

Application Number	Date of Appln	Committee Date	Ward
133576/FO/2022	25 th May 2022	20 th October 2022	Northenden
Proposal	Erection of 20 no. two storey residential dwellinghouses with associated car parking, landscaping, boundary treatments following the demolition of the existing building		
Location	Oakwood Resource Centre , 177 Longley Lane, Manchester, M22 4HY		
Applicant	Graham Morley, Wythenshawe Community Housing Group, 8 Poundswick Lane, Wythenshawe, Manchester, M22 9TA,		
Agent	Mrs Suzanne Belfield, Arcus Consulting LLP, Dalton House, Arcus, Dane Road, Sale, M33 7AR		

Executive Summary

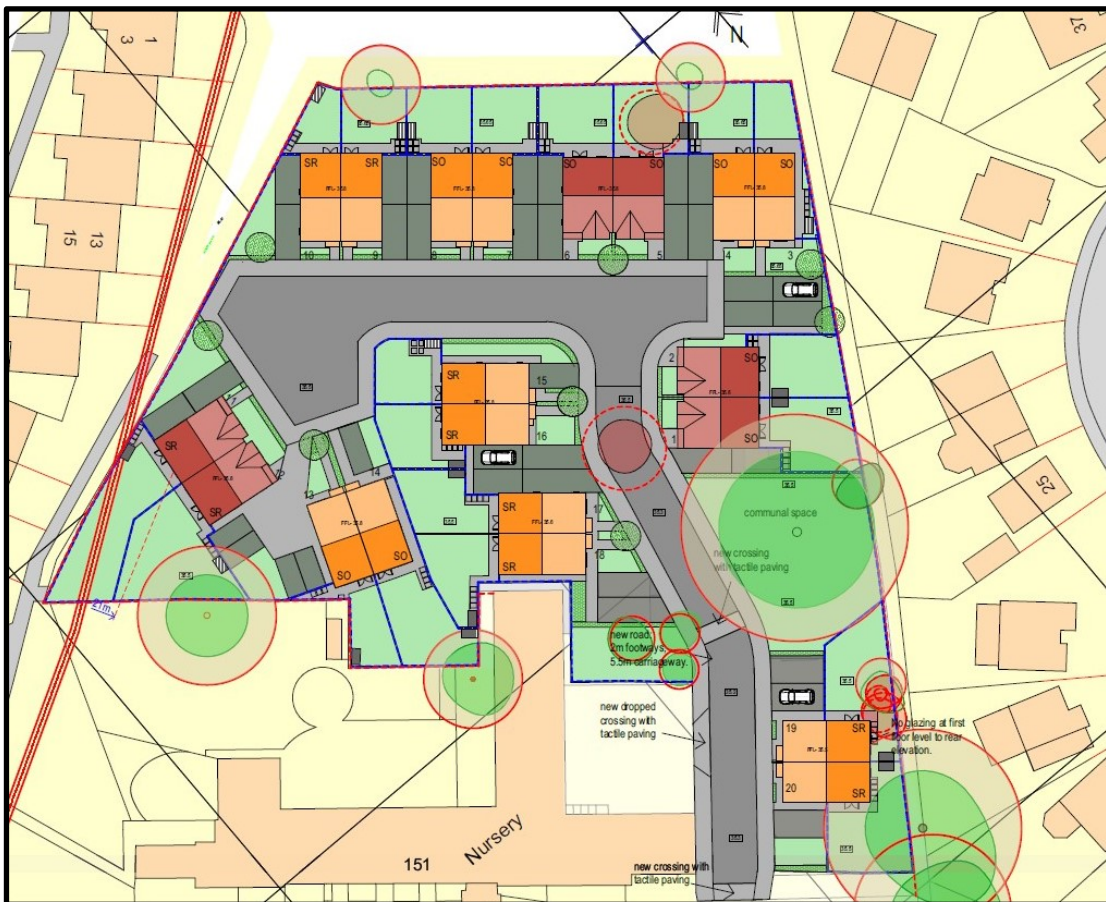
The applicant is proposing to erect 20 no. two storey residential dwellings on the site of the now vacant oakwood Resource Centre. The proposed accommodation would be affordable, split equally between shared ownership and social rent.

Correspondence has been received from eleven local residents, as well as the adjoining children's nursery. The main concerns raised include impact on residential amenity, pedestrian/highway safety, existing ecology and insufficient parking.

Description

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.

Wythenshawe Community Housing Group is proposing to demolish the existing building and erect twenty semi-detached dwellings on the site. All of the dwellings would be two storeys in height, with six offering three bed (five person) accommodation and the remaining fourteen offering two bed (four person) accommodation. All twenty dwellings would be affordable, with ten being for social rent and the remainder being shared ownership. The site and its context, along with the proposed layout, can be seen overleaf:



Consultations

Local Residents – Eleven letters have been received from local residents, the comments are summarised below:

- One resident has no objection to the redevelopment but does have serious concerns about how the building work would impact on the nursery.
- The redevelopment of the Oakwood Lodge site is in principle a good idea, the site is a mess and the low-cost/social housing is definitely needed. However, the access to the nursery is narrow and the additional traffic from residents is likely to cause conflict with parents and children during drop-off and pick-ups.
- The height of the dwellings on plots 3/4 and 19/20 will affect the natural light to the rear of the properties on Bronington Close.
- The development would have a negative impact on property values.
- The proposal would lead to an increase in traffic, pollution and noise arising from building/construction work, this would also impact air quality.
- Once constructed, the development would lead to an increase in traffic coming and going from the site, again impacting air quality.
- Additional traffic would impact on pedestrian safety, especially given the proximity of the day nursery.
- The proposal will impact on wildlife, particularly the bats.
- The proposal would lead to the overlooking of dwellings at the rear of the site, on both Bronington Close and Lovett Walk.
- Can local infrastructure cope with an increase in residents in the area?
- Have Manchester Council looked at other ways to utilise Oakwood Lodge building as the area is short of community centres/play areas, this building would have been ideal?
- The Noise Impact Assessment recommends a 2 metre high close boarded timber fence to be erected around the gardens but WCHG are proposing a 1.8 metre high fence instead.
- The former car park of the resource centre is used as a car park for the adjoining nursery, this would be lost and have an impact on child safety as parents would have to park elsewhere and walking to the site is not always an option.
- One resident has no objection to the redevelopment but does have serious concerns about how the building work would impact on the nursery.
- The redevelopment of the Oakwood Lodge site is in principle a good idea, the site is a mess and the low-cost/social housing is definitely needed. However, the access to the nursery is narrow and the additional traffic from residents is likely to cause conflict with parents and children during drop-off and pick-ups.
- This development would cause excessive traffic and lack of parking to an already congested area of the road. The queues coming off Princess Parkway to enter Northenden are already excessive every day and are blocking the exit road. This development would only add to this problem.
- Will there be any form of vetting of the residents that will be offered the housing to prevent noisy neighbours and anti-social behaviour?

Kids Start Ltd – Kids Start Ltd is a nursery setting which delivers Early Years care and Education for children and families in Manchester from 6 months to five years. It is registered as an 80-place full time equivalent nursery setting and registered to facilitate holiday / summer play schemes, with currently 120 service user's it operates from the established Royle Green Children's Centre site 151 Longley Lane M22 4HY.

The concerns of the nursery are outlined below:

- The safety of the children, their families and the nursery staff is paramount and any new housing development needs to ensure they are not put at risk from the public or their privacy is compromised.
- The current and existing road leading to the nursery and Oakwood Lodge is not wide enough currently for two-way traffic and no changes are planned to the existing road layout. Cars cannot park on the main road as it is not wide enough, it has double yellow lines and furthermore there needs to be right of entry in /out of the proposed site for safety and in case of an emergency.
- The nursery is open from 7.30am- 6.00pm Monday to Friday and with regular drop offs and collections at the beginning, middle and end of the day. There is concern about the volume of traffic at specific points in the day, the lack of parking and impact on road safety.
- The nursery has its own dedicated car park with approximately ten car park spaces, one of which is a disability space. These car park spaces are used for staff, visiting professionals and service users. Historically the nursery has shared car park space with the resource centre, this would be lost to the dwellings on plot 19/20 and place a strain on the business and the surrounding highway network.
- The nursery needs a right of access to the rear of its building.
- The security of the nursery premises site also needs to be considered.

Highway Services – Highway Services have commented as follows:

- The proposed trip rates are acceptable to Highways. The cumulative impact of the NHS building, the nursery and proposed development are not anticipated to be dissimilar than previous site trips.
- The Crashmap accident database has been reviewed for the most recent five-year period. The database indicates that there has been no collision within the immediate vicinity of the site and one slight personal injury accident at Longley Lane/Sharston Road junction. Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.
- The new internal roads will be 5.5m with 2m footways on both sides of the carriageway. This is acceptable to Highways and meets MCCs adoptable Standards.

- The existing access road is 4.8 metres wide, a width not normally accepted. It is a short section of road and the Transport Statement demonstrates that good forward visibility exists and that a 11.4 metres refuse vehicle can enter and egress the site from this junction safely. Therefore, Highways will accept this access junction arrangement as it is unlikely to cause a significant impact on highway safety.
- The level of parking provision is considered acceptable.
- New dropped kerbs and tactile paving will be installed at the crossing adjacent to the nursery car park. Additionally, a second crossing with dropped kerbs and tactile paving will be installed within proximity of the nursey access. This is welcomed and acceptable to Highways.
- It is required, in line with MCC Residential Guidelines, that the provision of an electrical vehicle charging point (minimum 7kW) is made available for each dwelling.
- Secure and sheltered cycle parking will be installed for each dwelling. This is acceptable to Highways.
- Designated refuse storage has been accommodated for each individual dwelling with kerbside collection noted from the new internal road. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.
- Swept path analysis of a 11.4m refuse vehicle has been produced for the site and demonstrates that the refuse vehicle can safely enter, manoeuvre and egress the site in forward gear. This is acceptable to Highways.
- Although the development does not trigger the requirement for a Travel Plan one will be in place at the development. This is welcomed by Highways.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – Suggests the imposition of a contaminated land condition to protect future residents from landfill gas ingress and contamination.

Neighbourhood Team Leader (Arboriculture) – The City Arborist has made the following comments:

- The development would impact on the root systems of three category A trees, however, the percentages fall well within the accepted parameters if the work is carried out in accordance with the Arboricultural Impact Assessment.
- The layout of the site appears to have been designed to incorporate the trees on this site and as such we would have no objection to the proposed development subject to the arboricultural impact assessment being strictly adhered to.
- In order to prevent unnecessary damage and potential loss of the trees, the protection measures should be enforced if possible.

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

Greater Manchester Ecology Unit (GMEU) – GMEU have made the following comments:

- The building has been assessed as low risk and following one dusk and one dawn survey during the peak of the bat survey season, one soprano pipistrelle was found to be roosting in the building proposed for demolition. Given only one bat was found of one of the commoner bat species, GMEU are satisfied that the conservation status of this species can be maintained through appropriate mitigation and enhancement (subject to a planning condition) and can see no reason why Natural England would not issue a license if planning permission was granted.
- Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. GMEU acknowledge that the site is primarily hardstanding, building and low ecological value habitat, with the majority of trees retained. The proposed layout is similar a mix of hardstanding, building and low ecological value habitat with mitigation provided for trees proposed for removal. GMEU are satisfied that the proposed layout will adequately mitigate and probably enhance the site.
- Mitigation and enhancement should however also be provided for loss of nesting birds habitat, bats and hedgehog. Whilst mitigation is proposed for the loss of a soprano pipistrelle day roost, GMEU would also recommend enhancement through additional roost opportunities. No bird boxes appear to be proposed. Given house sparrow were recorded, it is recommended that provision of house sparrow nest boxes would be appropriate.
- As a number of trees and shrubs are to be removed, a condition limiting when removal works are undertaken is suggested. It should state that no removal or works to trees and shrubs are to take place between 1st March and 31st August in any year unless a detailed bird nest survey has been undertaken.
- A condition to protect hedgehogs during clearance and constructions works is suggested.
- Suggests the imposition of an informative about invasive plants.

United Utilities Water PLC – Suggests the imposition of conditions designed to protect against flooding and manage the risk of sewer surcharge.

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 development upon existing levels of residential and visual amenity must be assessed. Furthermore, given the proximity of the children's nursery, the impact upon pedestrian and highway safety must also be evaluated.

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.

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 shared 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.

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 – 96m²)

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 two category C trees, all of which are within the site boundaries. This would leave fifteen of the surveyed trees remaining, ten of which would be located on the site itself.

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

To compensate for the loss of the five trees the applicant would be required to plant an appropriate number of replacement trees, the details of which are awaited and will be reported at the Committee.

Landscaping – The proposed landscaping scheme includes the following:

- the inclusion of five new trees (birch and mountain ash).
- 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.

Overall, the proposed landscaping scheme is considered acceptable. However, the applicant has been requested to include further trees within the proposed landscaping scheme and the amended details are awaited.

Boundary Treatment – The applicant is proposing to erect 1.5 metre high close boarded fencing on top of 300mm concrete gravel boards, along the rear and side boundaries. This is sufficiently high to ensure privacy and to limit noise breakout. While hedging is proposed along the front boundaries and is a character of the wider Wythenshawe area, the applicant has been requested to confirm further details of the boundary treatment such as gate posts, railings and plinths to the front of the hedging.

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 accessed 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 mitigation 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.

Conclusion

The site is located within a predominantly residential area and it has been demonstrated that the proposal would not have a detrimental impact on the existing levels of residential amenity and pedestrian and highway safety. Given the above and the affordable nature of the proposed accommodation, the proposal is supported subject to the imposition of a number of conditions designed to protect existing amenity levels and wildlife.

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 the right to a fair hearing and to this end the Committee 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 of the application 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.

Conditions

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:

- a) P-00A, stamped as received on 25 May 2022
- b) P-01B, stamped as received on 30 August 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-06A, stamped as received on 30 August 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) The hard and soft landscaping scheme (including boundary treatment), as shown on drawing nos. ****, stamped as received by the City Council as local planning authority on *****, 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) 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-1088-04A), stamped as received by the City Council as local planning authority on 21 April 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 to the school, 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:

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance

mechanism for the lifetime of the development, 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-01B (stamped as received on 30 August 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:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- 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;
- 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;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;

- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- 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.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 133576/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
South Neighbourhood Team
United Utilities Water PLC
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

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

Relevant Contact Officer : David Lawless
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