

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137485/FO/2023

Date registered valid: 7 August 2023

Proposal: Erection of a three storey building to form fifteen flats (10 x 1 bed, 5 x 2 bed) and eight two storey dwellinghouses (2 x 2 bed, 4 x 3 bed, 2 x 4 bed) with associated landscaping and parking, following demolition of existing social club

Address: Greenbrow Road Social Club , Greenbrow Road, Manchester, M23 2TU

Ward(s): Baguley Ward

Applicant: Mr James Garner WCHG

Agent (if any): Mr Elliot Denby BTP Architects

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

Recommendation: Approve

Date of recommendation: 23.11.2023

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 29 August 2023

Standard consultations:

Printed: 14 August 2023 Expired: 4 September 2023

Neighbour notifications

Printed: 14 August 2023 Expired: 4 September 2023

Site notice

Posted: 29 August 2023 Expired: 19 September 2023

Press advert

Published: 22 August 2023 Expired: 5 September 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: A TPO tree is present on the site

Description of area

The application site relates to the former and now vacant Greenbrow Social Club building and associated land. The existing building on site is part single part two storey of a buff brick finish with pitched tiled roof. The building sits almost centrally on the site with hardstanding to the rear and grassed areas to the front and Newall Road elevations.

There are three trees present on the site, one to the front of the site which is a TPO'd Oak tree (The Manchester City Council (Land at Greenbrow Social Club, Greenbrow Road, Newall Green) TPO 2011) and two further trees located within the site to the north one a further Oak tree and a Sycamore tree within the rear hardstanding area. A further 5 trees are located outside of the site within the grass verge on Greenbrow Road and Newall Road. It is noted that two young sapling trees are located within the grass verge on Newall Road to the west of the existing mature street trees.

Vehicular access to the site is obtained from a dropped access on the north eastern edge of the site directly from Greenbrow Road via high access gates. The site is bounded by low wall with high railings on top. A telecommunications mast is located within the grass verge to the front of the site along Greenbrow Road.

The site sits within a predominantly residential area with two storey post war terraced and semi-detached properties lying to the north, east, west and south of the site, properties rely on a mix

of on and off street parking. Greenbrow Road is a loop road providing connections through Baguely and Newall Green to a variety of services including schools, shops, churches and open space. Wythenshawe Hospital is located to the north of the application site accessed via Newall Road and Clay Lane.

Description of development

The application proposals are for the erection of 4 pairs of semi-detached two storey brick and pitched roof dwellinghouses comprising two 2-bed 4- person houses, four 3 bed 5-person houses and two 4-bed 6-person houses each with a private garden and access to an off road parking space. In addition a three storey brick and pitched roof apartment block of 15 no. residential flats (10 1-bed 2-person flats and 5 2-bed 3-person flats) is also proposed that would front onto Greenbrow Road.

The existing access from Greenbrow Road would be used to access car parking (23 spaces) located to the rear of the site for all of the flats, four of the proposed houses that do not have driveways (due to the location of street trees) and two spaces for existing properties on Newall Road (no.s 27 and 29) who currently do not have off street parking. A dedicated cycle parking store is proposed within the rear parking area. Access to the car parking area would be secured by way of an automatic gate.

A landscaped setting would be retained to the Greenbrow Road frontage and the Newall Road frontage where street trees are present. Two pairs of semi-detached properties proposed on Newall Road would be served by direct dropped kerb access with frontage parking. The existing low wall and railings would be retained to the Greenbrow Road and Newall Road frontages whilst low wall and low railings would be installed to the proposed properties on Newall Road.

The existing TPO Oak tree would be retained in the proposals but the other category B trees on site (Oak and Sycamore) are proposed to be removed. The applicant has provided an amended landscaping scheme that would propose the planting of 6 no. extra heavy standard trees as compensation for the loss of onsite trees.

Relevant Planning History – 072517/FO/2004/S2 - Erection of wall and railings around perimeter of site to a height of 2 metres, associated gates to access and 1.2 metre high railings to pedestrian access. Approved 27.10.2004

Consultations & Notification Responses

The application was subject to neighbour notification and advertised by way of site notice and advertisement in the Manchester Evening News. 3 responses were received, 2 of these from the same resident. A summary of the concerns raised is set out below:

- Concerns about where deliveries and contractors/builders will park during demolition and building. There is already have a rise in traffic on Greenbrow Rd & surrounding roads due to people using both entrances to Newall Rd to cut through the back lanes to into Trafford.
- The construction of houses just being built further along Greenbrow Rd already cause more queues and the contractors at that site, park outside the one stop shop and on side roads.
- It states on the planning application that neighbours where leafleted prior to planning to consult them, we never received any of this information
- Request that a wall is installed between existing properties and the site
- Electric gates next to our property adjacent to the gable end, which will be opening day and night , which could over a 100 times a day.
- Lighting of the site will affect our property.
- Flat corridor windows would overlook gardens and affect privacy

- The electric gates would be noisy and disruptive
- Road planning and parking on Greenbrow Rd, there are already 3 very busy roads and 2 bus stops outside this site
- Depreciation of my property, as a result of the proposals
- Disruption, site traffic , dirt , noise and the general inconvenience through the construction programme

United Utilities - Have reviewed the submitted drainage strategy information and accept this information.

MCC Highways - Following the submission of further highways information and confirm the proposals are not considered to give rise to impacts on highway safety or capacity concerns. The proposed cycle parking provision of 15 resident and 1 visitor cycle space is acceptable. The proposed dropped kerbs are acceptable and would be subject to a section 278 agreement and the provision of 26% EV charging points for the apartments is accepted.

MCC Flood Risk Team - Recommend conditions for the submission of a surface water drainage scheme and implementation, maintenance and management of the sustainable drainage scheme.

MCC Environmental Health - Recommend conditions are attached to any approval relating to demolition/construction management plan, acoustic insulation, air quality (EVC points), and contaminated land. The waste management strategy for the proposals is agreed.

Greater Manchester Ecology Unit - Following the submission of bat surveys they recommend an informative be attached to any approval relating to bats being mobile; recommend a tree replacement scheme; no trees or hedges to be removed during bird nesting season; and a condition for biodiversity enhancements as part of the scheme.

MCC Arborists - Object to the loss of the oak tree on the site which they believe is of a category A tree rather than the B that has been indicated on the tree survey. The proposed replacement trees were not considered to be of suitable mitigation to this loss of tree which is a prominent feature on the site.

They confirm that the works with the root protection area of the TPO tree on site are acceptable subject to adequate tree protection measures being put in place and BS:5837 being strictly adhered to. The newly planted trees on Newall Road will also need to be relocated.

Issues

Policy

Local Development Framework - The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 - 2027.

'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 also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must

therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle)

Policy DM1 (Development Management)

Policy H1 (Overall Housing Provision)

Policy H7 (Wythenshawe)

Policy H8 (Affordable Housing)

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon

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

Policy EN9 (Green Infrastructure)

Policy EN 15 relates to Biodiversity and Geological Conservation.

Policy EN 16 Air Quality

Policy EN 17 Water Quality

Policy EN 18 Contaminated Land and Ground Stability

Policy EN19 Waste

Policy T1 Sustainable Transport

Policy T2 Accessible Areas of Opportunity and Need

Saved Unitary Development Plan Policies DC26.1, DC26.2 and DC26.5 Development and Noise

Relevant National Policy

The National Planning Policy Framework (September 2023) sets out Government planning policies for England and how these are expected to apply.

The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) - The proposals would provide 40 affordable residential units on a previously developed site.

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

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

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

Section 11 (Making Effective Use of Land) - The proposal would re-use previously developed land for the provision of residential properties.

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

Section 14 (Meeting the challenge of climate change, flooding and coastal change)

Section 15 (Conserving and enhancing the natural environment)

Other Material Considerations

Places for Everyone

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 on the Plan. The Examination of 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 committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made 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 is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance.

Issues

Principle – The principle of the redevelopment of previously developed brownfield land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy, the NPPF, and the emerging Places for Everyone GM plan.

Re-using this site for residential use in a predominantly residential area is therefore acceptable in principle. The site has also been identified within the Council's Strategic Housing Land Availability Assessment (SHLAA - 2023) as a site capable of contributing towards the City's housing land supply with an indicative figure of 23no. residential units on the site being brought forward in the next 5 years.

However, further consideration is required of impacts on residential and visual amenity; the character of the area; trees, highway, and car parking implications.

Residential development type (including Affordable Housing provision) – The application seeks approval for a mix of houses and apartments to provide 8 dwellinghouses and 15 no. Apartments. Adopted Core Strategy policies H1 and H7 set out the framework for determining residential developments in this part of the City. This suggests that "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."

The proposal would provide 100% affordable housing in the form of residential units for shared ownership sale or social rent (the eventual mix is yet to be confirmed). The proposals would exceed the affordable housing requirement of 20% set out in Core Strategy policy H8 and allow a broader range of affordable housing types to be provided in the local area. This would assist in providing a mix of housing types within this area and would meet a priority in delivering an identified shortfall for affordable housing in the area as identified in policy H7. As such it is considered that the proposal complies with the strategy set out in the adopted housing policies of the Core Strategy. To secure this provision of affordable housing an appropriately worded planning condition is recommended.

Redevelopment of the Site and Contribution to Regeneration -The proposal would redevelop a site which is vacant and occupies prominent site adjacent other residential properties. The site

is located within easy access to Wythenshawe Town Centre and other services are also located close by to the site.

The loss of the existing building would support a viable redevelopment to provide much needed affordable provision to Wythenshawe. It is considered that any perceived harm arising from the loss of the existing building is outweighed by bringing the site into a residential use including through diversification of housing choice, job creation and benefits to the local economy via increased expenditure at local businesses.

Standard of Accommodation – The properties have been designed to accord with the space standards set out within the residential design guidance. All dwellinghouses have access to provide amenity space, whilst the apartments do have some amenity space to the front of the site although this cannot be considered to be private space given its location adjacent to the Greenbrow frontage. The site is located in close proximity to outdoor public amenity space which is less than 200 metres from the site and provides a direct green corridor connecting to Milky Button Park to the north east.

Residential Amenity - Concerns have been raised by an objector to the impacts of the proposed building in terms of loss of privacy, overlooking, and impacts from lighting.

The proposed dwellinghouses on Newall Road would have windows on front and rear facing elevations serving habitable rooms. Side windows would serve bathrooms and landing areas. The closest of these properties to existing properties would be the end semi-detached property adjacent 65-67 Newall Road that does have side facing windows towards the application site. Given this relationship it is considered that the side windows of this proposed unit should be obscurely glazed. The proposed properties closest to the junction of Newall Road and Greenbrow Road would have front facing gables with front doors and windows to ensure natural surveillance of the street and provide a well-designed street frontage to the properties. Given that the properties would have a similar street relationship across Newall Road that exists between existing properties it is not considered that front facing windows would give rise to a loss of privacy or overlooking of existing properties. Rear facing windows of these dwellings would be across private gardens associated with them and the car parking area to the rear of the site. Again, it is not considered that these proposed properties would give rise to unacceptable impacts on residential amenity.

The proposed apartment block is three storeys in height and would sit to the south and east of existing residential properties on Greenbrow Road and Newall Road. Windows serving the proposed apartments would face east and west with north and south windows serving only the internal corridors within the building. Concerns have been raised regarding these windows the potential for overlooking and loss of privacy and lighting impacts. It is considered reasonable to attach a condition to any approval that these corridor windows be obscurely glazed to prevent the potential for overlooking or perception of overlooking. Given the distances between the side gable of the building and the nearest residential property to the north it is not considered that the Internal lighting of the building would give rise to unacceptable impacts to that property. Rear facing windows in the apartment block would provide views towards the rear of properties on Newall Road. These views would be across the rear parking area and given the extent of rear gardens and the rear parking area these relationships and distances between windows are considered acceptable.

Comings and goings/Noise – A residential use would generate activity, comings and goings associated with the proposed use. These activities and movements would largely be similar to other residential properties in the immediate area albeit the apartment block would generate higher levels than that of the dwellinghouses. Given the existing lawful use of the site and that

this was unrestricted in terms of operational hours, a residential use is considered to be consistent with the prevailing character of the neighbourhood.

Concerns have been raised regarding the operation of the proposed access gates to the vehicular access from Greenbrow Road and the noise and disturbance that this could cause. The rear of the site and areas of hardstanding are currently accessed via gates from Greenbrow Road, these are manual. The submitted Crime Impact Statement recommends that the car parking area to the rear of the apartment block is secured via motorised sliding gate to restrict access to the car parking area and the rear of buildings and rear access gates to existing Newall Road properties which currently benefit from a direct rear access. Whilst it is recognised that an automated gate may give rise to some noise through its operation it is not considered such noise generated would be significant to warrant refusal of the application proposals.

On balance, the proposal would have a positive and beneficial effect to the area and are not considered to give rise to significant impacts on the residential amenity of existing residential properties and their occupiers.

Highways and transport – The proposals would utilise the existing vehicular access from Greenbrow Road whilst four of the residential dwellinghouses located on Newall Road would be accessed via driveways and dropped kerbs to serve car parking spaces to the front. Following the submission of further highways information, the proposals are considered to generate similar levels of vehicular movements to the existing lawful use of the site. The proposals would provide at least one off street car parking space per residential unit (19 spaces for the 15 flats) with the larger dwellinghouses proposed on Newall Road frontage of the site providing two spaces. This level of provision is considered acceptable. The proposals also include cycle parking within the secured car parking area whilst all dwellinghouses have cycle storage within the rear gardens. The proposals are not considered to give rise to impacts on highway or pedestrian safety subject to conditions relating to highway works and residential travel plan that seeks to reduce the use of the private car by occupiers of the development.

Visual Amenity – The proposals would provide strong built form to Newall Road and Greenbrow Road that would reflect the prevailing character in the immediate area. Dwellinghouses would front Newall Road and continue the building line variation present in the existing properties to the west. The proposed apartment building would be three storeys and again provide a strong frontage to Greenbrow Road, with the sewer easement allowing the set back of the building within the site to reduce the overall impacts of the height of the building which is generally taller than existing residential properties adjacent the site but is reflective of other apartment buildings located elsewhere on Greenbrow Road to the south east.

The proposals would be finished in brick and incorporate elements of brick details that assists in 'lifting' the elevations and providing visual interest. The final choice of materials would be subject to an appropriately worded condition, but the design, scale and layout of the proposals are considered acceptable in this local context.

Given the above it is not considered that the proposals would give rise to unacceptable impacts on the character and visual amenity of the area. The submitted details indicate a design and layout that is considered would successfully assimilate into the area.

Ecology and Trees – The proposals are supported by appropriate ecological surveys of the site and existing buildings to be demolished. Appropriately worded conditions and informative are needed to secure biodiversity enhancements and to remind the applicant of their legal responsibilities in respect of protected species that may be present on the site.

The proposals do incorporate a landscaping and tree planting scheme proposed to mitigate the loss of two trees on the site. These have been amended to incorporate 6 extra heavy standard trees and ornamental hedge planting. These details are considered acceptable and whilst the loss of trees on site is regretted the applicant has indicated that retention of these trees was investigated as part of the overall development of the scheme and in this instance the proposals retain and protect the most valuable tree on the site which is the TPO Oak to the site's frontage. Given the overall benefits derived from the proposals in delivering affordable housing and that tree mitigation planting on site is proposed the approach to onsite tree replacement on the basis of the submitted landscaping scheme together with conditions to capture other biodiversity enhancements through bat and bird boxes is considered acceptable.

Sustainability – The development is proposed to incorporate renewable energy provision either through PV array or inclusion of air source heat pumps. The development shall include exploring the following into the building:

- Reduction of average water use through inclusion of low flow showers, smaller baths and dual low flush toilets as part of controlled water demand and use
- Low carbon lighting, energy controls and management
- Double or triple glazing, and improved insulation
- Ground level 'urban greening' with the use of street trees, shrub planting and a semi-private communal garden.
- Plots to provide suitable facilities and storage for recycling and waste
- The building will be in compliance with Part L1 A (New dwellings). The scheme is intended not to use gas to comply with national policy.
- PV Panels on roofs.

Construction impacts – Concerns have been raised regarding potential construction impacts arising from an approval of the proposals. Whilst it is recognised that there would be impacts such as noise, parking and other associated activities arising from construction activity, these impacts would be for a temporary period whilst construction takes place and it is considered to be appropriate, and reasonable given the sites location in a residential area that an appropriately worded condition is proposed that requires a construction management plan to be submitted to and agreed in writing.

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

The application has been determined in a positive and proactive manner. In this instance issues that have arisen during the consideration of the application have been discussed with the applicant's agent and amended details provided. In this instance appropriate conditions have been attached to this decision.

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:

116 '3B5P House Floor Plan T1'; 117 '3B5P House Elevations T1'; 119 '3B5P House Floor Plan T2'; 120 '3B5P House Elevations T2'; 122 '4B6P House Floor Plans'; 123 '4B6P House Elevations'; 125 'Flat Block Ground Floor Plan'; 126 'Flat Block First Floor Plan'; 127 'Flat Block Second Floor Plan'; 128 'Flat Block Roof Plan'; 129 'Flat Block Proposed Elevations'; All as received by the City Council on the 5th July 2023

104 Waste Management Plan as received by the City Council as local planning authority on the 29th August 2023

106 Rev B 'Boundary Treatment Plan'; 111 Rev A '2B4P House Elevations T1'; 110 Rev A 'House Floor Plans T1'; 113 Rev A '2B4P House Floor Plans T2'; 114 Rev A '2B4P House Elevations T2'; Design and Access Statement Greenbrow Social Club, Wythenshawe, Manchester M23 2TU June 2023 Rev A (Sept 2023); all as received by the City Council as local planning authority via email on the 2nd October 2023

102 Rev A 'Site Clearance Plan'; 'Proposed Site Plan' 105 Rev D; Arboricultural Impact Assessment and Method Statement, Greenbrow Social Club, Wythenshawe, Reference: 80-980-R1-2, Date: October 2023 prepared by E3P all as received by the City Council as local planning authority via email on the 6th October 2023

Affordable Housing Statement prepared by WCHG as received by the City Council as local planning authority on the 11th October 2023

7007.01 Rev A 'Landscape Proposals' as received by the City Council as local planning authority on the 9th November 2023

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of demolition, a construction management and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Quantification / classification of vehicular activity associated with construction including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Storage of plant and materials;
- Highway dilapidation survey and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site;
- A community consultation plan;

The development shall only be carried out in accordance with the approved construction management plan.

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 - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) 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 set out in the 'Arboricultural Impact Assessment and Method Statement, Reference: 80-980-R1-2, Date: October 2023 prepared by E3P' 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, together with the methods for working in the vicinity of trees to be retained shall be undertaken in accordance with the approved plans and particulars contained within the above document, and before any equipment, machinery or materials are brought on to the site for the purposes of the development. The protection of retained trees 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.

5) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

7) Prior to the commencement of development (excluding demolition) a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage

Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall include the following:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Surface water should be restricted to a rate of 5 l/s.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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;
- Assessment of overland flow routes for extreme events. 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.
- 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.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

The development shall be carried out in accordance with the agreed scheme.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

8) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Greenbrow Road and surrounding traffic network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

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 safeguard the amenity of nearby residential properties and to insulate the proposed residential accommodation against noise from Manchester Road and the

neighbouring Metrolink Line, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

9) Prior to the commencement of above ground works and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

- i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;
- ii. 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 any exclusions and exemptions from this requirement that may apply); and
- iii. 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).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

10) Prior to occupation, full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- Details of all proposed vehicular and pedestrian accesses, associated tactile paving, dropped kerbs, and H-bar driveway protection

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

11) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

12) a) Prior to above ground works commencing, details of the Biodiversity Enhancements to be installed within the development shall be submitted to and approved in writing by the City

Council as local planning authority, the submitted details shall include timescale s for their installation.

b)Prior to the first occupation of the development a verification report and supporting evidence confirming the inclusion of the biodiversity enhancements within the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To secure the biodiversity enhancements to the site pursuant to policy EN15 of the Core Strategy.

13) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples and specifications of all materials to be used on all external elevations of the development. The approved materials shall then be implemented as part of the development.

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

14) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

15) a) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties and in line with best practices to avoid impacts on nocturnal animals.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and protected species pursuant to policies EN15 and DM1 of the Core Strategy.

16) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge 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 Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

17) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- 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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

18) The waste storage and collection details as detailed on drawing reference '104 Waste Management Plan' submitted on the 29th August 2023 shall be implemented as part of the development and the details shall be retained whilst the development is in use.

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

19) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those residing at the development;
- (2) A commitment to surveying the travel patterns of residents during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

20) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning

Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

21) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced xxx received by the City Council as Local Planning Authority on xxxxx 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

22) The car parking indicated on the approved drawings shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and their visitors and other properties identified on the approved plans and shall be available for use at all times whilst the residential dwellinghouses and apartments are occupied.

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

23) The first floor side window in the dwellinghouse on plot 1 facing towards numbers 65-67 Newall Road together with the first and second floor north and south facing corridor windows of the apartment buildings as identified on the approved plans shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

24) Prior to the first occupation of the dwellings hereby approved, the boundary treatments associated with each dwelling as detailed on approved drawing reference 106 Rev A as received by the City Council as local planning authority on the 29th August 2023 shall be fully installed and shall be retained in situ for as long as the dwellings are occupied.

Reason - In order to protect the future occupants of the residential accommodation from existing noise sources in the vicinity of the application site and in the interests of the visual amenity and character of the area pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) The landscaping scheme approved by the City Council as local planning authority shown on drawing reference 7007.01 Rev A 'Landscape Proposals' as received by the City Council as local planning authority on the 9th November 2023, shall be implemented within 12 months from the completion of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

27) The residential units 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 - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

28) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings hereby approved shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, roof dormers, porches or outbuildings shall be erected, nor any additional windows or doors shall be installed other than those expressly authorised by this permission, to those residential dwellinghouses identified as plots 1,2,3,4,5,6,7 and 8 on the approved site plan.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

2) In order to discharge the acoustic insulation scheme condition attached to this permission noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) - 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) - 35 dB LAeq

Gardens and terraces (daytime) - 55 dB LAeq

3) Whilst the building to be demolished has been assessed as low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Appendix 1 – List of consultees & neighbours notified

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

1 Newall Road, Manchester, M23 2TY
40 Crowland Road, Manchester, M23 2QT
3 Wensleydale Close, Manchester, M23 2EG
61 Newall Road, Manchester, M23 2UA
13 Newall Road, Manchester, M23 2TY
225 Greenbrow Road, Manchester, M23 2TB
226 Greenbrow Road, Manchester, M23 2TU
218 Greenbrow Road, Manchester, M23 2TU
244 Greenbrow Road, Manchester, M23 2UD
238 Greenbrow Road, Manchester, M23 2UD
72 Newall Road, Manchester, M23 2UB
64 Newall Road, Manchester, M23 2UB
58 Newall Road, Manchester, M23 2UB
7 Wensleydale Close, Manchester, M23 2EG
1 Wensleydale Close, Manchester, M23 2EG
247 Greenbrow Road, Manchester, M23 2TB
15 Newall Road, Manchester, M23 2TY
70 Newall Road, Manchester, M23 2UB
246 Greenbrow Road, Manchester, M23 2UD
242 Greenbrow Road, Manchester, M23 2UD
240 Greenbrow Road, Manchester, M23 2UD
74 Newall Road, Manchester, M23 2UB
68 Newall Road, Manchester, M23 2UB
66 Newall Road, Manchester, M23 2UB
62 Newall Road, Manchester, M23 2UB
60 Newall Road, Manchester, M23 2UB
56 Newall Road, Manchester, M23 2UB
54 Newall Road, Manchester, M23 2UB
50 Newall Road, Manchester, M23 2UB
9 Newall Road, Manchester, M23 2TY
7 Newall Road, Manchester, M23 2TY
5 Newall Road, Manchester, M23 2TY
39 Newall Road, Manchester, M23 2TY
37 Newall Road, Manchester, M23 2TY
35 Newall Road, Manchester, M23 2TY
33 Newall Road, Manchester, M23 2TY
31 Newall Road, Manchester, M23 2TY
3 Newall Road, Manchester, M23 2TY
29 Newall Road, Manchester, M23 2TY
25 Newall Road, Manchester, M23 2TY
23 Newall Road, Manchester, M23 2TY
21 Newall Road, Manchester, M23 2TY
19 Newall Road, Manchester, M23 2TY
17 Newall Road, Manchester, M23 2TY

9 Wensleydale Close, Manchester, M23 2EG
5 Wensleydale Close, Manchester, M23 2EG
67 Newall Road, Manchester, M23 2UA
65 Newall Road, Manchester, M23 2UA
63 Newall Road, Manchester, M23 2UA
57 Newall Road, Manchester, M23 2UA
236 Greenbrow Road, Manchester, M23 2UD
52 Newall Road, Manchester, M23 2UB
60 Foxfield Road, Manchester, M23 2TE
58 Foxfield Road, Manchester, M23 2TE
224 Greenbrow Road, Manchester, M23 2TU
245 Greenbrow Road, Manchester, M23 2TB
243 Greenbrow Road, Manchester, M23 2TB
241 Greenbrow Road, Manchester, M23 2TB
239 Greenbrow Road, Manchester, M23 2TB
237 Greenbrow Road, Manchester, M23 2TB
235 Greenbrow Road, Manchester, M23 2TB
233 Greenbrow Road, Manchester, M23 2TB
231 Greenbrow Road, Manchester, M23 2TB
229 Greenbrow Road, Manchester, M23 2TB
227 Greenbrow Road, Manchester, M23 2TB
223 Greenbrow Road, Manchester, M23 2TB
220 Greenbrow Road, Manchester, M23 2TU
216 Greenbrow Road, Manchester, M23 2TU
59 Newall Road, Manchester, M23 2UA
27 Newall Road, Manchester, M23 2TY
11 Newall Road, Manchester, M23 2TY
222 Greenbrow Road, Manchester, M23 2TU

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