

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135609/JO/2022
Date registered valid: 29 November 2022
Proposal: Variation of conditions 2 (approved drawings) and 7 (retained trees) attached to planning permission 133576/FO/2022 to allow for the removal of two existing trees.
Address: Oakwood Resource Centre, 177 Longley Lane, Manchester, M22 4HY
Ward(s): Northenden Ward

Applicant: Graham Morley, Wythenshawe Community Housing Group
Agent (if any): Mrs Suzanne Belfield, Arcus Consulting LLP
Case officer: David Lawless
Tel: 0161 234 4543
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Recommendation: Approve
Date of recommendation: 22 February 2023



Application details

Type of application: Variation or Removal of Condition

Development type: Largescale Major Dwellings

Standard consultations:

Printed: 14 December 2022

Expired: 4 January 2023

Neighbour notifications

Printed: 14 December 2022

Expired: 4 January 2023

Site notice

Posted: 4 January 2023

Expired: 25 January 2023

Press advert

Published: 20 December 2022

Expired: 10 January 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The Oakwood Resource Centre (177 Longley Lane) is a large single storey building set within 0.61 hectares. The building is set back from Longley Lane and is located to the rear of a children's nursery (Kid Start Ltd) and the Longmire Centre, which houses an NHS service. The Oakwood Resource Centre has been vacant for a number of years. To the rear of the site there is an area of open space, while to the east and west there are a number of dwellings. To the south of the sites lies the children's nursery and Longmire Centre. Access to the site is via an existing driveway that leads off Longley Lane.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant obtained planning permission in October 2022 for the following:

133576/FO/2022 - Erection of 20 no. two storey residential dwellinghouses with associated car parking, landscaping, boundary treatments following the demolition of the existing building

They are now applying to vary that permission in order to allow for the removal of two additional trees.

Consultations & Notification Responses

Local Residents – Correspondence has been received from a local resident regarding potential works to the trees in his garden, i.e. its removal at the applicant's expense to enable additional light into his property.

Highway Services – Highways are satisfied with the proposal for variation of Condition 2 (Approved Drawings) and have no objections in principle.

Neighbourhood Team Leader (Arboriculture) – Have made the following comments:

- The developer has managed to minimise the impact on the best of the sites tree stock and therefore we would have no objection to the proposed development.
- This site has been well planned out to minimise the impact on the trees, however, we would expect all work to be carried out in accordance with BS:5837.
- The arboricultural method statement should be strictly adhered to during the development.
- The mitigation planting plan does not have any species details or stem circumference details on the plan.

Greater Manchester Ecology Unit – No objection to the proposed removal of two additional trees both of which are very low risk for bats, with three replacement trees. No further ecological information or measures are required.

Policies

The National Planning Policy Framework July 2021 (NPPF) – 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:

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

In addition to the above, Sections 5 (*Delivering a sufficient supply of homes*) and 15 (*Conserving and enhancing the natural environment*) 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.

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.

Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment.

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 – The Oakwood Resource Centre is currently vacant and is surplus to the City Council's requirements. Even though the building was previously in use as an office facility it is located within a predominantly residential area and for that reason there is no objection in principle to it being redeveloped for residential purposes, particularly when that accommodation will be affordable.

Notwithstanding this, the impact of the removal of two additional trees must be assessed.

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 shared ownership and social rent, with the mix as follows:

- 6 x 2b4p dwellings - Shared Ownership
- 4 x 3b5p dwellings - Shared Ownership
- 8 x 2b4p dwellings - Social Rent
- 2 x 3b5p dwellings - Social Rent

The type of tenure is shown on the proposed site plan on page two of this report, with the reference SO for Shared Ownership and SR for Social Rent.

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

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:

- 14 x 2b4p dwellings – 83m² (Space Standard – 83m²)
- 6 x 3b5p dwellings – 96m² (Space Standard – 96²)

Given the above, the proposal complies with Manchester's space standards.

Disabled Access – Level access would be provided into the dwellings and adequate circulation space, along with a WC, would exist on the ground floor. Adequate circulation space would also exist on the first floor. Overall, the provision is considered acceptable.

Design – Three house types are proposed, as can be seen below. The top two house types (the 2b4p dwellings) are fundamentally the same, with the main difference being the omission of the first floor rear windows in order to prevent overlooking. The third unit is the 3b5p dwelling.

All three house types are traditional in nature, having been informed by the existing dwellings on Bronington Close and to some extent those on Lovett Walk. They would be constructed from red facing brick with buff reconstituted stone cills and contrasting soldier courses above the windows, the latter of which would be of grey uPVC. They would be topped by a pitched roof of grey concrete tiles. The main entrances would have pitched canopies. The three bed dwellings would also have feature gables to add interest.

Overall, the design of the proposed dwellings is considered acceptable.

Scale and Massing – Apart from the presence of several apartment blocks, which are between 120 to 200 metres to the north of this site, this residential neighbourhood is characterised by two storey residential accommodation similar in scale and massing to that proposed. As a result, the scale and massing of the proposal is considered acceptable.

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

Impact upon Privacy – The majority of the proposed accommodation has been orientated so that it does not directly face any of the neighbouring dwellings on Lovett Walk and Bronington Close. Where it does face the adjoining properties, as in the case of plots 1, 2, 19 and 20, the proposed dwellings have been sited 21 metres away from no. 29 Bronington Close (plots 1 and 2) or do not contain any first floor windows in the rear elevation (plots 19 and 20 - annotated by the yellow circle). Those dwellings that are diagonally opposite the existing properties on Lovett Walk and Bronington Close would be between 14 to 17 metres away which would be appropriate and would avoid any undue loss of privacy.

In light of the above, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking.

Noise – Given the number of units proposed and the domestic nature of the activity that would be associated with them, it is not considered that the proposal would be an inherently noise generating development. It is acknowledged that concerns have been raised about the height of the boundary fencing, i.e. that it is 1.8 metres high rather than 2 metres and that this would not be a sufficient height to protect against noise. Given the activity normally associated with domestic proposals of this nature, it is considered that 1.8 metre high close boarded fencing would be an adequate barrier.

Daylight/Overshadowing – As the proposed dwellings 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 dwellings on Lovett Walk or Bronington Close would see a reduction in daylight or be subject to overshadowing.

There is the potential for one of two of the rear gardens on Bronington Close to experience some overshadowing from the dwellings on plots 3, 19 and 20 but this would only be in the winter months or when the sun was low in the sky and this is not unusual in urban settings such as this.

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.

Visual Amenity – Given the design and scale of the proposed dwellings and the retention of the majority of the existing trees, which would be supplemented with replacement native species, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed by the residents of Lovett Walk and Bronington Close.

Trees – Twenty trees have been surveyed, five of which are outside the site but close to the boundary, they are categorised as follows:

- 4 x category A (trees of high quality)
- 6 x category B (trees of moderate quality)
- 9 x category C (trees of low quality)
- 1 x category U (trees which should be removed for sound management reasons)

To facilitate the development the applicant is proposing to fell three category B trees and four category C trees, all of which are within the site boundaries. Originally the applicant proposed to fell two category C trees, but further survey work and assessment has revealed that two additional trees would need to be felled. As three additional replacement trees are to be planted this additional felling is considered acceptable. Overall, thirteen replacement trees are to be planted.

The retained trees would be protected during construction and this would be a requirement of a planning condition.

In terms of the comments of the local resident, it is not a requirement of this proposal that the tree within his rear garden be felled.

Landscaping – The proposed landscaping scheme includes the following:

- the inclusion of thirteen new trees (ten were proposed with the original application).
- the planting of 130 linear metres of native beech hedging within the front gardens areas.
- the planting of 275 shrubs within the front garden areas.
- the turfing of the front and rear gardens.

The location of the additional trees is shown below:



Overall, the proposed indicative landscaping scheme is considered acceptable. A landscaping condition is suggested in this instance as this would require the submission of a detailed landscaping scheme showing amongst other things the species and size of trees to be planted.

Car Parking – Seventeen of the proposed dwellings would have two parking spaces while the remaining three would have one space. This level of car parking is considered acceptable and it is not considered that the proposal would lead to a noticeable increase in the instances of on-street parking on the surrounding residential roads.

Vehicle Charging Points – The applicant has confirmed that each dwelling would be fitted with electric vehicle charging infrastructure, the provision of which would be ensured via a planning condition.

Pedestrian and Highway Safety – The main concerns raised by local residents, the nursery and its clients are the impact on pedestrian safety and the loss of existing parking facilities.

The access road off Longley Lane not only serves the application site but a children's nursery and a small NHS office. It is recognised that it is narrower than that normally expected of a new residential road. However, given the number of units proposed and the fact that the access road is short in length and benefits from good visibility, it is not considered that its use for residential purposes would have an unduly detrimental impact upon the existing users of the access road and those travelling along Longley Lane. This has been acknowledged by Highway Services. Notwithstanding the above, the applicant is introducing a new dropped crossing with tactile paving at the entrance to the nursery car park and installing a new crossing point with tactile paving in the proximity of the nursery and NHS office building.

It is also recognised that if the resource centre was brought back into use it could generate significant traffic movements throughout the day, over which there would be no control and the highway improvements referred to above would not be implemented.

The children's nursery has its own dedicated parking area which would remain unaffected, this is marked by the red circle on the image below. Since the Oakwood Resource Centre was vacated, the staff and clients have also had use, through an informal arrangement, of the parking spaces within the boundaries of the centre and which are annotated by the red star. As these are located within the application site they would no longer remain available for use by the children's nursery. This would displace a number of vehicles onto the surrounding highway network and could result in some vehicles being parked on-street within the new development once completed. Given the small numbers of vehicles involved it is not considered that this additional on-street parking would have an unduly detrimental impact on existing levels of pedestrian and highway safety. It is also acknowledged that the informal parking arrangements could cease at any time and that the vehicles could be displaced regardless of the development going ahead.

Overall, it is not considered that the proposal would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. 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 dust management 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 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 on each dwelling, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Demolition of Existing Building – The Oakwood Resource Centre is not listed and it is not considered to be of such architectural merit to be classified as a non-designated heritage asset. Accordingly, there is no objection to its demolition.

Waste Management – The four bins required by the City Council would be stored at the rear of each dwelling. Given this and the provision of a kitchen food caddy for each household, the overall provision is considered acceptable.

Highway Services have also confirmed that the site can be access by a refuse vehicle.

Drainage – The conditions suggested by the Flood Risk Management Team and United Utilities, both of which are designed to protect against flooding and prevent pollution, would be attached to any approval granted.

Ecology – The applicant has undertaken an ecology survey of the site. This has determined the following:

- Habitats on the site are of low ecological value, consisting predominantly of hardstanding surfaces and small areas of amenity grassland. The removal of these due to development can be easily mitigated by further planting.
- A single pipistrelle bat was seen emerging and re-entering a gap within the soffit box.
- A hedgehog was observed on site.
- No reptile or amphibian species were identified on the site.
- The trees and shrubs provide suitable habitat for nesting birds.
- The site provides suboptimal habitat for invertebrate species.

To mitigate against the proposal, the survey recommends the inclusion of a replacement bat roost; the installation of hedgehog friendly boundary treatment and restrictions on when trees and other vegetation can be removed. The survey also states that ecological enhancements through the implementation of further planting should be undertaken.

GMEU concur with the findings of the survey and the proposed mitigate measures and enhancements. Their delivery would be subject to a number of planning conditions.

Environmental Standards – The applicant has confirmed that the following technologies would be incorporated into the development:

- Enhanced thermal envelope
- Photovoltaics to building roofs (assumed 15m² per dwelling)
- Heat recovery ventilation (MVHR) to 3-bed properties
- Exhaust air heat pumps to the 2-bed properties generating heating and hot water (negating the need for MVHR)
- Air source heat pump to the 3-bed properties generating heating and hot water

While it is acknowledged that the final design phase may result in elements of the above being omitted or replaced with some other form of sustainable technology, overall, the provision is welcomed and its delivery would be subject to a planning condition.

Crime Prevention – The proposal does not raise any crime prevention issues. A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

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 the original planning permission (133576/FO/2022) on 21 October 2022.

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:

- a) P-00A, stamped as received on 25 May 2022
- b) P-01D, stamped as received on 29 November 2022

- c) P-02A to P-04A, stamped as received on 25 May 2022
- d) P-05A, stamped as received on 21 April 2022
- e) P-06C, stamped as received on 29 November 2022
- f) P-07 and P-08, stamped as received on 25 May 2022

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) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, 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 hard and soft landscaping treatment scheme shall be submitted to and be approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the construction work have been completed. 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) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Impact Assessment and Method Statement (ref: BE-1088-04C), stamped as received by the City Council as local planning authority on 29 November 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

8) The demolition of the Oakwood Resource Centre shall not commence until either of the following has been submitted to and been approved by the City Council as local planning authority:

a) A licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or

b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/ development will require a licence.

Reason - To ensure the protection of species or their habitat 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) Above grounds works shall not commence until details of biodiversity enhancements (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.

10) 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.

11) Prior to any earthworks, demolition or vegetation clearance, a Reasonable Avoidance Measures method statement for hedgehogs, for both site clearance and the construction phase and 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 and 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.

12) Before the development hereby approved is first occupied a detailed Travel Plan, based on the submitted Transport Statement, stamped as received on 21 April 2022, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 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 (2007).

13) 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.

14) 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:

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

o 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.

15) 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.

16) The highway improvements, as shown on drawing no. P-01D, stamped as received on 29 November 2022, shall be implemented and be in place prior to first use of the development hereby approved and thereafter retained and maintained in situ.

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

17) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement Report, stamped as received by the City Council as local planning authority on 25 May 2022, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. 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 at each phase of the construction of the development, 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-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

18) 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.

19) 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:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o 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;
- o 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;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);

- o Arrangements for temporary facilities for any bus stops or routes;
- o 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.

20) Prior to the commencement of above ground works, detailed drawings of the front boundary treatment 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.

21) Above-ground construction works shall not commence until details of the electric vehicle charging systems to be installed on the development have been submitted to and approved by the City Council as Local Planning Authority. The approved charging systems shall then be installed in accordance with a timetable to be agreed with 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.

22) Prior to the occupation of the development hereby approved, the cycle storage facilities, as shown on drawing no. P-01D (stamped as received on 29 November 2022), 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 (2007).

Informatives

1) Invasive Plants - It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as *Cotoneaster horizontalis* are included within this schedule. If any such species will be disturbed and moved off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

2) Informative for condition 13 - 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
 Neighbourhood Team Leader (Arboriculture)
 Greater Manchester Ecology Unit

149A Longley Lane, Manchester, M22 4LA
 135 Longley Lane, Manchester, M22 4LA
 119 Royle Green Road, Manchester, M22 4LE
 Unit 1A, Harper House, 124A Longley Lane, Manchester, M22 4SY
 151 Longley Lane, Manchester, M22 4HY
 133A Longley Lane, Manchester, M22 4LA
 145A Longley Lane, Manchester, M22 4LA
 117 Royle Green Road, Manchester, M22 4LE
 123 Royle Green Road, Manchester, M22 4LE
 13 Bronington Close, Manchester, M22 4ZQ
 8 Kerfoot Close, Manchester, M22 4YJ
 61 Bronington Close, Manchester, M22 4ZR
 27 Bronington Close, Manchester, M22 4ZQ
 5 Bronington Close, Manchester, M22 4ZQ

147A Longley Lane, Manchester, M22 4LA
39 Lovett Walk, Manchester, M22 4LB
21 Lovett Walk, Manchester, M22 4LB
13 Lovett Walk, Manchester, M22 4LB
1 Lovett Walk, Manchester, M22 4LB
19 Bagnall Walk, Manchester, M22 4LN
8 Lovett Walk, Manchester, M22 4LJ
7 Lovett Walk, Manchester, M22 4LB
47 Lovett Walk, Manchester, M22 4LB
57 Bronington Close, Manchester, M22 4ZQ
35 Bronington Close, Manchester, M22 4ZQ
19 Bronington Close, Manchester, M22 4ZQ
33 Lovett Walk, Manchester, M22 4LB
31 Lovett Walk, Manchester, M22 4LB
12 Lovett Walk, Manchester, M22 4LJ
55 Lovett Walk, Manchester, M22 4LB
5 Bagnall Walk, Manchester, M22 4LN
3 Bagnall Walk, Manchester, M22 4LN
21 Bagnall Walk, Manchester, M22 4LN
16 Lovett Walk, Manchester, M22 4LJ
41 Bronington Close, Manchester, M22 4ZQ
39 Bronington Close, Manchester, M22 4ZQ
29 Bronington Close, Manchester, M22 4ZQ
7 Bronington Close, Manchester, M22 4ZQ
37 Bronington Close, Manchester, M22 4ZQ
149 Longley Lane, Manchester, M22 4LA
141A Longley Lane, Manchester, M22 4LA
17 Lovett Walk, Manchester, M22 4LB
11 Bagnall Walk, Manchester, M22 4LN
49 Lovett Walk, Manchester, M22 4LB
7 Bagnall Walk, Manchester, M22 4LN
13 Bagnall Walk, Manchester, M22 4LN
47 Bronington Close, Manchester, M22 4ZQ
43 Bronington Close, Manchester, M22 4ZQ
137A Longley Lane, Manchester, M22 4LA
11 Lovett Walk, Manchester, M22 4LB
41 Lovett Walk, Manchester, M22 4LB
Royle Green Day Nursery, 151A Longley Lane, Manchester, M22 4HY
147 Longley Lane, Manchester, M22 4LA
9 Bagnall Walk, Manchester, M22 4LN
5 Topcroft Close, Manchester, M22 4YF
53 Lovett Walk, Manchester, M22 4LB
122 Longley Lane, Manchester, M22 4SY
17 Bagnall Walk, Manchester, M22 4LN
133 Longley Lane, Manchester, M22 4LA
145 Longley Lane, Manchester, M22 4LA
Unit 1, Harper House, 124A Longley Lane, Manchester, M22 4SY
18 Lovett Walk, Manchester, M22 4LJ
4 Lovett Walk, Manchester, M22 4LJ
6 Lovett Walk, Manchester, M22 4LJ
43 Lovett Walk, Manchester, M22 4LB
10 Lovett Walk, Manchester, M22 4LJ
45 Lovett Walk, Manchester, M22 4LB
5 Lovett Walk, Manchester, M22 4LB

15 Bagnall Walk, Manchester, M22 4LN
2 Lovett Walk, Manchester, M22 4LJ
14 Lovett Walk, Manchester, M22 4LJ
63 Bronington Close, Manchester, M22 4ZR
25 Bronington Close, Manchester, M22 4ZQ
49 Bronington Close, Manchester, M22 4ZQ
31 Bronington Close, Manchester, M22 4ZQ
59 Bronington Close, Manchester, M22 4ZQ
33 Bronington Close, Manchester, M22 4ZQ
23 Bronington Close, Manchester, M22 4ZQ
17 Bronington Close, Manchester, M22 4ZQ
9 Bronington Close, Manchester, M22 4ZQ
141 Longley Lane, Manchester, M22 4LA
121 Royle Green Road, Manchester, M22 4LE
45 Bronington Close, Manchester, M22 4ZQ
55 Bronington Close, Manchester, M22 4ZQ
51 Lovett Walk, Manchester, M22 4LB
131 Longley Lane, Manchester, M22 4LA
19 Lovett Walk, Manchester, M22 4LB
9 Lovett Walk, Manchester, M22 4LB
21 Bronington Close, Manchester, M22 4ZQ
143A Longley Lane, Manchester, M22 4LA
135A Longley Lane, Manchester, M22 4LA
131A Longley Lane, Manchester, M22 4LA
27 Lovett Walk, Manchester, M22 4LB
29 Lovett Walk, Manchester, M22 4LB
25 Lovett Walk, Manchester, M22 4LB
15 Lovett Walk, Manchester, M22 4LB
35 Lovett Walk, Manchester, M22 4LB
139 Longley Lane, Manchester, M22 4LA
23 Lovett Walk, Manchester, M22 4LB
3 Lovett Walk, Manchester, M22 4LB
124 Longley Lane, Manchester, M22 4SP
1 Bronington Close, Manchester, M22 4ZQ
137 Longley Lane, Manchester, M22 4LA
Sharston Adult Education Centre, 181 Longley Lane, Manchester, M22 4JG
143 Longley Lane, Manchester, M22 4LA
15 Bronington Close, Manchester, M22 4ZQ
11 Bronington Close, Manchester, M22 4ZQ
15 Bronington Close, Northenden, Manchester, M22 4ZQ
5 Lea Road, Heald Green, Cheshire, Sk8 3rd
45 Kenworthy Lane, Manchester, M22 4DU
70 Longley Lane, Northenden, Manchester, M22 4JF
45 South Park Road, Gatley, Cheadle, SK8 4AL
39, Bronington Close, Manchester, M22 4HY
31 Bronington Close, Northenden, M22 4ZQ
Kids Start Ltd, 151 Longley Lane, MANCHESTER, M22 4HY
37 Lovett Walk, Manchester, M22 4LB

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

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: SOUTH AREA