercial uses in the locality.

Unitary Development Plan - saved policies

The following saved policy of the UDP is considered to be relevant:

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments

The National Planning Policy Framework (December 2024)

The National Planning Policy Framework (NPPF) was published in July 2021 and subsequently revised. It sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way. Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless: - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

Section 11 'Making effective use of land'. The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Paragraph 125, (c) sets out that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Section 12 'Achieving Well Designed Places' sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments: a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) Are visually attractive as a result of good architecture and appropriate landscaping; c) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation; d) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; e) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and f) Create places that are safe, inclusive and accessible and which promote health and well-being.

The NPPF is clear that planning permission should be refused for development of poor design that fails to reflect local design policies and government guidance on design, taking into

account any local design standards or style guides in plans or supplementary planning documents.

Conversely, significant weight should be given to : (a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or (b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.(paragraph 139).

Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used) (paragraph 140).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' – seeks that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating , water scarcity, storm and flood risks and coastal change.

It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. (Paragraph 161).

Section 15 'Conserving and Enhancing the natural environment' states that planning decisions should contribute to and enhance the natural and local environment by protecting valued landscapes, sites of biodiversity, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land (paragraph 187).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG) The relevant sections of the PPG are as follows: Noise This section states that Local

Planning Authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur.
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design This section states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other

- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from.

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation); Travel Plans, Transport Assessments in Decision Taking. This section states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Issues

Principle of Development

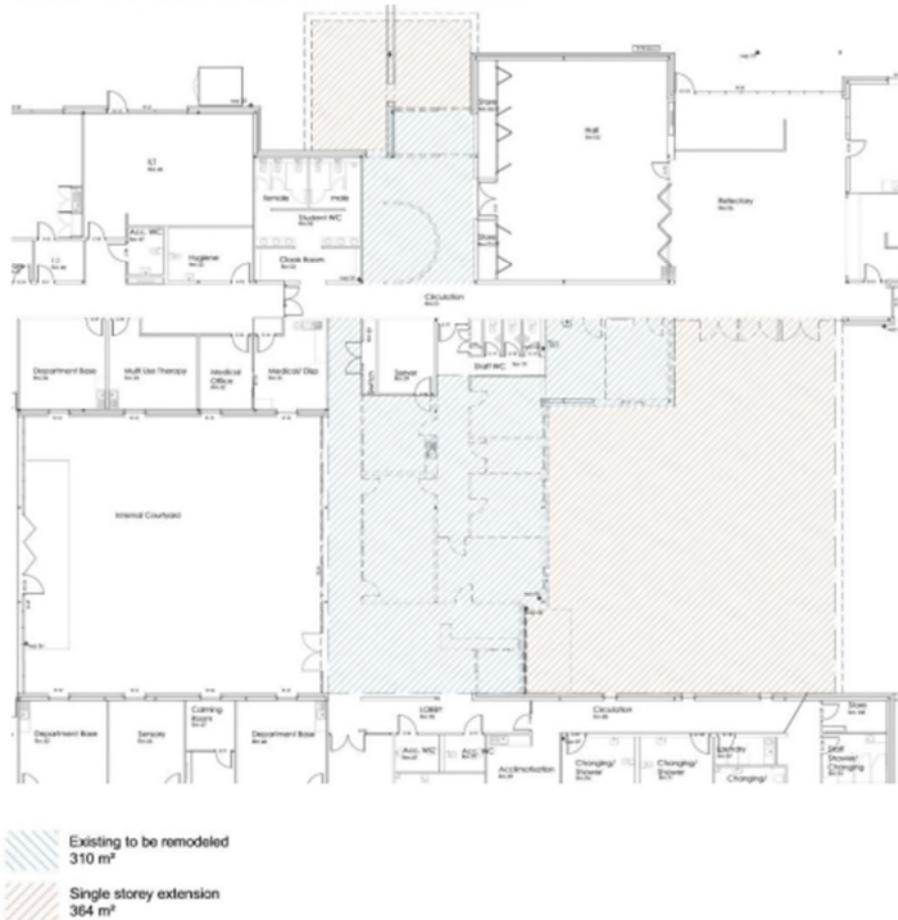
The principle expanding the education use on this site is considered to be acceptable. The proposed development has been designed to enable the college to increase their capacity to cater for an additional 40 students to help to meet rising demand for student places. T

During consideration revised parking plan received and a revised AIA and BNG Assessment. 5.04.2025.

Siting

A single storey extension on the eastern elevation of the school building between the hydrotherapy wing and refectory/kitchen wing of the existing building to provide additional classrooms with the remodelling administrative suite, together with a small infill extension to the north elevation . The proposed floor area to be created would be 364m²

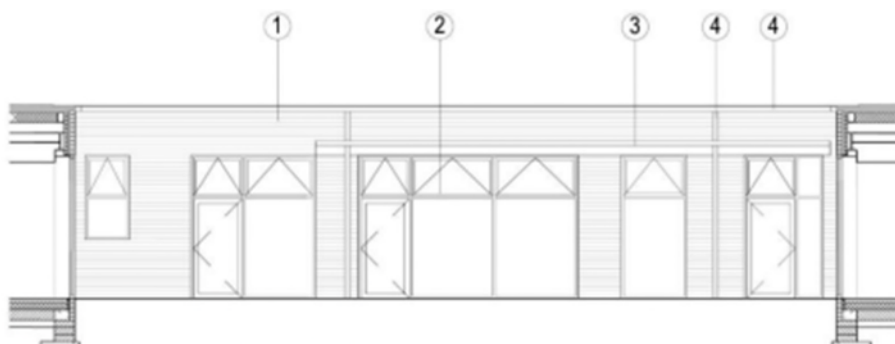
AREAS OF REMODELLING AND EXTENSIONS



Visual Amenity sale /massing /appearance

The college building is a single storey building with a flat roof comprising brick walls of blue engineering brick with areas of aluminium polyester powder coated windows doors and curtain walling. The majority of the building is quite low with steel and polycarbonate cantilevered canopies providing covered areas outside classrooms, entrances and refectory facilities.

Single storey extension on the eastern elevation of the school building



Proposed Courtyard Elevation

Small infill extension to the north elevation



Proposed North Elevation- Entrance Lobby



Proposed East Elevation- Entrance Lobby

Proposed West Elevation- Entrance Lobby

0 1 2m

External walls to the entrance extension are to be finished in blue engineering brickwork to match the existing and will incorporate dark grey aluminium polyester powder coated windows. A sliding aluminium polyester powder coated entrance door will be provided, replicating the door removed from the existing student entrance.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. Whilst the site is in an accessible location, with bus services on Ashton Old Road and a railway station on Pottery Lane to the south west of the site, due to the special educational needs of the students which attend this college, the majority of them arrive by minibus.

Vehicular access to the proposed development will be provided via the existing access to the site, off Whitworth Street, which is proposed to be widened to 6m at the existing gates. Additionally, the former access approximately 75m west of the existing access, is proposed to be reopened to provide a second egress. This additional egress has a width of approximately 4m and would act in a one way-system during busy periods as well as providing an emergency access. A site access on Pottery Lane South is only used as an emergency access or for occasional maintenance access.

The proposed servicing arrangement would follow that of the existing servicing arrangement associated with the college, whereby the refuse vehicle is able to enter the site, turn and exit in forward gear. Swept path analysis has been undertaken of the internal road layout which demonstrates that the movements of a large refuse vehicle, as the largest understood to be used at the College site, can be accommodated.

It is proposed to relocate the College's existing mini-bus parking and some visitor/accessible parking and to provide some electrical vehicle charging spaces. This is to be achieved by the reorganisation of an existing area of mini-bus/accessible parking to allow for the extension of the car parking provision to the south of this area. When the college was originally built additional parking on the Manchester College site to the east was available accessed via the now disused bridge across Clayton Lane South. This additional car parking is no longer available due to Manchester College redeveloping that area for a sports facility.

Currently the car and mini-bus parking provision at the site has proved to be inadequate in accommodating the number of vehicles visiting Bridge College. The original provision, in line with the planning approval received was 56 standard car parking spaces plus 6 accessible spaces and space for the parking of 7 minibuses with bicycle parking for 15 bicycles. Demand for parking currently results in a significant amount of double parking and ad-hoc parking , particularly near the east to west axial pedestrian route leading to the disused bridge link. on a constant basis. The current situation where demand exceeds parking provision is because of the specialist nature of Bridge College. At this college there is a staff to student ratio of approximately 3 staff members every 2 students, which is a significantly greater staff to student ration than is usual in mainstream colleges and even in most SEN schools and colleges.

Manchester parking standards are set out in the Manchester Core Strategy 2012 to 2027. For Higher and Further Education there is a requirement for 1 space per 2 staff (including parking for students). For cycle parking there is a minimum requirement for 1 space per 5 staff plus 1 space per 3 students. Of these parking spaces, there is a requirement for 12% to be accessible.

With an increase of approximately 60 staff equating to a total of approximately 207 staff, applying these standards to the site, results in a requirement for a total provision of approximately 126-127 car parking spaces.

The proposals provide the following car parking provisions (including existing and proposed) : 172 car parking spaces (of which 9 are EV spaces, and 11 accessible spaces) 8 Minibus parking spaces.

It is acknowledged that the proposed provision is above the requirement set out in the Manchester Core Strategy, however this is considered acceptable given the nature of the college being an SEN school with a much higher staff-pupil ratio than a mainstream college. Additionally, the proposals would address the shortfall in the existing parking supply during meetings / events.

Due to the specialised nature of the site as well as the known additional staffing levels and additional pupil numbers, detailed earlier, a first principles approach has been used to estimate the level of traffic that will be generated by the proposed extension during the peak hours. A TRICs assessment based on the number of additional students has not been used, due to the unique nature of the site and incompatibility with the land use definitions, and therefore a first principles approach provides a more accurate assessment., for total vehicle trip generation there would be approximately 40 two-way vehicle movements a day by staff with private cars. It is estimated that of these 40 vehicle movements, around half would arrive and depart the site during a weekday typical peak hour period. Therefore, it has been estimated that for staff, there

would be 20 arrivals during the AM peak hour and 20 departures movements during the PM peak hour. 33. As well as this, there is an expectation that half of the additional 40 students would also travel to college via private cars due to their specialist needs with others travelling via local authority passenger transport support. Therefore, it is estimated that there would be 20 arrivals and 20 departures in both the AM and PM peak, resulting from the students being dropped off / picked up by their parents / carers.

It is considered that the number of vehicle movements generated would not be significant and the effect of the changes in traffic resulting from the proposals on the local highway network would not have a material impact.

Whilst the introduction of a row of tandem spaces would not be the preferred solution to address parking deficiencies at the site, it is expected that this will be managed by the College, and would take account of staff who are present at the College all day, and other staff (such as support staff who will come and go).

Landscaping

35 trees would be planted within the proposed development, for the most part located to the north west and northeast of the existing school building, together with Beech hedging. A mixed species rich hedgerow (including Hazel, Hawthorne, Blackthorn and Elder) is also proposed to the northeastern boundary of the site (56 linear metres), together with areas of wildflower meadow.

The college would be responsible for the on-going management and maintenance of the landscaping

It is therefore proposed that a landscaping condition be attached to any consent to require the implementation of the landscaping, together a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced.

Trees

An Arboricultural Impact Assessment accompanies the application. The report states that in order the facilities the works which are proposed that 1 tree and 7 trees from 3 groups (category B) would need to be removed, together with 2 trees, 1 group of trees, 2 hedges and 3 partial hedges (Category C). The scheme would include the planting of 35 native trees. The advice in respect of species has been shared with the applicant, and the tree planting scheme now includes Alder, Hairy Birch, European Lime, Oak and Rowan.

It is further recommended that a condition to require the protection of the existing trees to be retained.

Ecology

The application is accompanied by an Ecological Impact Assessment.

The southern portion of the site is considered to have low potential to support foraging and commuting bats due to its denser vegetation and access to a potential vegetated commuting route along a railway line. Whilst no direct impacts upon this habitat are anticipated as a result of the development, nocturnal light spill introduced through the development could cause disturbance to foraging and commuting bats using the area without mitigation. The Ecological Impact Assessment, recommends as a precautionary measure that during the bat activity period (April – October, inclusive), nighttime illumination of the site and surrounding vegetated habitats should be avoided as much as reasonable practicable during construction. If lighting is required during this period, it should be directed using a narrow beam, illuminating the minimum required areas and avoiding unnecessary light spill and following best practice guidance.

Due to the need to remove a number of trees and hedges within the site. It is recommended that the removal of these habitats is undertaken outside of nesting bird season (typically March – August inclusive), and this aspect of the scheme is conditioned.

Biodiversity Net Gain

The Site has a calculated overall baseline biodiversity value of 1.06 Habitat Units (HU) and 0.20 Hedgerow Units (HeU). Under current plans, the Proposed Development is predicted to deliver a biodiversity net loss of -0.70 HU and a gain of 0.05 HeU within the application boundary. However, with the inclusion of off-Site mitigation (outside of the application boundary but within the ownership boundary), the proposed development is predicted to deliver a biodiversity net gain of +0.12 HU (+11.56%) and +0.07 HeU (+34.99%), exceeding the statutorily required 10% requirement. This satisfies all trading rules present within the Statutory Biodiversity Metric.

To offset the loss of other neutral grassland, Tall forbs, modified grassland, and introduced shrub from the site, it is proposed to enhance c. 0.126 ha of existing modified grassland from poor condition to moderate condition other neutral grassland; with the loss of the individual trees mitigated for by planting 35 native trees within this area. The loss of hedgerows can be mitigated for by additional planting of 56 m of native hedgerow and 49m of ornamental hedgerow. Note that these figures are combining both on-Site and off-Site enhancements and creations.

The proposed development results in a loss of other neutral grassland and individual trees, both medium distinctiveness habitats. Under habitat trading rules, losses in medium distinctiveness habitats or higher must be mitigated for by similar habitats. With gains in other neutral grassland and individual trees from the off-site mitigation, all losses in these habitat types can be accounted for. Therefore, all trading rules can be satisfied. It is therefore proposed to attach a condition related to the submission of a Habitat Management and Monitoring Plan to any approval.

Although the GMEU have suggested that the BNG gains are mostly being sought in their view are 'off-site' and should be secured by a Section 106 agreement. The area where the planting would take place is within the site of the college and it is considered that this approach would be onerous in the circumstances.

Contaminated Land

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

Phase 1 Desk Study accompanies the application. The preliminary qualitative risk assessment indicates there is a low to moderate risk to identified receptors from potential contaminants associated with the current and former uses of the site and surrounding area and potential Made Ground associated with the former development of the site. Whilst it is understood that remediation was undertaken as part of the previous development, there is the potential for residual contamination to be present. In addition, the assessment has identified a number of potential geotechnical constraints associated with the potential for below ground obstructions, contamination in soils due to past use, existing basement structures and foundations, variable thickness of Made Ground associated with the development history of the site and potential variability of the underlying superficial deposits.

The report recommends that an intrusive ground investigation is undertaken to assess the identified contaminants of concern, which will include geotechnical and contamination testing in the area of development. Furthermore, it advises that the site is located within an area of moderate risk from UXO therefore it is recommended that a UXO Assessment be undertaken for the site

Site Investigation Report is also submitted in support of the planning application. The report found that contaminant concentrations are generally below their respective assessment thresholds with the exception of arsenic, beryllium and PAHs. The assessment suggested that the elevated concentrations of these are localised and not widespread across the site. The Site Investigation Report recommended that a watching brief is carried out by the Contractor during the construction works.

Furthermore, a Remediation Strategy has been provided for consideration. In view of the comments received from Environmental Health officers, it is recommended that a condition be attached to any approval to requirements the implementation of measures referenced within the documentation, but with further requirements for the submission of a Completion/Verification Report to be submitted prior to the first use/occupation of the development, together with a requirement that in the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out, with those required measures/remediation and validation to be approved before implementation.

In addition, a watching brief condition is also proposed.

UXO

A Detailed Unexploded Ordnance (UXO) Risk Assessment has been provided. The content of the document states that there are 4 bombing incidents known to have occurred within an approximate 1km radius of the Site, and the closest HE bomb strike occurred approximately 570m south-east. It also indicates that incendiary bomb showers were not accurately recorded within these records however at least 76 incendiary bombs are known to have dropped within a 1km radius of the Site, and typically, these pose a risk to the open areas on site. Recommendations are made in respect of the methods required to adequately mitigate the risk of UXO. It is proposed that this element of the scheme is conditioned.

Noise

A Noise Assessment accompanying the application assesses the potential impact of external noise on the classroom environment. Given the location of the school in a wholly commercial / industrial area, it is not considered that the additional accommodation would give rise to noise which would adversely impact adjoining businesses. In view that the proposed works are limited to two extensions to the existing building, it is expected that the additional accommodation proposed can be suitably acoustically insulated to manage potential impact of external noise on the classroom environment.

Flood Risk / Surface Water Drainage

The site is located within Flood Zone 1 (Low Probability), Flood Zone 2 (Medium Probability) and Flood Zone 3 (High Probability). Risk would appear to be fluvial and originates from the Corn Brook located approximately 145m south. The Flood Risk Assessment accompanying the application states that the Environment Agency Risk of Flooding from Surface Water Map suggests that the site is located within an area at "Low" to "High" chance of flooding from surface water at the present day and between 2040 – 2060.

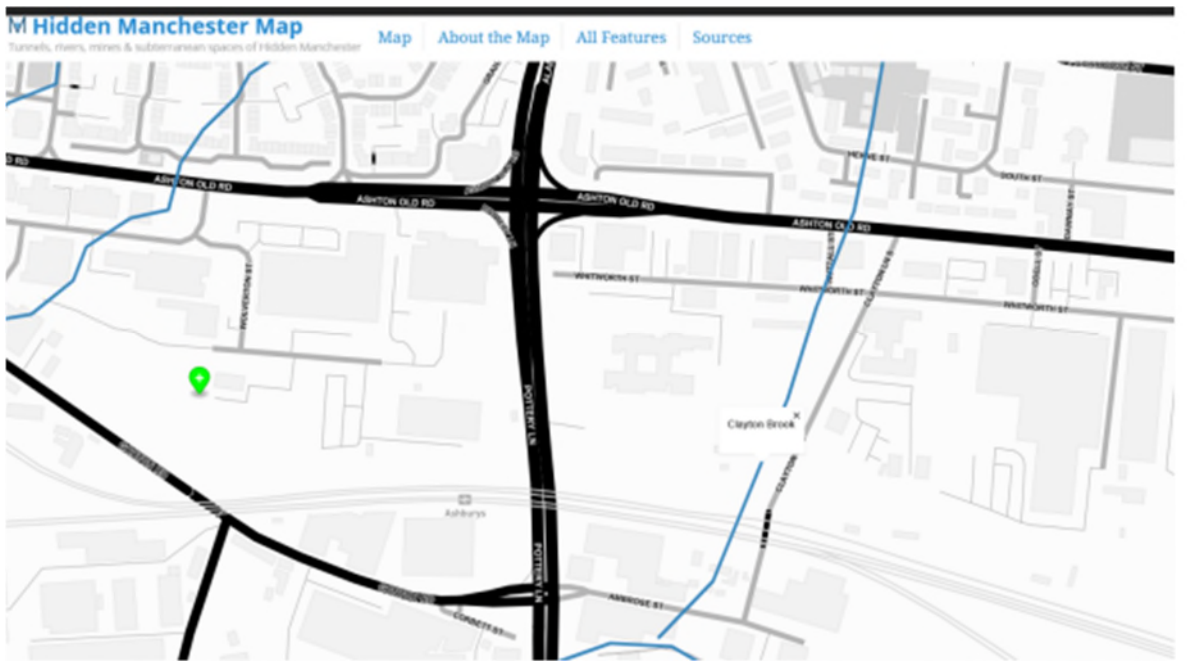
Consideration has been given to proposed application being for the construction of an extension to the existing school (Approx. 300m²). The FRA confirms that the finished ground floor level will be set no lower than existing (53.85mAOD) and therefore 0.11m above the design flood level (53.74mAOD).

The FRA acknowledges that post development, the site will remain "more vulnerable" (educational facility), and states that flood proofing of the development would be incorporated as appropriate. It is also stated that there would be no unacceptable loss of fluvial floodplain

storage, and the applicant will register with the free Environment Agency Flood line Alert Direct service.

The Environment Agency have advised that they have no objections to the scheme subject to a condition requiring the development to be carried out in accordance with the submitted flood risk assessment (ref 95394-WalkerSimpson-BridgeCollege) and the following mitigation measure it details: • Finished floor levels shall be set no lower than 53.85 metres above Ordnance Datum (AOD). Furthermore, that this mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing / phasing arrangements, and be retained and maintained thereafter throughout the lifetime of the development. It is therefore proposed that this condition be attached to any approval.

Comments received from the LLFA in relation to the culvert have been noted. However, the two proposed extensions lie within the footprint of the existing building. The Clayton Brook Culvert did not affect the construction of the existing building – there is no reference made to the finding or location of Clayton Brook at the time of the construction of the existing building. The agent has confirmed that have found an online map showing Clayton Brook in relation to the existing building. This is shown below and indicates that the water course is far from the existing building footprint and it therefore will not affect the proposed extensions.



Drainage

Whilst the comments of the LLFA have been noted the drainage plans have been reviewed and accepted by United Utilities, subject to a condition to require *'The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 465-27-CIV-XX-XX-D-C-30003, Rev P03 and 465-27-CIV-XX-XX-D-C-3000, Rev P03 - Dated 25.06.25 which were prepared by Civic Engineers. For the avoidance of doubt surface water must drain at the restricted rate of 4.2l/s. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.'*

In regard to the plan ref:465-27-CIV-XX-XX-D-C-3000, Rev P03, there appears to be a typographical error as the Proposed FW Drainage Proposed Diversions GA plan reference is 465-27-CIV-XX-XX-D-C-30004(P03)

It is therefore proposed to attach the above condition to any approval (subject to the correction to the plan reference referred to), together with a condition related to on-going maintenance.

Refuse Storage

An existing fenced bin storage compound, lined with Beech hedges to two sides, is used to store various bins prior to their collection. This compound is located at the end of the refectory/kitchen wing of the college building and immediately adjacent to the existing vehicular drop-off area. This storage compound measures 2.6m x 10.7m.

The College have a contract with BIFFA for the collection of waste, (recycled waste and non-recycled waste) and with Citron for the collection of soiled and medical waste associated with the specialist needs of students. The college have advised that they currently have the following bin provision all of which is stored in the existing bin storage compound, and this is collected as follows:

Bin Type and Capacity	Waste Type	Collection
2 x 1100L Eurobins	General Waste	Twice a week
1 x 240L Wheelie Bin	Dry Recycling Waste	Once a week
3 x 240L Wheelie Bins	Paper Recycling Waste	Once a week
1 x 660L Citron Bin	Medical Waste	Once a week
1 x 660L Citron Bin	Soiled Waste	Once a week

The planning agent has advised that the proposed development has the capacity to increase the total number of building users by a maximum of 100 people, (60 staff and 40 pupils) from 234 people to 334 people. This would be an increase in the college population of 43%.

The college have confirmed that the existing refuse storage capacity and the frequency of collections working together satisfies existing demands. The proposed option at the site is to increase the frequency of refuse collection, as the College have concluded that as there is no space on site available to increase the area of the existing waste storage compound and within that compound space to accommodate additional storage bins is limited a

It is understood that the college are currently in dialogue with BIFFA regarding options to increase the frequency of collections. It is therefore recommended that this aspect of the scheme is conditioned.

Air Quality

The application is accompanied by an Air Quality Assessment which assess the potential impacts associated with dust emissions both during the construction phase of the proposed development and associated with road transport emissions during the operational phase of the proposed development, together with the risk to future occupiers by exposure to any existing air quality issues.

The college lies partially within an AQMA, which has been declared along the routes of Ashton Old Road and A6101 Pottery Lane and the crossroad junction of these.

The report suggest that the location of the proposed extension is towards the centre of the college grounds and building is distant from the nearest main road pollutant sources. Ashton Old Road (A635) is located approximately 95 m to the north of the extension, and Pottery Lane (A6010) is located approximately 100 m to the west of the extension. Concentrations at the extension area are considered to be likely similar to urban background concentrations because of the distance from the nearest pollutant sources.

The report suggests that the use of the identified site-specific control measures during the construction phase would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level. It is considered that this aspect of the proposed development would be managed through a construction management plan, and it is recommended that this aspect of the scheme is conditioned.

The development is not expected to have a significant effect on local air quality. Based on the assessment results, no further mitigation in relation to the operational phase is considered to be required.

Furthermore, the proposed development includes the incorporation of electric vehicle charging points. It is therefore rerecommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. Conditions are proposed in relation to the implementation of the electric vehicle charging points before the occupation of the proposed classrooms. On this basis the scheme is considered to accord with the aspiration of policy EN16.

Sustainability

The application is accompanied by an Energy Statement which indicates that a fabric first approach would be used for the proposed extensions.

Inclusive Access

The specialist nature of the College facility and complex needs of the students means that inclusion and equal opportunities within the building and site fabric were fundamental design issues when the college was built. The proposed works would maintain level access into the school and improve the drop off and collection arrangements for the minibuses which bring the pupils to and from the College.

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 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

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. The original submission raised initial concerns about the levels of parking provision and impacts to the local highway network, drainage, biodiversity and refuse storage capacities. These matters have been satisfactorily resolved and the appropriate conditions have been attached.

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:

Proposed site plan ref: 0396-WSA-ZZ-ZZ-DR-A-1501 -P06

Proposed Floor Plan- Areas of remodelling and extension plan ref: 0396-WSA-ZZ-ZZ-DR-A-1601-S4-P06;

Proposed Floor Plan ref: 0396-WSA-ZZ-ZZ-DR-A-1603-S4-P01;

Proposed roof plan ref: 0396-WSA-ZZ-ZZ-DR-A-1602-S4-P05;

Proposed Elevations-Entrance Lobby plan ref: 0396-WSA-ZZ-ZZ-DR-A-1701-S4-P06

Proposed Elevations/Sections – Admin Block/Courtyard plan ref: 0396-WSA-ZZ-ZZ-DR-A-1702-S4-P07

Travel and Waste Management Statement December 2024

Energy Statement ref: EJ 1913 dated January 2025 rev.A

Noise Assessment report ref: NA 103265 dated 7th February 2025

Phase 1 Desk Study dated 19 November 2024

Biffa Waste Notes – Dry Mixed recycling

Biffa Waste Notes – General Waste

Biffa Waste Notes – Mixed paper

Transport Technical Note ref: AM/240813/TN02 dated 7th February 2025

Received 21st February 2025

Existing and Proposed elevations sheet 1 plan ref: 0396-WSA-ZZ-ZZ-DR-A-1303-S4-P02;

Existing and Proposed elevations sheet 2 plan ref: 0396-WSA-ZZ-ZZ-DR-A-1304-S4-P02;

Received 26th February 2025

51021-CE-01-XX-R-G-1001 P01-Site Investigation Report (Phase 1 & 2)

Flood Risk Assessment ref: 95394-WalkerSimpson-BridgeCollege-v1.1 dated 23 04 25
received 25th April 2025

Construction Management Plan – 0396-WSA-ZZ-ZZ-DR-A-8002-S4-P02

Air Quality Assessment report ref: AQ103265_V2 dated 5th June 2025

Received 6th June 2025

Phase I SI Desk Top report dated 19th November 2024 ref: 51021-CE-01-XX-R-G-1001 (P01)
received 9th June 2025

Refuse Storage Statement 0396-WSA-ZZ-ZZ-RP-A-1902-S4-P01 received 16th June 2025

Civic Earth LPA Responses - 09.06.25 ref: 51121-01_
Remediation Strategy ref: 51121-CE-01-XX-R-G-1002 dated 17th June 2025 rev.P01
Received 17th June 2025.

Existing SW Drainage GA plan ref: 465-27-CIV-XX-XX-D-C-30001(P03)
Existing FW Drainage GA plan ref:465-27-CIV-XX-XX-D-C-30002(P01)
Proposed SW Drainage GA plan ref: 465-27-CIV-XX-XX-D-C-30003(P03)
Proposed FW Drainage Proposed Diversions GA plan ref: 465-27-CIV-XX-XX-D-C-30004(P03)
Typical Drainage Details – Sheet 1 plan ref: 465-27-CIV-XX-XX-D-C-31001(P01)
Typical Drainage Details – Sheet 2 plan ref: 465-27-CIV-XX-XX-D-C-31002(P01)
Planning Comment Response plan ref: 51021-CE-01-XX-T-C-00001(P01)
received 26th June 2025

Response to LLFA comments dated 1st July 2025

Technical Note Addendum ref: AM/240813/TN01 dated 18th August 2025
Received 22nd August 2025

Landscape General Arrangement plan ref: 2501/P/01 rev. C June 2025
Parking Study – Existing site layout plan ref: 0396-WSA-ZZ-ZZ-DR-A-1901-S4-P05
Design & Access Statement: 0396-WSA-ZZ-ZZ-RP-A-1901-S4-P07 dated 3rd September 2025
Aboricultural Method Statement report ref: 20151_AIA.05 dated 2nd September 2025
Aboricultural Impact Assessment report ref: 20151_AIA.05 dated 2nd September 2025
BNG Metric Assessment dated 02.09.2025 doc ref: 0538-SBM-V6
Ecological Impact Assessment dated 02.09.2025 doc ref: 0538-EcIA- V4

received 3rd September 2025

Proposed site plan ref: 0396-WSA-ZZ-ZZ-DR-A-1503-S4-P07
Design & Access Statement: 0396-WSA-ZZ-ZZ-RP-A-1901-S4-P08 dated 22nd September 2025
Biodiversity Net Gain Assessment dated 02.09.2025 doc ref: 0538-BNG-V6
Email form agent 22nd September 2025
received 22nd September 2025

Detailed Unexploded Ordnance (UXO) Risk Assessment received 3rd October 2025

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. Notwithstanding the Construction Management Plan ref: 0396-WSA-ZZ-ZZ-DR-A-8002-S4-P02 referenced in condition no.2, prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site; o Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. Prior to above ground works, full detailed designs (including specifications) of all on-site and off-site highways works (including any Traffic Regulation Orders), shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the additional classroom accommodation being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

6. The car parking indicated on the approved plans, shall be surfaced, demarcated and made available for use prior to the additional classroom accommodation hereby approved being occupied. The car parking shall then be available at all times whilst the College occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

7. a) Before the additional classroom accommodation hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes: i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development.

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

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

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

8. a) Electric vehicle charging points shall be implemented shown on Proposed site plan ref: 0396-WSA-ZZ-ZZ-DR-A-1503-S4-P07
- b) Finalised specifications of the electric charging points shown on Proposed site plan ref: 0396-WSA-ZZ-ZZ-DR-A-1503-S4-P07 shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the additional classroom accommodation hereby approved.
- c) Prior to occupation of the additional classroom accommodation any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

9. The development shall be carried out in accordance with the submitted flood risk assessment (ref 95394-WalkerSimpson-BridgeCollege) and the following mitigation measure it details: • Finished floor levels shall be set no lower than 53.85 metres above Ordnance Datum (AOD). This mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing / phasing arrangements. The measure detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason -To reduce the risk of flooding to the proposed development and future occupants in accordance of paragraph 181 of the NPPF and pursuant to policies EN14, of the Manchester Core Strategy (2012).

10. a) The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 465-27-CIV-XX-XX-D-C-30003, Rev P03 and 465-27-CIV-XX-XX-D-C-3004, Rev P03. For the avoidance of doubt surface water must drain at the restricted rate of 4.2l/s.

b) Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy (2012).

11. Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 10, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of the measures as per design drawings approved as part of Condition 10.
- Provide as built construction drawings or confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy 2012

12. a) The development shall be undertaken in accordance with Site Investigation Report (Phase 1 & 2) ref: 51021-CE-01-XX-R-G-1001 P01; Phase I SI Desk Top report dated 19th November 2024 ref: 51021-CE-01-XX-R-G-1001 (P01) ;Remediation Strategy ref: 51121-CE-01-XX-R-G-1002 dated 17th June 2025 rev.P01.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/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 EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will

be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. An additional ground investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in accordance with paragraph 181 of the National Planning Policy Framework, and pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

14.a) The development shall be implemented in accordance with the measures within the Refuse Storage Statement 0396-WSA-ZZ-ZZ-RP-A-1902-S4-P01 received 16th June 2025 in the location on Proposed site plan ref: 0396-WSA-ZZ-ZZ-DR-A-1503-S4-P07.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

15. No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 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 that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

16. a) The landscaping scheme for the development shall be implemented in accordance with the Landscaping General Arrangement Plan ref: 2501/P/01 rev. received 3rd September 2025

b) The approved landscaping scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

17. In this condition "retained tree" means an existing tree, which is to be as shown as retained in Arboricultural Method Statement report ref: 20151_AIA.05 dated 2nd September 2025 Arboricultural Impact Assessment report ref: 20151_AIA.05 dated 2nd September 2025 specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

18. 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 Manchester Core Strategy (2012).

19. Prior to above ground works (and excluding demolition), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.

B) Descriptions of the management operations necessary to achieving aims and objectives.

C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.

D) Details of monitoring needed to measure the effectiveness of management.

E) Details of the persons responsible for the implementation and monitoring.

F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.

G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

20. The development shall be implemented in accordance with recommendations are made in respect of the methods required to adequately mitigate the risk of UXO in the Detailed Unexploded Ordnance (UXO) Risk Assessment received 3rd October 2025.

Reason - To ensure that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy 2025.

Informatives

1. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to .

2.Environment Agency advice.

Model Procedures and good practice

This development site appears to have been the subject of past industrial activity which may pose a risk of pollution to controlled waters.

We recommend that you should:

- Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) Land contamination risk management (LCRM) - GOV.UK (www.gov.uk), when dealing with land affected by contamination
- Refer to the contaminated land pages on gov.uk for more information
- Refer to 'The Environment Agency's approach to groundwater protection'

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

Where the remediation / redevelopment of the site will involve waste management issues we offer the following advice:

Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2)

provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. We recommend that developers should refer to:
 - the position statement on the Definition of Waste: Development Industry Code of Practice
 - The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991 • Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

3. Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team.

4. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant. It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum

of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged.

5. The applicant should be advised that any requirements for licensing, hoarding, scaffolding, skips and any associated temporary pedestrian/traffic management arrangements, including Section 50, will need discussion and agreement with the council's Highway Network Management teams via Email -highwaylicences@manchester.gov.uk
highwaynetworkmanagement@manchester.gov.uk.

Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team.

6. Culvert:

MCC records highlight that the underground Clayton Brook is located within the south-eastern area of the site, while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted 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 Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage> .

We also recommend that the applicant undertakes a full survey of the culverted watercourse to establish its verified route and condition.

Riparian Landownership:

The applicant should be reminded that they are the riparian landowner for the extent of watercourse which runs through their land. As a riparian landowner, they are responsible for maintaining the watercourse and ensuring that water is able to flow naturally through the watercourse. This includes the responsibility for removing any blockages or repairing any damage which may impede flow.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Environment Agency
Greater Manchester Ecology Unit
Network Rail

39 Clayton Lane South, Manchester, M12 5PG
Stylewise Junction Gorton Road, Pottery Lane, Manchester, M12 5AD
3 Whitworth Street, Bradford, Manchester, M11 2DW
1 Whitworth Street, Bradford, Manchester, M11 2DW
Units 1 To 2, Ambrose Street, Manchester, M12 5DD
6 Whitworth Street, Bradford, Manchester, M11 2GR
Little Greene Paint Company, 420 Ashton Old Road, Manchester, M11 2DT
Units 1 And 2, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Vehicle Repair Workshop Junction Pottery Lane, Whitworth Street, Bradford, Manchester, M11 2DW
Manchester Rail Operating Centre, 8 Wolverton Street, Manchester, M11 2ET
Mantec Engineering, Ashton Old Road, Manchester, M11 1ZZ
J Allcock And Sons Ltd, Ambrose Street, Manchester, M12 5DJ
Unit 4, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Workshop Junction Whitworth Street, Ashton Old Road, Manchester, M11 2ZZ
Ashbury Works, 200 Gorton Road, Manchester, M12 5DA
Unit 7, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 5, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 3, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 6, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Ground Floor, Ambrose House, Ambrose Street, Manchester, M12 5DD
4 Clayton Lane South, Manchester, M11 2PN
Stylewise (UK) Ltd, Ashbury Works, Gorton Road, Manchester, M12 5AD
Unit 1, Ashbury Works, Gorton Road, Manchester, M12 5DX
Ashburys Business Park, Gorton Road, Manchester, M12 5DA
37 Clayton Lane South, Manchester, M12 5PG
49 Whitworth Street, Bradford, Manchester, M11 2BZ
City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
2 Ambrose Street, Manchester, M12 5DD
Unit 5, Ambrose Street, Manchester, M12 5DD
Unit 4, Ambrose Street, Manchester, M12 5DD
Unit 6, Ambrose Street, Manchester, M12 5DD
Unit 7, Ambrose Street, Manchester, M12 5DD
Unit 8, Ambrose Street, Manchester, M12 5DD

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA

[illegible]

[illegible]