

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138185/FO/2023

Date registered valid: 25 September 2023

Proposal: Erection of a three storey building to form 14 self-contained flats (13x 1 bed, 1 x 2 bed) with associated landscaping, parking and cycle storage.

Address: Site Of The Former British Legion Social And Welfare Club,
Woodhouse Lane, Manchester

Ward(s): Sharston Ward

Applicant: Graham Morley, Wythenshawe Community Housing Group

Agent (if any): Mrs Suzanne Belfield, Arcus Consulting LLP

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 25 March 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 10 October 2023

Standard consultations:

Printed: 28 September 2023 Expired: 19 October 2023

Neighbour notifications

Printed: 28 September 2023 Expired: 19 October 2023

Site notice

Posted: 10 October 2023 Expired: 31 October 2023

Press advert

Published: 3 October 2023 Expired: 17 October 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site that is the subject of this full application is a cleared site on Woodhouse Lane in the Sharston ward of the City. It was previously occupied by the British Legion Social and Welfare club. Since its demolition, the site has been seeded and is currently a flat grassed area. It is currently enclosed by brick wall and railings to the frontage and railings to the two side boundaries. There is a timber knee rail running along the rear of the site. The church is to the north of the proposal site and Wythenshawe Community Housing Group offices to the south

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The remainder of the area is predominantly residential with office use and church use flanking the site either side on Woodhouse Lane. Opposite the site is a housing development, of two and three storeys, and Manchester Young Lives' 'The Addy Young People's Centre'.

To the rear is an overspill car park to Wythenshawe Community Housing Groups office and houses beyond that. The houses are a mix of private and social housing. The site is located on a sustainable public transport route and is close to local and district centres which would provide for future residents' needs.

Description of development

The proposal is for the erection of a three- storey brick- built block of apartments. The proposal brings with it parking and landscaping and dedicated cycle storage. The accommodation would comprise of 11x 1 bed and 3 x 2 bed self- contained apartments.

Consultations & Notification Responses

The application has been advertised by way of a site notice in the immediate vicinity and advertisements in the press, as due to the number of proposed units it sits within the Major development category.

Local Residents- were informed. One representation has been received the comments are as follows: Glad the space is being utilised but it's a shame it's 1 bed flats. I'm concerned about parking with the amount of flats planned, I do not want residents parking down our road. Also, I work from home and live close to the planned construction so need to ensure that the noise doesn't become a disruption.

Highways- The TRICS assessment and trip rates are acceptable to Highways. The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

The Transport Note confirms that all residential parking spaces will be provided with EV Charging. This is acceptable to Highways.

The arrangements for the storage and collection of waste is considered acceptable, It is noted that this proposed on-street refuse collection arrangement is the same as the existing residential properties further to the north. It is confirmed that 100% cycle provision will be provided at the site in the form of an internal cycle store located within the car park.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

The applicant will be required to enter into a Section 278 agreements for the alterations to the existing highways, and for amendments to the existing vehicular access on Woodhouse Lane.

The development will provide a total of 12 on-site car parking spaces, including 2 disabled spaces. This is a provision of 86% and is considered acceptable.

The proposed development is considered acceptable subject to the attachment of conditions relating to

Env Health- No objections subject to the attachment of conditions relating to waste management, Electric Vehicle charging points, implementation of the approved construction management plan, Noise residential, noise external plant and verification report for contaminated land.

Neighbourhoods Trees- No objections to the proposed development subject to BS 5837 being strictly adhered too as per the details within the Arboricultural Impact Assessment report.

Flood Risk Management- No objections to the proposal subject to the attachment of conditions relating to Sustainable Drainage Measures and thereafter the maintenance of those measures.

Greater Manchester Police- No representations have been received.

Greater Manchester Ecology Unit- That any new lighting for the site is designed to ensure no negative impacts on nocturnal mammals such as bats, as per R2 of the bat survey report and published guidance this topic (<https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting>).

- A number of enhancement for biodiversity are recommended within the ecology report (Appendix III), which should be secured through the planning system, in-line with policies in the NPPF.

- That a precautionary informative is attached to any planning permission which is granted, to make the applicant aware of the laws which are in place to protect wildlife, such as nesting birds. Should they find or suspect any protected species on the site during the development, work should cease and the LPA should be contacted for further advice.

Issues

Policies

The National Planning Policy Framework (September 2023) - The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.

Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (Delivering a sufficient supply of homes) is of relevance:

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

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

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

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

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

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

Policy H7

Wythenshawe - The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy H8, Affordable Housing - The requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.

Policy EN1, Design Principles and Strategic Character Areas - This policy states that all development in Manchester will be expected to follow the seven principles of urban Design and have regard to the strategic character area in which the development is located. This site is in the area defined as Wider Wythenshawe, policy EN1 defines the character of this area as: "Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape."

Policy EN19, Waste - States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

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

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

- * Appropriate siting, layout, scale, form, massing, materials and detail.
- * Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- * Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- * Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- * Community safety and crime prevention.
- * Adequacy of internal accommodation and external amenity space.
- * Refuse storage and collection.
- * Vehicular access and car parking.
- * Effects relating to biodiversity, landscape, archaeological or built heritage.
- * Green Infrastructure including open space, both public and private.
- * The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- * Flood risk and drainage.
- * Existing or proposed hazardous installations.
- * Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Places for Everyone Plan - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on

the proposed Modifications before finalising the examination report. Given the stage the Plan has reached and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)- The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive

surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

Manchester Residential Quality Guidance 2016 - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016.

The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all

stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

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

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

Issues

Principle of the Proposal - Given the predominantly residential character of the neighbourhood, there is no objection in principle to the erection of the dwellinghouses and

apartments on this site. Notwithstanding this, the potential impact upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be assessed.

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

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

3 x 1 bed 2 person 60 sq m (RSS 50 sqm)

3 x 2 bed 4 person 90 sq m (RSS 70 sq m)

8 x 1 bed 2 person 50 sq m (RSS 50 sq m)

Given the above, it is considered that the proposed floorspace complies with and in some cases exceeds the Manchester's Residential Space Standards.

Affordable Housing - The application is submitted by Wythenshawe Community Housing Group and it is their intention for the scheme to be 100% affordable.

Wythenshawe Community Housing Group have provided information with regards to the need for the smaller affordable properties within the area to enable people to decant from larger under-occupied properties into smaller units. Thereby freeing up the much needed family sized accommodation. There is a very large waiting list:

Manchester Move have also provided WCHG with some statistics for the demand for one bedroom properties across the City. They confirmed there are 6505 applicants with a one bedroom need currently on the waiting list.

This demonstrates the high demand for one bed properties. Also, taking into consideration the proposed location of the site and the existing housing stock, a scheme of this mix would be appropriate for the area.

Vehicular Access - The proposed apartment block would front Woodhouse Lane and vehicular access to them would mirror the existing access arrangements for other residents on those roads, being taken from off Woodhouse Lane itself. As such, those vehicular access arrangements are considered acceptable.

The car parking for the apartment consists of a courtyard located to the south of the building.

This would be accessed off Woodhouse Lane. This arrangement is acceptable to Highways.

This arrangement is also considered acceptable and raises no highway safety concerns.

The Transport Note confirms that the footway along Woodhouse Lane will be resurfaced. This is welcomed by Highways and should be done as part of the S278 agreement.

Pedestrian and Highway Safety - It is not considered that the comings and goings of residents' vehicles and those of their visitors would be of such a level so as to have an unduly detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Parking - There are 12 parking spaces provided of which two will be to accessible space standards, this represents an 86% parking provision. There are also 14 cycle spaces provided in what would be a purpose built cycle store.

The parking provision for the apartments is considered to be at an acceptable level for the 14 apartments.

Electric Vehicle Charge Points - Whilst it is noted that electric vehicle charging points are being installed as part of the proposal, it does not state if the parking spaces they will serve will be allocated or just spaces freely available. A condition is suggested in this instance to ensure that the appropriate number of electric vehicle charging points are installed within the development. This would be based upon whether the spaces are allocated or unallocated.

Cycle Parking - Sufficient space is to be provided for the storage of cycles within a dry area. The provision would be 100%. A condition to that effect would be attached to any consent granted.

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

Impact upon Privacy - Given the orientation of the proposed apartment building and the separation distances between the opposing front facades it is not considered that the proposal would lead to overlooking and a loss of privacy. Whilst it is acknowledged that there is a relatively close relationship between the church and the gable end of the apartment block it is not considered that this would have a detrimental impact upon the use of either building. There are windows in the side of the church at high level, and there is a part completed extension to the side of the church, the use of the church hall is not of a habitable use. The proposed windows on the gable of the apartment block serve the kitchen, however, given the separation between occupant and window by the work surfaces, it is not likely that there would be a view into the church hall from these windows, nor into the apartments from the church hall.

There would be space retained post-construction for external amenity space for use by the residents of the apartment block, together with communal landscaped areas to also be enjoyed.

Noise - Given the domestic nature of the activity that would be associated with the proposed apartment building, it is not considered that the proposal would be an inherently noise generating development. In addition, given the residential nature of the area, it is unlikely to produce noise to detract from the enjoyment of the proposed apartments.

Daylight/Overshadowing - As the proposed apartment building is only three storeys in height and sited a sufficient distance from any of the neighbouring residential properties, it is not considered that the existing properties neighbouring the site would see a reduction in daylight or be subject to overshadowing. Overall it is not considered that the proposed development would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Design - The apartment block follows a simple contemporary design approach with materials and fenestration that picks up details from existing properties within the area. The palette of materials has been kept minimal, and detailing has been incorporated within the elevations by the alternate laying of the bricks end on. It would be constructed from red brick and be topped with grey interlocking roof tiles. Windows would be of dark grey uPVC. Two asymmetrical gables have been introduced to the building as this breaks down the massing, making the building appear more like a pair of large semi-detached dwellings than an apartment block. Having two pitched roofs also maximises the area of south facing roof for provision of solar photovoltaic panels, if required.

This introduces longevity and sustainability into the development. The design is considered acceptable.

Siting - The proposed building would offer an active frontage to the road and the set-back distances would be similar to that seen in the surrounding neighbourhood. As such, the siting of the proposal is considered acceptable.

Accessibility - Level access into the entrance of the apartment block would be provided, and as the intent behind the build is to enable residents who may currently be occupying larger homes to relocate to an apartment thereby freeing up the larger properties, the demographic of some of the residents may be senior in age. The apartments have therefore been designed to

accommodate those potential needs. There will also be a lift to assist with inclusive access. The accessibility of the proposal is considered acceptable.

Visual Amenity - Given the residential character of the neighbourhood and the fact it is made up of predominantly two and three storey residential properties it is not considered that siting the proposed apartment buildings on the site would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site, or the character of the area within which it is located.

Drainage - The conditions suggested by both United Utilities and Flood Risk Management would be attached to any approval granted.

Trees - As noted by the City Arborist, there are proposed tree protection measures to be incorporated into the construction and post construction management of the site. This is particularly relevant to the two large trees that are located to the site frontage. A condition requiring the methods proposed in the submitted AIA to be implemented, in accordance with British Standard B5837 being strictly adhered to.

Ecology - There are no known ecological features within the site. A number of enhancement for biodiversity are recommended within the ecology report (Appendix III), which will be secured through the attachment of an appropriate condition to any consent granted.

Crime Prevention - A condition requiring the development to achieve Secured by Design accreditation is suggested in this instance.

Refuse Storage - It is noted that this proposed on-street refuse collection arrangement is the same as the existing residential properties further to the north, and is considered acceptable.

Air Quality - During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and track-out activities is predicted to be negligible. It is considered that the imposition

of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

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

As a result of the above and given the provision of vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

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 in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application. The scheme has been amended to change the occupancy of the proposed accommodation. The proposal has been approved in accordance with both local and national policies and with the attachment of appropriate conditions.

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:

Tyrer Ecological Consultants Ltd Preliminary Ecological Appraisal received 25th September 2023

Proposed Boundary Treatment DR-A-010006 received 25th September 2023

Proposed Elevations DR-A-010007 Rev P2 Received 22nd February 2024

Proposed Floor Plans DR-A-010008 Rev P2 Received 22nd February 2024

Proposed Part Section DR-A-010009 received 25th September 2023

Location Plan DR-A-01000 received 25th September 2023

Braiden Acoustics Noise Impact Assessment received 25th September 2023

TBA Landscape Architects- Tree Survey received 25th September 2023

Tree Schedule received 25th September 2023

Landscape Plan 6825.02 Rev B received 25th September 2023

Tree Protection Plan 6825.03 Rev A received 25th September 2023

AJP Drainage Strategy Report received 25th September 2023

WML Consulting Infiltration Testing received 25th September 2023

WML Consulting Phase 1 Desk Study received 25th September 2023
WML GEO Environmental Investigation and Assessment received 25th September 2023
Waste Management Strategy received 25th September 2023
Arcus Design and Access Statement received 20th March 2024
Mode Transport Planning Transport Notice received 12th March 2024

3) The development hereby approved shall be implemented using the materials detailed in the Design and Access Statement (Rev B) received on 20th March 2024..

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

4) No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority.

The information required shall include the following:

1/ A finalised drainage layout showing all components, outfalls, levels and connectivity;

2/ Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

3/ Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

4/ Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

5/ Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;

6/ Hydraulic calculation of the proposed drainage system, including all engineering parameters;

7/ Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. Pursuant to NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy.

5) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

Verification report providing photographic evidence of construction as per design drawings;
As built construction drawings if different from design construction drawings;

Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

6) The details of the approved scheme as per the approved waste management strategy received 25th of September 2023 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 within the vicinity of the site pursuant to Manchester Core Strategy Policy DM1.

7) The development shall only be carried out in accordance with the approved details in the Crime Impact Statement received 25th September 2023. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

8) Prior to the commencement of above ground works, details of cycle storage facilities shall be submitted to and be approved by the City Council as local planning authority. Prior to the occupation of the development hereby approved, the approved cycle storage facilities shall be installed and thereafter maintained so long as the development is in situ.

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

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawings - 04 Rev B proposed ground floor plans and 06 Rev B proposed elevations received 27th December 2023.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

11) Prior to the commencement of above ground works, a detailed landscaping drawing, based on the proposed landscape plan (drawing no. 6825.02 Rev B received 25th September 2023) shall be submitted to and be approved by the City Council as local planning authority. The approved landscaping scheme shall be implemented not later than 12 months from the date of the completion of all building works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

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

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

14) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

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

15) Prior to the commencement of above ground works an Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4, EN6 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

16) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Woodhouse Lane shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

17) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site

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

- a) A construction programme including phasing of works;
- b) 24 hour emergency contact number;
- c) Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- d) Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for

existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;

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

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

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

19) Prior to the commencement of above ground works, detailed drawings of the proposed windows (including sections showing reveals) shall be submitted to and be approved by the City Council as Local Planning Authority. The development shall then be implemented and thereafter maintained in accordance with the approved drawings.

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

20) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21) Prior to the occupation of the development, a detailed scheme of off-site highway works, in order to provide adequate vehicular access arrangements facility, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

a) Vehicular access to the site is proposed from Woodhouse Lane, via an upgraded existing priority junction access. The upgraded access will have 5m wide carriageways and 6m kerb radii, the footway along Woodhouse Lane will be resurfaced. The applicant will be required to enter into a Section 278 agreements for the alterations to the existing highways, and for amendments to the existing vehicular access on Woodhouse Lane.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason - In the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy

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

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

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

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

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

23) a) Prior to above ground works commencing an affordable housing statement shall be submitted to and approved in writing by the City Council as local planning authority. The statement shall include the level of affordable housing provision together with the proposed tenure of the apartments.

b) The development shall be implemented in accordance with the level of affordable housing provision and tenure as set out in the approved affordable housing statement.

c) Prior to above ground works of the apartments hereby approved:

(i) confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and

(ii) the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing) ;

shall be submitted to and approved by the local planning authority.

d) The approved affordable housing scheme shall be implemented as part of the development and thereafter observed subject to the following exclusions and exemptions:

1. The affordable housing scheme shall not be binding upon a mortgagee, chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator (each a receiver) of the whole or any part of the affordable housing or any persons or bodies deriving title through such mortgagee or chargee or receiver.
2. The affordable housing scheme which is the subject of this condition shall cease to apply (and shall be of no further effect) to any dwelling that has been acquired by an individual owner/purchaser and/or their mortgagee OR any dwelling in respect of which a statutory or voluntary right to buy or acquire has been exercised.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H4 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

Informatives

1) MCC records highlight that the underground culvert (unnamed ordinary watercourse) is located within close proximity to the site (approximately 82m to the west of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

2) The applicant should be aware of the laws which are in place to protect wildlife, such as nesting birds. Should they find or suspect any protected species on the site during the development, work should cease and the LPA should be contacted for further advice.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

1 Brownley Green Cottage, Woodhouse Lane, Benchill, Manchester, M22 9TF
Willow Park House, 8 Poundswick Lane, Manchester, M22 9TA
Brownwood Hall, Woodhouse Lane, Benchill, Manchester, M22 9TF
9 Sandycroft Avenue, Manchester, M22 9AL
3 Sandycroft Avenue, Manchester, M22 9AL
1 Sandycroft Avenue, Manchester, M22 9AL
61 Cedars Road, Manchester, M22 9SZ
53 Cedars Road, Manchester, M22 9SZ
49 Cedars Road, Manchester, M22 9SZ

43 Cedars Road, Manchester, M22 9SZ
35 Cedars Road, Manchester, M22 9SZ
MANCHESTER YOUNG LIVES, The Addy Young Peoples Centre, Woodhouse Lane, Benchill,
Manchester, M22 9TF
11 Sandycroft Avenue, Manchester, M22 9AL
7 Sandycroft Avenue, Manchester, M22 9AL
5 Sandycroft Avenue, Manchester, M22 9AL
205E Woodhouse Lane, Benchill, Manchester, M22 9TE
12 Poundswick Lane, Manchester, M22 9TA
10 Poundswick Lane, Manchester, M22 9TA
63 Cedars Road, Manchester, M22 9SZ
59 Cedars Road, Manchester, M22 9SZ
57 Cedars Road, Manchester, M22 9SZ
55 Cedars Road, Manchester, M22 9SZ
51 Cedars Road, Manchester, M22 9SZ
47 Cedars Road, Manchester, M22 9SZ
45 Cedars Road, Manchester, M22 9SZ
41 Cedars Road, Manchester, M22 9SZ
39 Cedars Road, Manchester, M22 9SZ
37 Cedars Road, Manchester, M22 9SZ
33 Cedars Road, Manchester, M22 9SZ
205D Woodhouse Lane, Benchill, Manchester, M22 9TE
205C Woodhouse Lane, Benchill, Manchester, M22 9TE
205B Woodhouse Lane, Benchill, Manchester, M22 9TE
205A Woodhouse Lane, Benchill, Manchester, M22 9TE
205 Woodhouse Lane, Benchill, Manchester, M22 9TE
203E Woodhouse Lane, Benchill, Manchester, M22 9TE

Appendix 2 – Planning constraints

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