

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137919/FO/2023
Date registered valid:	5 September 2023
Proposal:	Erection of 9no. two storey houses, 2no. bungalows and 2no. two storey apartment buildings (total of 12 apartments) together with associated landscaping, car parking and boundary treatments following demolition of the existing building.
Address:	The Enterprise Centre, 34 Benchill Road, Manchester, M22 8LF
Ward(s):	Northenden Ward
Applicant:	Ms Helen Milne, Wythenshawe Community Housing Group
Agent (if any):	MDA General Michael Dyson Associates Ltd.
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	4 December 2023



Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 15 September 2023

Standard consultations:

Printed: 7 September 2023

Expired: 28 September 2023

Neighbour notifications

Printed: 7 September 2023

Expired: 28 September 2023

Site notice

Posted: 15 September 2023

Expired: 6 October 2023

Press advert

Published: 12 September 2023

Expired: 26 September 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The application relates to an island site bordered by Benchill Road, Rothley Avenue, Newhey Road and Benchill Avenue. The site is currently occupied by the The Enterprise Centre and associated outbuilding. All properties on the site are under Wythenshawe Community Housing Group ownership. The site, which is shown below, is located within a predominantly residential area.



Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant is proposing to demolish the existing buildings and redevelop the site for residential purposes. The proposed accommodation is as follows:

- 2 x 2B3P bungalow
- 2 x 2B4P two storey houses
- 5 x 3B5P two storey houses
- 1 x 4B8P two storey houses
- 1 x 4B8P accessible house
- 12 x 2B4P flats in 2 x two storey buildings

The proposed layout is shown below:



Consultations & Notification Responses

Local Residents – Two letters of objection have been received, the comments are summarised as follows:

- The proposed erection of apartments is of a design not in scale, character or appearance of the area.
- Existing houses will be overlooked by the apartments, leading to a loss of light, overshadowing and overlooking.
- There will be increased pollution, noise and disturbance resulting in extra traffic and this will have a detrimental health effect on local residents.
- The road access for residents on Benchill Avenue will be restricted and there will be obstruction of driveways.
- There will be noise and disturbance resulting from the additional residents.
- Construction vehicles will cause increased congestion, noise and pollution.
- Loss of parking will severely impact current residents of Benchill Avenue.

City Arborist – The current tree stock would be considered moderate value, however, no tree currently on this site would be considered irreplaceable. If recommended for approval a detailed landscaping plan should be submitted.

Highway Services – States the following:

- The site is well accessed by sustainable modes. Regular bus services are routed along Benchill Road and provides connections to Manchester Airport, Woodhouse Park and Piccadilly Gardens. The closest Metrolink facility is located at Benchill and provides connections to Victoria via Market Street and Manchester Airport.
- It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available to all driveways.
- In terms of the apartment parking, it is requested that a minimum of 20% of the parking spaces provide EV Charging, with a commitment to provide additional EV charging when necessary.
- Plans suggest that the access to the courtyard is located on the unadopted highway. If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards
- In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

Environmental Health – Requests that a number of conditions (noise insulation, refuse storage and contaminated land) are attached to any approval granted.

Flood Risk Management – Suggests the imposition of two conditions designed to protect against flooding and water pollution.

United Utilities Water PLC – Reiterates the comments of the Flood Risk Management Team.

Greater Manchester Ecology Unit – Have made the following comments:

- The site does not have any conservation designations, legal or otherwise, nor does it support any priority habitats.
- The majority of the site comprises of built structure, hardstanding and improved grassland with an ornamental hedge and two small trees present.
- The building and trees on the site were assessed as having negligible potential to support roosting bats.
- The vegetation, trees and building on the site have the potential to support nesting birds (protected under the Wildlife and Countryside Act, 1981).

- The invasive Hollyberry cotoneaster was recorded on or close to the site. These species are listed on Schedule 9 of the Wildlife and Countryside Act, (1981) making it an offence to spread or cause these species to grow in the wild.
- Conditions regarding invasive plant control, biodiversity enhancements and vegetation clearance are suggested in this instance.

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.
- Design for health.
- 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.

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:

- 2 x 2B3P bungalow – 84.9m² (space standard – 61m²)
- 2 x 2B4P two storey houses – 83.5m² (space standard – 83m²)
- 5 x 3B5P two storey houses – 96.3m² (space standard – 96m²)
- 2 x 4B8P two storey houses – 127.3m² (space standard – 124m²)
- 12 x 2B4P flats – 70.1m² and 80.1m² (space standard – 70m²)

Given the above, it is considered that the proposed floorspace complies with Manchester's 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, split equally between affordable home ownership and social, affordable or intermediate rent, with the mix as follows:

- 12 x 2 bed flats – social, affordable or intermediate rent
- 2 x 4 bed houses – social, affordable or intermediate rent
- 2 x 2 bed houses – social, affordable or intermediate rent
- 2 x 2 bed houses – affordable home ownership
- 5 x 3 bed houses – affordable home ownership

Wythenshawe Community Housing Group have confirmed that before any applicant can be offered a property, they must have their eligibility confirmed by the Homebuy Agent for the North West as required by condition of grant by Homes England. The eligibility process is to ensure that applicants meet the criteria for affordable home ownership – primarily first time buyers – but including people that may have previously owned a property but can no longer afford to buy one outright. Wythenshawe Community Housing Group have indicated a willingness to work with City Council housing officers to consider any applicant they wish to refer.

This level of provision is welcomed and would be secured through the development agreement given the City Council's ownership of the site.

Vehicular Access – The proposed dwellinghouses would front Rothley Avenue and Benchill Road and vehicular access to them would mirror the existing access arrangements for other residents on those roads. As such, those vehicular access arrangements are considered acceptable.

The car parking for the apartment consists of a courtyard located between the two buildings, this would be accessed off Benchill Avenue. This arrangement is also considered acceptable and raises no highway safety concerns.

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 – Each of the dwellinghouses would have car parking for one or two vehicles, depending on their size. The parking provision for the apartments is at 100%, i.e. 12 spaces. Overall, the level of provision is considered acceptable.

Electric Vehicle Charge Points – A condition (no. 10) is suggested in this instance to ensure that the appropriate number of electric vehicle charging points are installed within the development.

Cycle Parking – Sufficient space would exist within the curtilage of the dwellinghouses and apartments to store multiple bicycles. The provision of these facilities would be conditioned. (no. 13).

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 dwellinghouses and apartment buildings 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.

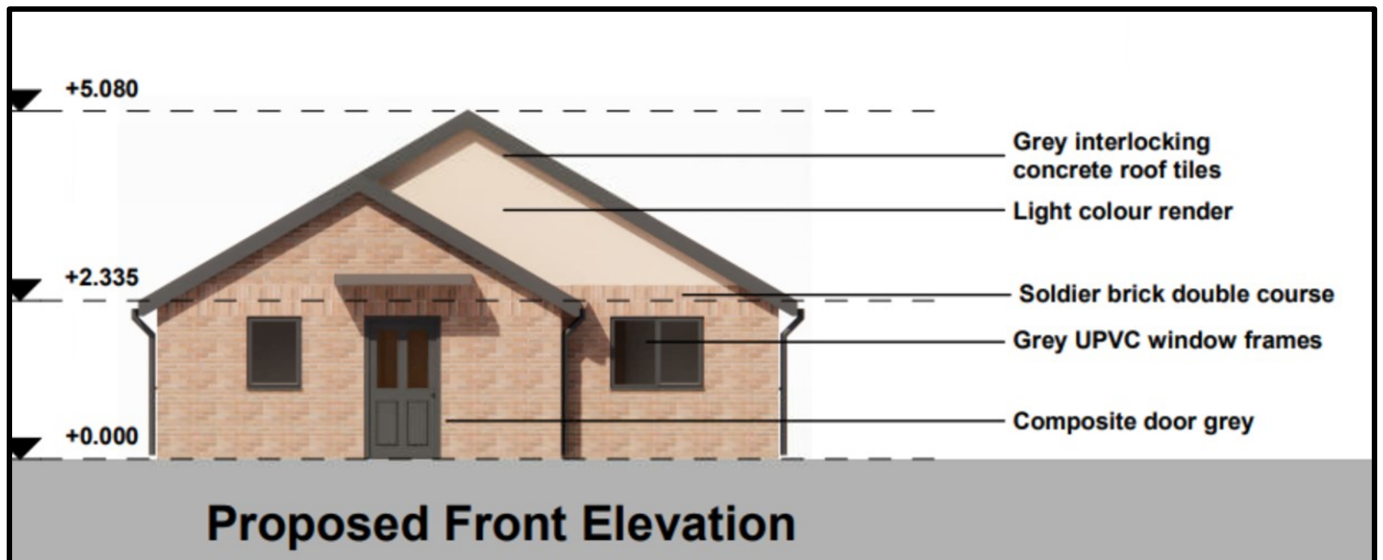
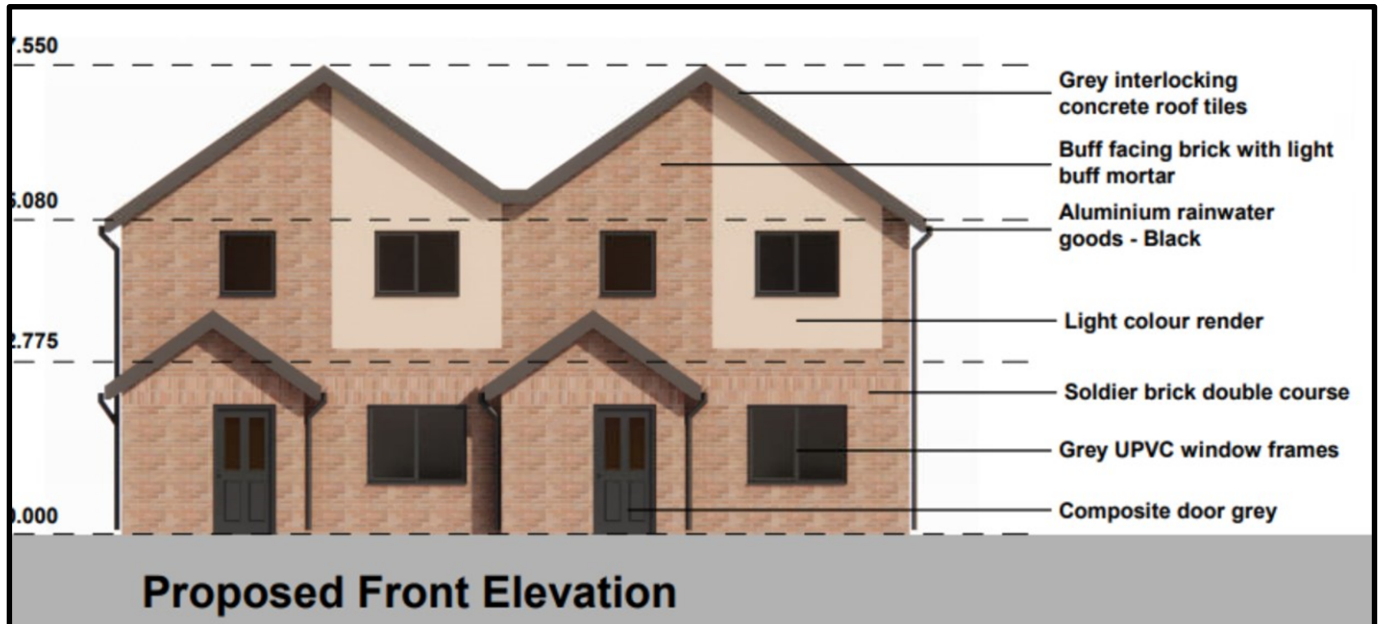
Noise – Given the domestic nature of the activity that would be associated with the proposed dwellinghouses and apartment buildings, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – As the proposed dwellinghouses and apartment buildings are only two storeys in height and sited a sufficient distance from any of the adjoining properties, it is not considered that any of the existing properties adjoining the site would see a reduction in daylight or be subject to overshadowing.

The proposed bungalows would not lead to issues of overlooking or overshadowing.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Design – The dwellinghouses and apartment blocks would be traditional in design. They would be constructed from brick with render feature panels and be topped with grey interlocking roof tiles. Windows would be of dark grey uPVC and have stone cills and headers. Each property would have either a front porch or entrance canopy. The design of the dwellinghouses and apartment buildings, which can be seen below, is considered acceptable:



Siting – The proposed buildings would all offer an active frontage to their respective roads 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 dwellinghouses would be provided, as well as the ground floor apartments. In addition, the bungalows would be wheelchair accessible and one of the 4B8P dwellinghouses has been designated as an “Adaptable House”. Overall, the level of provision is considered acceptable.

Visual Amenity – Given the residential character of the neighbourhood and the fact it is made up predominantly of two storey semi-detached and detached dwellings, it is not considered that siting the proposed dwellinghouses and 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.

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, the existing tree coverage on the site is limited and the quality of the trees is “moderate”. The applicant has indicated on the proposed layout drawing that approximately 13 trees are to be planted within the site. This level of tree planting is welcomed and to ensure that it is undertaken a suitable worded condition is suggested in this instance.

Ecology – There are no known ecological features within the site but a condition concerning vegetation clearance, together with a condition requiring the inclusion of biodiversity enhancements, is recommended in this instance. In addition, a condition requiring the submission of a method statement

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

Refuse Storage – The bins for the dwellinghouses would be sited at the rear of the properties, while the bins for the apartments would be located at the front within brick built structures. While this arrangement is considered acceptable, the final design of the bin stores would be subject to a condition.

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 trackout 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.

Environmental Standards – A condition is recommended relating to the submission of details of appropriate environmental standards and associated renewable energy features.

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.

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 received on 25 August 2023:

- a) 8933-MDA-APT-XX-DR-A-100 - Apartment Block Proposed Plans
- b) 8933-MDA-APT-EL-DR-A-101 - Apartment Block Proposed Elevations
- c) 8933-MDA-2B3P-XX-DR-A-110 rev A - Bungalow 2B3P Proposed Floor Plan
- d) 8933-MDA-2B3P-XX-DR-A-111 rev A - Bungalow 2B3P Proposed Elevations
- e) 8933-MDA-2B4P-XX-DR-A-120 - House Type 2B4P Proposed Floor Plans
- f) 8933-MDA-2B4P-EL-DR-A-121 - House Type 2B4P Proposed Elevations
- g) 8933-MDA-3B5P(a)-XX-DR-A-130 - House Type 3B5P (a) Proposed Floor Plans

- h) 8933-MDA-3B5P(a)-EL-DR-A-131 - House Type 3B5P (a) Proposed Elevations
- i) 8933-MDA-3B5P(b)-XX-DR-A-140 - House Type 3B5P (b) Proposed Floor Plans
- j) 8933-MDA-3B5P(b)-EL-DR-A-141 - House Type 3B5P (b) Proposed Elevations
- k) 8933-MDA-4B8P-XX-DR-A-150 rev A - House Type 4B8P Proposed Plans & Elevations
- l) 8933-MDA-4B8P-EL-DR-A-151 - House Type 4B8P Proposed Plans & Elevations
- m) 8933-MDA-ST-XX-I-A-700 - Proposed Site Visuals
- n) 8933-MDA-ST-XX-I-A-701 - Proposed Site Visuals
- o) 8933-MDA-ST-XX-I-A-702 - Proposed Site Visuals
- p) 8933-MDA-ST-XX-DR-A-903 rev A - Proposed Boundary Treatment
- q) 8933 Rev B -Design and Access Statement

and the following drawings received on 25 October 2023:

- r) 8933-MDA-ST-XX-DR-A-902 rev E - Proposed Site Plan

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

3) The development hereby approved shall be implemented using the materials detailed in the Design and Access Statement (8933 Rev B) received on 25 August 2023.

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.

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) 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.

5) 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, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

6) Prior to the commencement of above ground works, a detailed landscaping drawing, based on the proposed site layout (drawing no. 8933-MDA-ST-XX-DR-A-902 rev E) 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.

7) 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.

8) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

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

9) No site clearance or vegetation removal should be undertaken until a method statement for the control and prevention of the spread of invasive species has been submitted to and approved by the City Council as Local Planning Authority. The approved method statement shall be followed in full.

Reason - To prevent the spread of invasive species, pursuant to the Wildlife and Countryside Act 1981 or as subsequently amended.

10) 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.

11) 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.

12) Prior to the commencement of above ground works, detailed drawings of the front boundary treatment for the apartment buildings shall be submitted to and be approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to the occupation of the development hereby approved.

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.

13) 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).

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

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

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

- a) Verification report providing photographic evidence of construction as per design drawings;
- b) As built construction drawings if different from design construction drawings;
- c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To 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, in light of national policies within the NPPF and NPPG and Policies EN08 and EN14 in the Manchester Core Strategy.

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

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

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

Part B) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and 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 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.

17) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. 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 Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

18) 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.

19) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Benchill Road and the M56 Motorway 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.

20) 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

21) Prior to the commencement of above ground works, detailed elevational drawings of the proposed bin stores shall be submitted to and be approved by the City Council as Local Planning Authority. The approved design shall then be implemented before occupation of the residential accommodation hereby approved and shall remain in-situ thereafter.

Reason - In the interests of residential amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

22) 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.

23) 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.

Informatives

1) Informative for condition 12 - In order to discharge the above drainage condition the following additional information has to be provided:

- a) Further consideration of alternative SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- b) Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area; the proposed impermeable area should not be used to calculate the existing brownfield run-off rates. Justification for why a 225mm 3 piped network has been used to calculate the existing discharge rates.

- c) 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;
- d) 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;
- e) 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.
- f) Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- g) 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.
- h) Where surface water is connected to the highway drain, agreement in principle from the highway authority 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.
- i) Hydraulic calculation of the proposed drainage system;
- j) Construction details of flow control and SuDS elements.

2) Informative for condition 19 - There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. 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 when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- a) Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
- b) Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
- c) Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

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

12 Newhey Road, Manchester, M22 8LJ
87 Benchill Road, Manchester, M22 8EN
33 Brookcroft Road, Manchester, M22 8DZ
75 Benchill Road, Manchester, M22 8EN
73 Benchill Road, Manchester, M22 8EN
71 Benchill Road, Manchester, M22 8EN
69 Benchill Road, Manchester, M22 8EN
67 Benchill Road, Manchester, M22 8EN
93 Benchill Road, Manchester, M22 8EN
99 Benchill Road, Manchester, M22 8LB
97 Benchill Road, Manchester, M22 8LB
95 Benchill Road, Manchester, M22 8LB
91 Benchill Road, Manchester, M22 8EN
89 Benchill Road, Manchester, M22 8EN
85 Benchill Road, Manchester, M22 8EN
83 Benchill Road, Manchester, M22 8EN
81 Benchill Road, Manchester, M22 8EN
79 Benchill Road, Manchester, M22 8EN
77 Benchill Road, Manchester, M22 8EN
101 Benchill Road, Manchester, M22 8LB
2 Benchill Avenue, Manchester, M22 8EW
9 Newhey Road, Manchester, M22 8LH
3 Newhey Road, Manchester, M22 8LH
24 Benchill Avenue, Manchester, M22 8EW
18 Benchill Avenue, Manchester, M22 8EW
16 Benchill Avenue, Manchester, M22 8EW
10 Benchill Avenue, Manchester, M22 8EW
4 Benchill Avenue, Manchester, M22 8EW
74 Alders Road, Manchester, M22 8FU
24 Brookcroft Road, Manchester, M22 8EB
32 Benchill Road, Manchester, M22 8EH
44 Overton Road, Manchester, M22 8LL
4 Newhey Road, Manchester, M22 8LJ
4 Shayfield Drive, Manchester, M22 8FA
4 Rothley Avenue, Manchester, M22 8EX
14 Rothley Avenue, Manchester, M22 8EX
3 Broadoak Road, Manchester, M22 8FY
20 Brookcroft Road, Manchester, M22 8EB
5 Newhey Road, Manchester, M22 8LH
8 Rothley Avenue, Manchester, M22 8EX
8 Broadoak Road, Manchester, M22 8EP
35 Brookcroft Road, Manchester, M22 8DZ
76 Alders Road, Manchester, M22 8FU
72 Alders Road, Manchester, M22 8FU
70 Alders Road, Manchester, M22 8FU
2 Newhey Road, Manchester, M22 8LJ
10 Newhey Road, Manchester, M22 8LJ
7 Newhey Road, Manchester, M22 8LH
42 Benchill Road, Manchester, M22 8LF
11 Newhey Road, Manchester, M22 8LH
1 Newhey Road, Manchester, M22 8LH
44 Benchill Road, Manchester, M22 8LF
40 Benchill Road, Manchester, M22 8LF
38 Benchill Road, Manchester, M22 8LF

8 Benchill Avenue, Manchester, M22 8EW
42 Overton Road, Manchester, M22 8LL
8 Newhey Road, Manchester, M22 8LJ
6 Newhey Road, Manchester, M22 8LJ
14 Benchill Avenue, Manchester, M22 8EW
12 Benchill Avenue, Manchester, M22 8EW
6 Benchill Avenue, Manchester, M22 8EW
30 Benchill Road, Manchester, M22 8EH
7 Broadoak Road, Manchester, M22 8FY
5 Broadoak Road, Manchester, M22 8FY
1 Broadoak Road, Manchester, M22 8FY
71 Alders Road, Manchester, M22 8FP
69 Alders Road, Manchester, M22 8FP
22 Brookcroft Road, Manchester, M22 8EB
2 Shayfield Drive, Manchester, M22 8FA
6 Rothley Avenue, Manchester, M22 8EX
2 Rothley Avenue, Manchester, M22 8EX
16 Rothley Avenue, Manchester, M22 8EX
12 Rothley Avenue, Manchester, M22 8EX
10 Rothley Avenue, Manchester, M22 8EX
22 Benchill Avenue, Manchester, M22 8EW
20 Benchill Avenue, Manchester, M22 8EW
6 Broadoak Road, Manchester, M22 8EP
4 Broadoak Road, Manchester, M22 8EP
2 Broadoak Road, Manchester, M22 8EP

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 45M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA